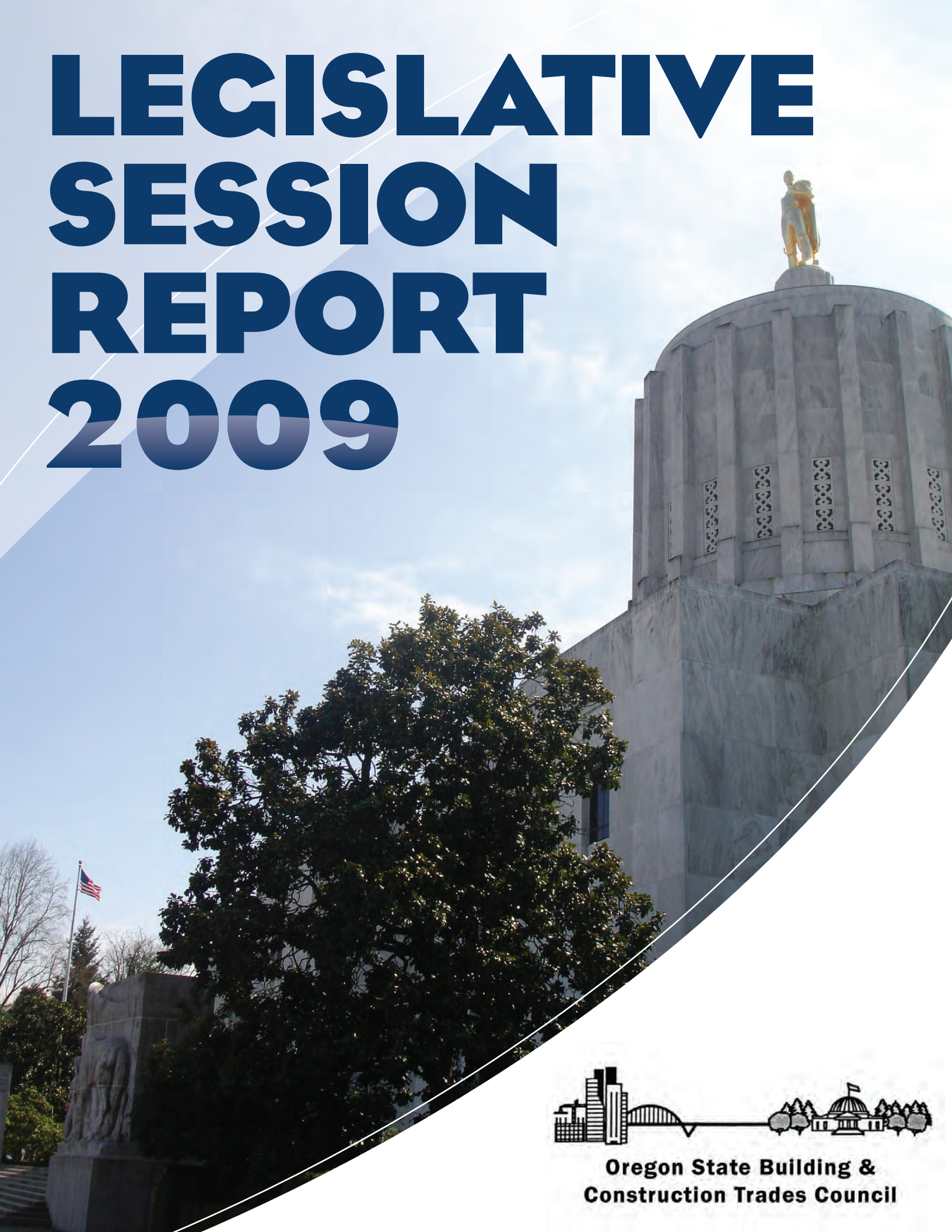


LEGISLATIVE SESSION REPORT 2009



**Oregon State Building &
Construction Trades Council**

SESSION OVERVIEW

General Overview of Session

Leading up to Session (Setting the Stage):

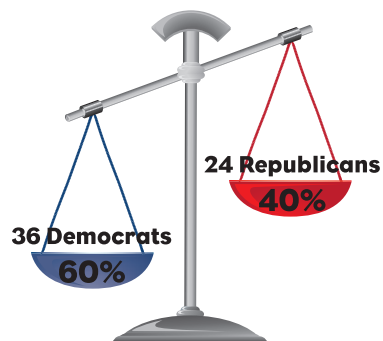
There was much momentum leading up to the 2009 Legislative Session and a number of factors that played an enormous role in shaping the goals and priorities of the 75th Legislative Assembly. It is instructive to first understand these forces as there will be considerable scrutiny given to decisions that were made under such extraordinary circumstances. Combine a deep revenue shortfall in the state's general fund budget, the expectations of a Governor in his final term, a House of Representatives with a record number of new freshman legislators, and the Democratic Party with supermajority control in both chambers and you've only begun to scratch the surface of what drove the legislative process this year.

