



BUILDING TRADES NEWS

VOLUME 26 NO. 4 LOS ANGELES/ORANGE COUNTIES BUILDING AND CONSTRUCTION TRADES COUNCIL, AFL-CIO  APRIL 2021

THINK BIG!

\$2.2 Trillion Infrastructure Plan Targets Trades



Journeyman Jesus Armeta of Plasterers Local 200 is on the job at Saddleback High School in Santa Ana. The new infrastructure bill pledges \$100 billion to build and upgrade schools.

BY LESLIE BERKMAN

Taking the podium at the Carpenters training center in Pittsburgh after being introduced by an IBEW Local 29 representative, President Joe Biden on March 31 presented a \$2.2 trillion plan for upgrading the nation’s crumbling infrastructure that he said will create millions of jobs, many of them union.

He said he had chosen to speak in Pittsburgh to deliver on a campaign promise made there two years earlier to “rebuild the backbone of America.”

Before laying out his ambitious plan—which includes upgrading bridges, roads, mass transit, airports, energy grids and broadband networks—Biden described himself as an unapologetic “union guy.”

The President praised the union movement’s historic role in building the nation’s middle class, and said its growth is key to his post-pandemic strategy to expand America’s economy and put the country in a stronger position to compete internationally, particularly with China.

“It is about time you start to get a piece of the action,” Biden said to applause. As part of his plan, he is including the Protecting the Right to Organize (PRO) Act, which would be the most significant over-

SEE \$2.2 TRILLION PAGE 17

METRO SLATES BILLIONS TO TACKLE PASS

BY LOUIS KEENE

A future transit line connecting West Los Angeles and the San Fernando Valley faces an all-important decision: Should it run

above the Santa Monica Mountains or tunnel through them?

Either way, the work will be done under a Project Labor Agreement with the Los Angeles/Orange Counties Building and Construction Trades Council.

The Trades have a major stake in supporting LA Metro’s new and ambitious plan to fix the big bottleneck on the Sepulveda Pass.

Metro moved one step closer to settling that matter March 25 as the board approved

SEE BILLIONS PAGE 5



After the Building Trades widened the 405 through the Sepulveda Pass in 2014, the traffic continued to increase.

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JERRY NEIL PAUL

Action Alert: Support SB 447
California Bill Will Benefit the Building Trades

April 6, 2021

Dear clients and friends,

California is one of only five states that allow victims' pain and suffering damages to die with them. All too often, grossly negligent corporate defendants take advantage of this law, purposefully prolonging court proceedings and hoping that delays will outlive the victims.

COVID-19 has made this problem worse, with no end in sight, especially for victims who suffer from terminal illness. These delays can significantly impact cases involving asbestos-related cancers such as mesothelioma and lung cancer, and severe asbestosis, by giving defendants a means to deny a victim fair compensation for their negligence.

SB 447 would correct this injustice.

California's inequitable law serves to protect negligent defendants who unfairly benefit when the victims die before case resolution. This is unjustifiably cruel and punishes surviving families as they mourn the loss of a loved one, unable to hold the wrongdoer accountable.

It is especially devastating when the plaintiff's damages are not primarily based on how much they earn. Typically, the plaintiff's "pain and suffering damages" are much greater than the economic damages. Yet, pain and suffering damages are lost when the victim dies. It is tragic for the widow and family to lose this crucial financial help, while the defendant who caused this gets off at a cheap cost. This encourages defendants to continue their bad behavior.

To fully ensure deterrence and restore equity for plaintiffs who will not survive until the time that a trial's verdict is entered, passing SB 447 would update California law to allow victims a means to preserve pain and suffering damages for their widow and family.

We urge you to contact your state Assemblymember and state Senator with a call, letter or email to let them know you're a strong supporter of SB 447. And please give us a call if you have any concerns or questions about asbestos-related mesothelioma, lung cancer or asbestosis.

Best Regards,

Jerry Neil Paul

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FROM THE EXECUTIVE SECRETARY

BIDEN PUTS THE MONEY WHERE HIS MOUTH IS

President Joe Biden is proposing a \$2.2 trillion infrastructure plan, with goals like replacing every lead pipe in the country; installing 500,000 electric car charging stations; and fixing 10,000 broken bridges.

This bill will generate thousands of jobs for every craft of our affiliated local unions. Now, it's up to us to mobilize and send the biggest infusion of cash into construction since the interstate highway system in the 1950s and the New Deal public works projects of the 1930s.

This is a historic time. We've survived a pandemic with our members still on the job. We've taken a body blow to our economy and we're getting back up.

It will be a great time to be a skilled union construction worker, because we have a President who believes in building and supports his talk with real dollars.