Tone coming out of the 2007 Legislature

It is important to first review the basic tenants of the 2007 Legislative Session, where, for the first time in over 15 years, the Democratic Party held majority control in both the Oregon House and Senate. The 2007 Legislative Session was productive although many Democrat Legislators hoped a gain in Democrat seats during the 2007-08 election cycle would further their agenda. Democrats entered the election cycle with a new energy to grow their majority counting on what most political pundits predicted to be a "Blue Wave". Republicans, on the other hand, were hoping to hang on to their current seats, and avoid steep losses in swing districts.

Tone Coming Out of the 2008 Election Cycle

Coming out of 2008, the tone of the electorate's tendencies followed the national trend towards Democrats. Democrats picked up 5 seats in the House to move to 36 seats, and held their 18 seat majority in the Senate giving the Democrats



enough seats in both the Senate and the House to hold a supermajority. With their new gains, Democrats could, in theory, pass bills requiring a 3/5 majority (any bills increasing taxes for example) without any votes coming from Republicans. Issues such as climate change, tax policy, and health care took on a completely different tone due to the size of the Democrat majority. This shift in the makeup of the Legislature was the basic underpinning defining the actions of the 75th Legislature.

The dynamics of the Governor in his final term also played a significant role this Legislative Session. The Governor does not have to face the consequences of his actions in an upcoming election, which gave him greater latitude to pursue controversial policies. Concurrently, other officials became less inclined to collaborate or cooperate with him out of an abundance of caution to not be associated with potentially unpopular decisions.

Governor Kulongoski's administration spent the interim preceding the 2009 Session with his policy agenda on overdrive. Multiple large taskforces were held to aggressive schedules and were charged with developing some of the larger agenda items of the session, such as recommendations from the Transportation Vision Committee that led to an effort to raise an additional \$500 million annually for transportation construction projects. The work of the Global Warming Commission led to an effort to implement a regional hard cap on carbon emissions and to create a new speculative market for the buying and selling of carbon credits. The Oregon Health Fund Board proposed a major expansion of the Oregon Health Plan to provide health care to all children as a first step toward universal healthcare. These were all lofty and aggressive proposals that were potential political landmines as every one of the proposals required the creation of new funding streams or difficult tax votes that could be unpopular with the general public.

Revenue Shortfall and Budget Gap Drive Process

To say the budget was a factor during this Legislative Session is a gross understatement. The budget shortfall and Oregon's worsening economic climate permeated nearly every aspect of the 2009 Legislative Session. Due

Budget Deficit	
Total Revenue Projection ('09-'11)	\$13.66 B
ESL "No Cuts" Budget	\$17.32 B
Balance/Deficit	-\$3.7 B

to the global financial meltdown, Oregon's increasing unemployment rate, and a slowdown in manufacturing in Oregon, the general fund budget deficit grew to a staggering \$3.7 billion.

Over the 2009-11 biennium, it was estimated that the state would need to bring in \$17.32 billion to maintain the current service level. The May Revenue Forecast estimated that (over the same period of time) state taxes would only bring in \$13.66 billion, creating a budget gap of \$3.7 billion.

With the aforementioned details as the backdrop, the Legislature forged ahead with a multitude of policy and budget proposals significantly changing the landscape of Oregon state government. First on the agenda for the Legislature was solving the budget crisis. Without a revenue solution, the Governor's initial budget proposed deep cuts in every state agency budget and potential wholesale elimination of state agencies. The solution was a combination of federal stimulus dollars, tax increases, use of Oregon's rainy day fund and cuts to nearly every agency budget.

Putting Journeymen and Apprentices Back to Work:

The Building Trades Team entered the Capitol amidst an unemployment rate that averaged 25 percent- with some trade sectors as high as 45 percent. Therefore,

the team's primary objective was massive funding for job stimulus packages. The Building Trades Team was relentless in advocating and helping pass multiple plans to fund public works projects.

Most notable accomplishments include an immense expansion of bonding authority to provide \$175 million for deferred maintenance projects and tax/fee increases to raise an additional \$300 million annually for transportation construction. Also, \$100 million of lottery bonding for non-highway transportation construction, and the creation of a loan program for residential small scale energy projects. The trades also fought against an all-out gutting of the Business Energy Tax Credit (BETC) program.

SB 338 State Stimulus Package

With record unemployment in Oregon, Senate President Peter Courtney's first order of business for the 75th Legislative Assembly was to pass a statewide job stimulus package. Encompassed in SB 5562 and SB 338, the plan authorized \$175 million in bonds to fund deferred maintenance projects at universities, community colleges and other public works infrastructure across the State. The package identified 500 projects throughout the State and was estimated to create 3,000 jobs and included projects in every county. The funds come from government-backed bonds that the State will repay over the next 15 to 30 years. The Oregon State Building and Construction Trades Council actively lobbied in support of the state stimulus package, which the Governor signed into law on the 19th day of the Legislative Session.

The entire Capital Construction Budget for 2009-11 totals \$1.3 billion.



Profiles of Leadership Senate President Peter Courtney

"When I have this kind of crisis with my fellow Oregonians, I will do whatever it takes....I will go to every pot I've got to get Oregonians to work right now!"

"In the end, it is about hope. It is about the respect and dignity of every human being and their ability to have a job so they can pay their bills and take care of their loved ones. I will accept all of the criticism out here. I will accept all the blame. I am only sorry that the package is not bigger."

-Senate President Peter Courtney
Speech on SB 5562 before the Senate

HB 2001 Jobs and Transportation Act a.k.a. The Transportation Package

During the interim preceding the 2009 Legislative Session, the Building Trades Team participated in a transportation stakeholder group that developed and financed multiple rounds of public opinion polling regarding the transportation preferences of the general public. Elected officials used these poll results to develop a strategy to raise as much revenue as possible without making the package overly vulnerable to referral and possible repeal at the ballot.

There was initial controversy when Governor Kulongoski briefly threatened to veto the package if the bill contained earmarks naming specific projects. The Team worked to ensure that specific projects were designated, as a matter of transparency and to receive bi-partisan support. At the end of the day, 37 highway projects were identified for funding and it was by far the most significant piece of legislation that attracted Republican collaboration and support throughout the process.

The Play-By-Play:

The following interaction took place before the Senate Transportation Committee. On the first day the Senate Transportation Committee met, Bob Shiprack spoke to the original version of the transportation package, which proposed raising the gas tax by two-cents/gallon.

BUILDING TRADES TEAM

Executive Secretary
Bob Shiprack



Senate Transportation Committee:

“If you’re going to vote for a gas tax, why don’t you vote for one that really does something, not two-cents. I don’t know how that got in there.”

“I have 500 apprentices and people on our list of availables, young people that can go to work tomorrow as apprentices...but we don’t take kids in to apprentice if we don’t have jobs for them.”

“We [construction industry] are the hardest hit area in terms of unemployment. If we don’t start seeing more work, we are going to start to lose our apprentices because they will simply have to find something else to do. That’s the reality about what is going on out there.”

Profiles of Leadership Senator Rick Metsger’s Response:

“...to make it very clear, there is absolutely no way this Chair will ever do a two-cent gas tax this session at all...”

“...if there is to be a gas tax, that political effort is no different, whether it is two-cents or two-dollars. I will tell you right now I will not fight that battle for something that doesn’t get the job done for Oregon. That’s the end of that particular issue.”

Chairman Metsger of the Senate Transportation Committee during a hearing



The Jobs and Transportation Act was the largest and most environmentally progressive transportation package ever passed by the Oregon Legislature. Once fully phased in (2012), the package will raise approximately \$300 million annually, which is funded primarily through a six-cent increase in the state gas tax and increases in fees for registering and titling vehicles. The package authorizes a Connect Oregon III program that dedicates an additional \$100 million of lottery bonds for non-highway projects like rail, marine, ports and airports.

RESULT: IN TOTAL, THE PACKAGE WILL CREATE AND SUSTAIN 4,600 JOBS OVER THE NEXT DECADE.

SB 34 Payroll Tax to Expand MAX:

When session began, a payroll tax increase was a provision within the larger transportation funding package, but was removed and pursued separately because it was a poison pill for too many Republicans that would otherwise support the package.

SB 34 raises the payroll tax in the Tri-Counties from seven-tenths of one percent to eight-tenths of one percent of the wages paid, phased in over the next ten years to help TriMet extend their lines.

It was no surprise when the bill passed out of both Houses with very slim margins and on largely party-line votes with Democrats in support and Republicans opposed.

Road Map for Transportation Policy in Future Sessions:

The Building Trades Team will help protect against referral and potential repeal of the Jobs and Transportation Act. If the package is not referred or is referred and upheld by voters, it is not likely there will be the political will to pursue another sizable highway funding package in the next session. Transportation priorities include developing a continuous funding source for the Connect Oregon Program and Columbia River Crossing Project, as well as a new approach to local preference laws in public contracting.



Transportation Act Signed Into Law

Bob Shiprack, Executive Secretary of the Oregon State Building Trades Council at the ceremonial signing of the Jobs & Transportation Act.

The Columbia River Crossing Project

(CRC) is an approximately \$3-\$4 billion replacement bridge project on Interstate-5 over the Columbia River.

The current bridges over the Columbia River are so narrow that they create the largest bottleneck on the Interstate-5 Corridor between the Canadian and Mexican borders. This severe bottleneck obstructs the movement of traffic and commerce, harming the ability of private businesses to thrive within the region and increasing the frequency of traffic collisions. As a result, this CRC is of vital importance to both the economic health of the West Coast and the safety of highway users.

The project has been well over a decade in the making and if all things fall into place, the final design will be determined in 2011. According to the Department of Transportation, construction could begin as early as 2012- putting 27,000 jobs on the ground over the five to six-year construction life of the project.

Although much of the debate surrounding the CRC is directed toward the potential environmental benefits and impacts of the new bridges, the most significant issue facing the project is a lack of funding. Oregon's share of the cost will be somewhere in the neighborhood of \$1 billion. The State of Oregon has yet to save any money for the project and does not have the bonding capacity to finance it.

SB 580 Tolling for the Columbia River Crossing Project

In an effort to breathe life into the project, the Building Trades Team pursued a bill to provide significant funding in advance of the proposed date of construction.

The original bill would have implemented a toll on the existing Interstate-5 bridges by January 1st, 2011. It also would have created a Columbia River Crossing Bridge Fund strictly used for construction of the new bridges, and directed all toll revenue into the fund.



Tolling for the Columbia River Crossing Project

After concerns regarding the federal approval needed to implement a toll, the Senate Transportation Committee adopted an amendment that directed the department to immediately seek out the federal approvals and interstate agreements necessary to implement a toll and to develop a rate structure for the toll by January 1st, 2011.

Profiles of Leadership



Representative Mike Schaufler

"This is a statewide significant project. We need to have a plan to pay for it and I suggest we start now!"

- Rep. Mike Schaufler
Speech on SB 580 before the House of Representatives

Representative Tina Kotek



"It is very important for the State of Oregon to set some parameters about having the maximum flexibility to manage funding for the project."

"That includes tolling, potentially pre-construction tolling. We need to have all the options on the table. We need to fund this project and manage movement back and forth across the river."

-Rep. Tina Kotek
Speech on SB 580 before the House of Representatives

BUILDING TRADES TEAM

Building Trades Lobbyist Paul Phillips



in Senate Transportation Committee:

"Tolling is going to be a part of the mix, we all believe that. In March the ODOT spokesman said this was a necessary first step...we certainly agree with that...we would like to start tolling and set that aside in a fund now."

"(the bill) calls for a collaborative agreement and a collaborative process and I think that is what it is going to take to make a project of this size a reality...delay in this process doesn't remove any controversy, all it does is delay when the controversy comes up."

Unfortunately, Governor Kulongoski vetoed the bill, citing concern over the hard deadline in the bill for the department to develop the tolling rate structure.

House		Senate	
Yes	No	Yes	No
37	2	3	4



HB 2956 Regional Preference for Inter-State Bridge Projects

Regional preference policies must strike a delicate balance between the Commerce Clause of the U.S. Constitution, federal procurement law, and anti-preference laws in other states that can disadvantage an out-of-state contractor's bid if they are from a state with a local preference law.

HB 2956 changed the request for proposal and invitation to bid processes for all inter-state bridge projects, most notably the Columbia River Crossing Project. The bill requires the contracting agency to give preference to procuring products, materials and components that are fabricated within the boundaries of this state or an adjoining state, to the maximum extent feasible without violating federal procurement law.

Road Map for Regional Preference Policies in Future Sessions:

Future debates may include whether or not procuring products and materials from a company closer in proximity to the project location will help the State meet the green house gas reduction goals set by the Legislature.

This policy represents a place where goals of the environmental movement to reduce carbon emissions may merge with the goals of the labor movement to buy American and buy local.

If a national cap and trade program is established and implemented, states will be forced to make severe reductions in green house gas emissions in order to meet a rigid hard cap on emissions; a cap that is ratcheted down overtime. This ratcheting down will cause states to look for any and every way to reduce their total emissions portfolio.

The transportation sector has been one of the more tricky areas for policy-makers to develop reduction strategies. Expanding on HB 2956 could provide the Legislature at least one concrete policy to reduce GHG emissions from the transportation sector and could apply to the broader transportation system.

Road Map for BETC Policies in Future Sessions:

The BETC can be improved in a number of ways, most notably by applying responsible bidder requirements to BETC applicants and requiring prevailing wages to be paid on projects where the tax credit is large enough to constitute a substantial public subsidy.

Responsible Public Contracting: HB 2953

Responsible Bidder

With stimulus dollars coming down from the State and federal governments, it is important that this public money be given to companies that do not pose a risk. HB 2953 increases the likelihood that the State will

HB 2472 Business Energy Tax Credits

The Business Energy Tax Credit Program (BETC), became a victim of its own success. Before the Session even began, some legislators had their sights set on scaling the back the BETC program.

The amendments that were introduced in the Senate would have gutted the program by capping the tax credit at the individual project level at \$3 million, even for the largest renewable energy facilities.

Rep. Tobias Read and Rep. Jules Kopel-Baily led the effort to protect the BETC by trimming it down without gutting the effectiveness of the program. After passing off the Senate floor 26-3, the House refused to concur on the Senate amendments, which reduced the BETC credit from 50 percent to a 30 percent credit for projects with 15 MW or more of total generation capacity or any project that utilizes wind.

The Conference Committee was assigned and reached a compromise that restored the 50 percent credit for development wind energy facilities with capacity up to 10 MW. For wind projects greater than 10 MW, the reduced credit of 30 percent will apply. But, the Building Trades did gain some ground back and the bill was subsequently passed by both Houses.

hire a contractor who complies with employment laws and regulations, pays taxes, has completed the State's mandatory training, and fulfills permit and inspection requirements.

This bill will give government officials the necessary direction to ensure that they are getting qualified contractors. The bill helps level the playing field for contractors bidding for public contracts by explicitly requiring that they have the licenses and insurance legally required to do business in Oregon.

The bill passed through the Legislature without garnering a single no vote.

Road Map for Responsible Bidder Policies in Future Sessions:

The next step is legislation that will apply the responsible bidder standards contained in HB 2953 to tax credit and loan programs, such as the BETC Program and small scale energy loans.

HB 2699 Prevailing Wage in Enterprise Zones

The Building Trades Team pursued a bill to require prevailing wages be paid on all projects over \$5 million that take place within enterprise zones. The tax breaks provided from county governments for development within enterprise zones can constitute tens of millions

of dollars that would otherwise be spent on a county's public services.

Current Oregon law requires prevailing wages be paid on all projects that receive a substantial public subsidy. The rationale for the bill is quite simple: At some point the tax breaks associated with enterprise zones become so large that they should be regarded as a substantial public subsidy, therefore requiring prevailing wages.

The bill was very controversial- however, most of the debate was about prevailing wages in general and not about the merits of this specific expansion of the policy.

The bill passed out of the House on a 38 to 21 vote, but the Senate Rules Committee only held one hearing on the bill before the 2009 Legislature adjourned and the bill died in committee.

Profiles of Leadership Rep. Paul Holvey

“We need to protect skilled workers and the wages they make. We need to protect those wages as community standards...Contractors compete on their ability to perform work, while maintaining community standards, which include healthcare, which include apprenticeship training and other benefits as well as the wage itself.”

*-Representative Paul Holvey
Speech on HB 2699 before the House of Representatives*



Road Map for Prevailing Wage Policies in Future Sessions:

The Building Trades Team will continue to work throughout the interim to educate legislators and candidates about the vital importance of applying prevailing wage standards to tax credits programs that help finance construction projects, and are sizeable enough to constitute a substantial public subsidy.

Development of Renewable Energy/Energy Production Facilities:

HB 2626 Bonding for Residential Energy Efficiency Projects

Currently residential and commercial property owners have difficulty accessing low-cost, up-front financing for efficiency and renewable energy investments.

HB 2626 will create good local jobs and give our economy a boost, by creating a low-cost, voluntary loan program that can be applied to weatherizing existing buildings and producing renewable energy. This is accomplished by authorizing the Oregon Department of Energy's SELP program to accept dollars from many different sources, both public and private, for loans and grants. It also allows SELP to do a large block loan authorization to a project manager (e.g. the Energy Trust or a consumer-owned utility) who can split up the loan into small amounts for individual property owners. HB 2626 had an emergency clause and went into effect when the Governor signed it into law on July 22, 2009.

HB 3039 The Oregon Solar Initiative

HB 3039 establishes a Solar Capacity Standard to make solar energy a more competitive resource in Oregon. Diversity of renewables under Oregon's Renewable Portfolio Standard will create good green jobs. The bill will make solar more competitive with other resources. Solar Capacity Standard (SCS) requires electric companies to have 20MW of new solar energy production by 2020. The 20MW requirement is divided by electric companies proportionally to their share of retail electricity. It sets a

minimum of 500KW and maximum of 5MW for qualified projects under the SCS.

This will allow for demonstration solar projects across the state and is estimated to create a total of 723 jobs annually combined between manufacturing, installation and servicing.

HB 3039 had an emergency clause and went into effect when the Governor signed it into law on July 22, 2009

SB 195 Wave Energy Pilot Projects

SB 195 is a follow-up to a bill that was passed in the 2007 Session that exempted wave energy projects from provisions regulating hydroelectric projects if the projects generated five megawatts or less, were located in Oregon's Territorial Sea, and did not require a license under the Federal Power Act.

Senate Bill 195 continues to include wave energy projects under the hydroelectric licensing statutes. It also exempts them from ORS 543.017, a statute that places standards on any action the Water Resource Commission takes on the development of hydroelectric power. This includes a requirement that the commission not approve any action that would result in a net loss of wild game, fish or recreational opportunities.

The bill further requires that such a project have license under Federal Power Act, which provides for adaptive management to prevent or mitigate unexpected adverse impacts. It requires that projects are constructed and operated under

agreement with multiple state agencies and allows for assistance in developing agreements by a task force consisting of representatives of each local government and federally recognized Indian tribe affected by a proposed wave energy project.

HB 3058 Fill Removal for Linear Projects

The Bradwood Landing Terminal and its associated 36.3 mile pipeline would create more than 450 jobs over the three-year construction life of the project. In addition, the terminal will spend more than \$30 million in annual maintenance and operations, much of that locally.

The Bradwood Landing is an enormous project that could bring \$700 million of private investment into the state of Oregon. As such, the project faces many complex challenges and hurdles to jump over in order for the project to move forward. For instance, the existing definition of "applicant" for purposes of applying for a removal-fill permit could hold up linear infrastructure projects like the LNG pipeline.

House Bill 3058 would have fixed the statute to allow linear projects to move through a rational, defined process. This would have been achieved by aligning the Division of State Land's application process for a removal-fill permit with the application standard for other state permits.

The bill would have had additional benefits to other types of linear projects such as: roads and highways, underground utilities, renewable energy projects and water/sewer projects.

Building Codes Division:

SB 79 Energy Efficiency Reach Codes

The final version of SB 79 had three main components; creating a Task Force on Energy Performance Scores, requiring an immediate increase in the energy efficiency of commercial and residential structures and requiring the development of a voluntary "reach code."

The measure requires the Governor to appoint 13 members to the Task Force to study and evaluate energy use in new and existing commercial and residential buildings. They will develop recommendations for a voluntary system of energy efficiency performance scoring for buildings. Their report may include recommendations for creating, through the legislative process, a mandatory performance scoring system for buildings.

The bill requires the Building Codes Division (BCD), in consultation with the appropriate advisory boards, to adopt, amend, and administer a "reach code" separate from the state building code. The measure defines "reach code" as a set of statewide optional construction standards and methods that are economically and technically feasible. This "reach code" will be a voluntary building code containing stricter energy efficiency requirements than the statewide code.

HB 2950 Energy Efficiency Board in Building Codes

Over the last few sessions, we have seen a proliferation of broad rulemaking authority being granted to state agencies. During this session we saw it with the Department of Energy and energy efficiency reach-codes. This proliferation gets us further away from the industry goal of streamlining the permitting process, with one agency and one universal standard to which

we build. As the list of such rulemaking attempts continued to grow, it became clear that a significant step in a different direction was in order.

HB 2950 created a Construction Industry Energy Board, consisting of experts that understand the industry and the practical application of building codes, technology and practices.

The Building Trades Team pursued the bill with the belief that Oregon can continue to be a leader in sustainable energy while maintaining the industry standard of one agency and one universal standard to which we build.

HB 2950 had an emergency clause and went into effect when the Governor signed it into law on June 26, 2009.

HB 2134 Requirements for Lead-Based Paint Contractors

Provides statutory authority needed for Oregon to apply for "primacy" from the federal government to implement a new federal regulation of lead-based paint activities. The new rule goes into effect in April, 2010 and applies to all "target housing" and "child occupied facilities" built before 1978. The bill streamlines the required oversight of contractors who perform those activities. It authorizes civil penalties for violations and requires DHS and CCB to report all penalties and sanctions imposed under their authority to the other agency and to OSHA and DEQ.

The bill grants the CCB authority to administer and enforce the new EPA lead-based paint rules for contractors that are required to be licensed by the CCB.

Protecting Self-Insurers and Healthcare Trusts:

Before the session even began, the Building Trades Team was actively researching a potential problem regarding self-insured trusts. In looking for ways to expand health care in Oregon, the Oregon Health Fund Task Force had recommended that the State look for ways to extend taxes to include all self-insured plans, including Taft-Hartley Trusts. These new Third Party Administrators (TPA) taxes would mean a cost shift of millions of dollars from commercial insurers to self-insured plans.

In the past, the state has been unable to tax self-insured plans because of a federal statute known as the Federal Employee Retirement Income Security Act (ERISA). ERISA sets standards for rules on employee benefit plans and those standards pre-empt all state regulation (including taxes). Any tax on a self-insured plan violates ERISA and virtually guarantees costly litigation.

State health policy researchers and other interest groups pointed out to the Governor that the majority of self-insured trusts rely on TPAs to handle the immense amount of paperwork. The Governor and several powerful legislators believed they had found a previously untapped revenue source in self-insured plans, which all together, cover more than 500,000 Oregon workers.

BUILDING TRADES TEAM



**Building Trades Lobbyist
Jon Eames
in Senate Healthcare
Committee:**

“The folks we represent here are at a competitive disadvantage by offering health care when other groups can come in and bid a job at a lower cost, because they are not providing health care. That is not the right thing at all.”

Three bills (HB 2009, HB 2192 and HB 2194) would have imposed taxes on TPAs. Six additional bills would have placed reporting requirements on TPAs.

The Team organized against a tax on TPAs and filled hearing rooms with opposition testimony.

No tax on TPA's or self-insured plans ever passed out of the 2009 Legislature.

Oregon Building and Construction Trades Council's Leading Legislators:

The Oregon Building and Construction Trades Council would like to give special recognition to legislators that showed a particular interest in massive new funding for public works infrastructure projects, development of renewable energy facilities and promoting the broader construction industry agenda.



Legislator of the Year Award Representative Mike Schaufler:

Mike Schaufler is an unabashed and unapologetic champion for working Oregonians, period. We could fill multiple pages in this book if we attempted to itemize the innumerable contributions Rep. Schaufler made to shepherd the trades agenda forward and to help improve it.

As Chairman of the House Business and Labor Committee, Representative Schaufler impacted the fate of many bills and always sought input from the construction industry and Oregon's skilled workforce. The Building Trades and working families across the state

continue to be grateful for this all-star's service to the people of Oregon.

The statement below is one of countless examples of his passionate defense of working Oregonians.

Rep. Schaufler on the House floor, responding to a question about the definition of a “family wage”:

“I think someone should be able to make a living, be able to have a family, be able to pay for a home, be able to buy a car, get themselves to and from work, have some health insurance, be able to have a retirement and hopefully have enough money to send their kids to college. I don't think that's asking too much in this community.”

“The debate used to be about how we are going to help workers achieve all those goals.”

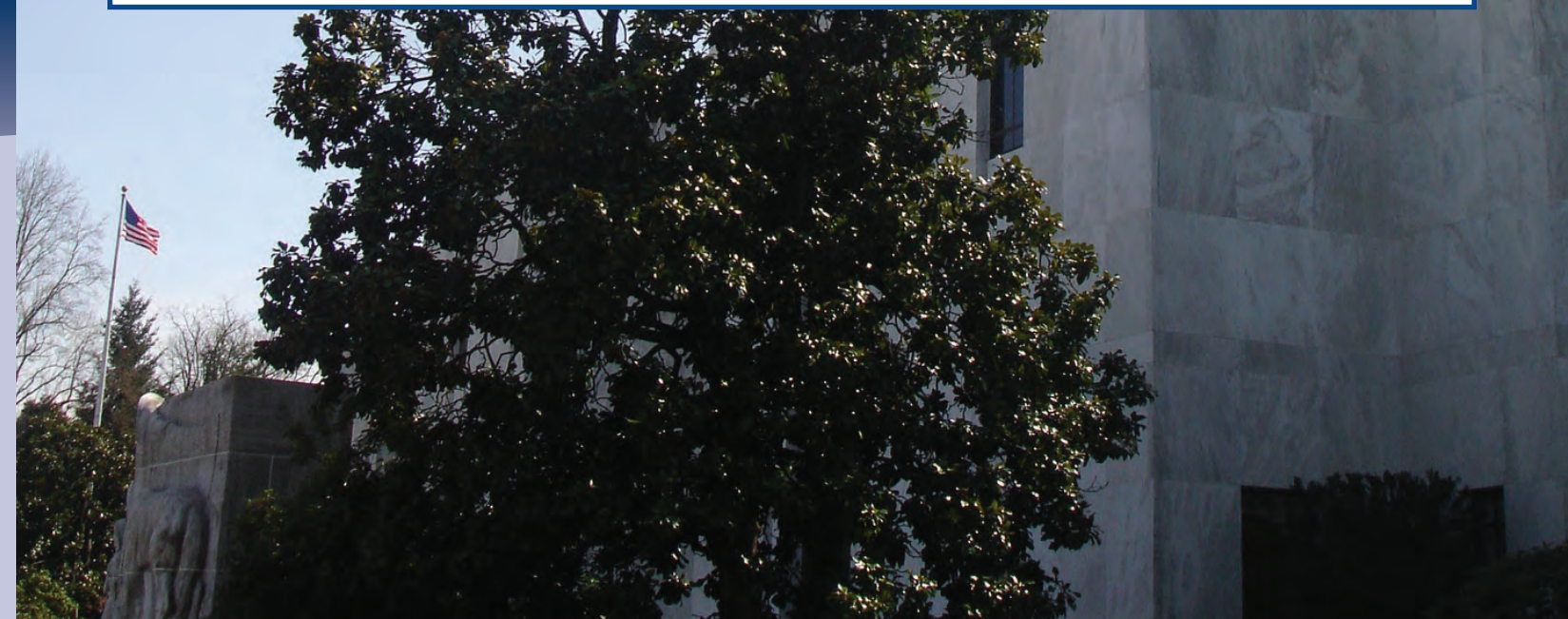
-House Business and Labor Committee Chairman Mike Schaufler

Profiles of Leadership



Senators Jackie Winters, Bruce Starr & David Nelson

Toward the end of Session, this issue arose again in the Senate in the form of a minority report. Senators Jackie Winters, Bruce Starr and David Nelson were instrumental in convincing the party leaders to withdraw the TPA tax minority report.



Oregon's Chief Job Builder Award

Senator Rick Metsger:



Over the past decade, Senator Rick Metsger (D-Mt. Hood) has been at the forefront of transportation policy in Oregon and a champion for massive investment in transportation infrastructure. Metsger played key roles in the creation and expansion of the Oregon Transportation

Investment Acts (OTIA), Connect Oregon Programs the Jobs and Transportation Act which makes for a career total of approx. \$3.3 billion of total bonding for transportation projects.

Metsger spent more than two months preceding the 2009 Session touring the state, visiting over 25 communities to engage stakeholders and build support for the largest transportation funding package in the history of the state. Metsger brought boots-on-the-ground knowledge about the different transportation needs of rural and urban communities to the creation of the Jobs and Transportation Act.

Metsger has served as Chairman of Senate transportation committees for six years and currently serves in Senate leadership as Senate President Pro-Tempore.

Sen. Metsger in committee, commenting about a local preference law for Columbia River Crossing Project: "Something as big as this project... the biggest public works project ever in this state...the first step is stating how important this is for Oregon jobs and materials and that (local preference) is something we are focused on..."

**-Senate Transportation Committee
Chairman Rick Metsger**

Focused Energy Award Jules Kopel-Bailey:



Jules Kopel Bailey made energy a true priority in his first legislative session. Before even stepping into Salem, Bailey spent months coordinating stakeholders to craft his Energy Efficiency and Sustainable Technology loan program. That groundwork paid off as he came away with

a successful bill for a comprehensive program that will allow small businesses and homeowners to retrofit their buildings to be more energy efficient and to produce renewable energy. The program includes wage standards and creates good Oregon jobs right away.

In the early part of the session, Bailey negotiated a House version of the Business Energy Tax Credit (BETC) bill that tightened the program while protecting its ability to attract investment. In the last few weeks of session, as the BETC was under attack, Bailey fought to protect small projects, treat all renewables equally, and reduce the impact on large scale job creation and investment. Whether fighting for solar, wind, biomass or energy efficiency, Bailey showed that a green economy and good union jobs can and should go hand in hand.

The OSBCTC Team:



Bob Shiprack, Executive Secretary of the Oregon Building and Construction Trades Council

A long-time veteran of the political process and former Oregon legislator, Bob used his seemingly unlimited contacts and strong relationships to lead the Building Trades through another successful Session. Whether promoting job stimulus, protecting family-wage jobs or promoting safety and apprenticeship, there is no doubt that Shiprack is the "big man on campus" in Salem.

**Paul Phillips,
President of Pac/West**



Paul utilized his 30 years of experience in Oregon politics to further the Building Trades agenda in 2009. He used his contacts and friendships among legislators, staff, and committee leadership to keep the Building Trades abreast of political and policy decisions in the Capitol. By leading the negotiating team with legislative leadership, Phillips worked hard to promote the Building Trades agenda.

Jonathan Eames, Senior Vice President of Government Affairs for Pac/West



Jonathan Eames is a leader in the health care arena. As the former Executive Director for Washington Health Care Association (WHCA) and lobbyist for Oregon Health Care Association during the 2003 legislative session and the five subsequent special sessions, Eames lobbied in Salem during one of the most significant downturns in Oregon's economy.

Ryan Tribbett, Account Manager/Lobbyist for Pac/West



Ryan tracks a number of important issues including the Columbia River Crossing Project, local preference and prevailing wage laws. Ryan wrapped up his rookie session as a lobbyist in 2009, following two sessions of legislative experience as a Policy Advisor and Chief of Staff in the Oregon Senate, as well as considerable campaign experience.

Road Map to the Future:

It was a distinct privilege to represent the Oregon State Building and Construction Trades Council during the 2009 Legislative Session and for the future. There are tremendous challenges ahead- together we can work to expand prevailing wage laws, protect working conditions and standards, and build off the success of the job stimulus packages passed this Session. We look forward to continuing to craft the best policies for the construction industry and organized labor.

As we look forward to interim work and, indeed, to the 2010 February Legislative Session, it is critical we review the actions of the current Legislature and The Building Trades Team's impact on shaping the

policies that make up Oregon's public contracting laws. Through strategic planning, the Building Trades Council has been elevated to a key interest group in the Legislature that Legislators turn to for help, advice, and direction. It is important for members of the trades to build on the relationships established in the past and aggressively pursue an agenda advancing the interests of working Oregonians throughout the state. While Democrats continue to dominate the political landscape, the 2009-10 election cycle will provide an excellent opportunity for the Building Trades Team to engage Legislators on both sides of the aisle to educate them about the Building Trades agenda. To ensure success, a strategic approach will be essential to intertwine federal and state policy, prevent unnecessary duplicative regulation, and to provide the proper level of funding for renewable energy development and other public works infrastructure.

Media relations, image shaping and positioning are of the utmost importance to our future success of the Building Trade agenda.

Numerous ballot measures and potential referrals dealing with taxes, job stimulus and right to work await voters' judgment and the Trades cannot afford to sit idly by. As the Building Trades Council has become a political player, so has their potential to make a significant impact on legislative races and ballot measures. Reviewing Legislators level of assistance on not only votes on key bills, but action (or lack thereof) during critical junctures, will guide contribution strategies during this election cycle.

Finally, it is never too early to create a Legislative agenda for the 2010 February Legislative session. By engaging Legislators early, during the interim, our chances of success are exponentially greater. By continuing the momentum built during the 2009 Legislative Session, issues stay fresh for Legislators, key agency staff, and the Governor's Office.

The Pac/West Team is excited to begin this process and work together with the members of the Building and Construction Trades Council to outline a robust policy agenda. It is a pleasure to not only work for you, but to play a larger role in shaping good policy for the Building Trades in Oregon.

A special thanks from the entire Pac/West Team.



**Oregon State Building &
Construction Trades Council**

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