BY RON MILLER
Executive Secretary

water or high-speed Internet. It couldn't even provide enough masks during the early days of the pandemic.

This revival will go hand-in-hand with an increase in unions. Any project that gets a penny of the federal money or tax credits must follow labor standards, ranging from prevailing wage to Project Labor Agreements. Biden has rolled the PRO Act, which protects the right to organize, into this new legislation.

If the American Jobs Act passes, non-union workers in new job sectors will find it easier to organize into a union. I can't emphasize enough how this empowerment, tied to more investment, will change the lives of working men and women.

The start of our new millennium has been rough, from the tragedy of Sept. 11, 2001, into the Great Recession in 2008 and the COVID-19 pandemic in 2020. Through all this, the Build-



"I support unions," President Joe Biden says as he introduces his \$2.2 trillion American Jobs Plan.

You'd have to go back to Eisenhower or FDR to see a similar commitment. The American Jobs Plan is a new commitment tailored to our new era.

Crucially, Biden is tying this investment to restoring manufacturing in America. He wants to reverse 40 years of bad policies that sent good-paying factory jobs overseas.

In 1982, GM shut down the car plant in South Gate where my father worked. There was no place for this factory in the American economy of the 1980s. That was the beginning of the end of our country's industrial strength. Since then, no President, Democratic or Republican, has tackled this crisis.

Manufacturing Power Again

Now, Biden is doing it: trying to get our country to be a manufacturing power again.

We have the chance here truly to change the direction of our country. The past 40 years have been a huge experiment that, in many ways, has failed. It has failed working people. The grand idea to get us all into college and off the shop floor has turned into a trillion dollars of student debt; low-paid, non-union service jobs as the biggest sector of the economy; and an infrastructure that can't provide clean drinking

water while the factories were being torn down. We advocated for ambitious infrastructure projects like high speed rail, subway tunnels and water desalination. We're planning a \$6-to-\$10 billion tunnel or monorail for the Sepulveda Pass, and we are confident we will have the skilled and trained workforce to perform this work far into the future. That's because we have paid constant attention to "human infrastructure": our successful joint labor-management apprenticeships.

We've set an example in Southern California, and now, the rest of the country is going to see what it's like to have skilled, well-paid, union jobs in the 21st century. Jobs that mean something and create a better society. In the American Jobs Plan, for example, hundreds of billions of dollars will go toward "high-growth industries of the future," such as advanced battery manufacturing.

Well, we just built a battery storage plant in Long Beach. We've seen the future—and we're part of it. Now, let's push our elected officials in Washington, DC to pass the American Jobs Plan and change this country for the better. Our kids will look back and say that we made the right decisions.

BUILDING TRADES NEWS

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Change of address: Union members, please contact your local.




FIGHTING FOR UNIONS

Hundreds of LA County Federation union members, including Building Trades representatives, demonstrated on March 22 at LA City Hall to support a union drive at Amazon's warehouse in Bessemer, Alabama. The theme of the day was "No Harassment/No Intimidation/Freedom to Join a Union." Demonstrators protested at the office of Morgan, Lewis, a union-busting law firm that Amazon hired to prevent unionization. "Although the union lost the vote at Amazon, it's just the beginning of the fight," said Mitch Ponce, above left, business representative for Iron Workers Local 433. He was joined by Eddy Pena, center, business agent for Heat & Frost Insulators Local 5, and Rick Vazquez, President and business representative for UA Local 709 Sprinkler Fitters.

1 BIDEN PITCHES \$2.2 TRILLION FOR INFRASTRUCTURE

The President's American Jobs Plan will generate Building Trades jobs





1 METRO WILL INVEST BILLIONS TO SOLVE THE SEPULVEDA PASS PROBLEM

Defeating the country's biggest traffic gridlock will take a monorail or a tunnel, constructed by skilled local unions

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Biden's infrastructure plan can transform our economy and fix the mistakes of the past 40 years






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A Community Workforce Agreement produces great results for students and staff, as schools prepare to re-open



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The historic studio site in the Fairfax District will get a \$1.25-billion makeover



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Through the worst of the pandemic, ambitious Grand Ave. project keeps going



PG. 9



The heavy rail system, seen north of the 101-405 interchange in Sherman Oaks, would run faster than the monorail.

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BILLIONS

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multimillion-dollar exploratory studies for a monorail and a heavy rail system.

In two to three years, Metro expects to use those studies to choose between a monorail running along the 405 freeway or a subway line, with more than half of the line below grade.

Chris Hannan, Building Trades L.A. County Representative, called into the board meeting to express support for both options.

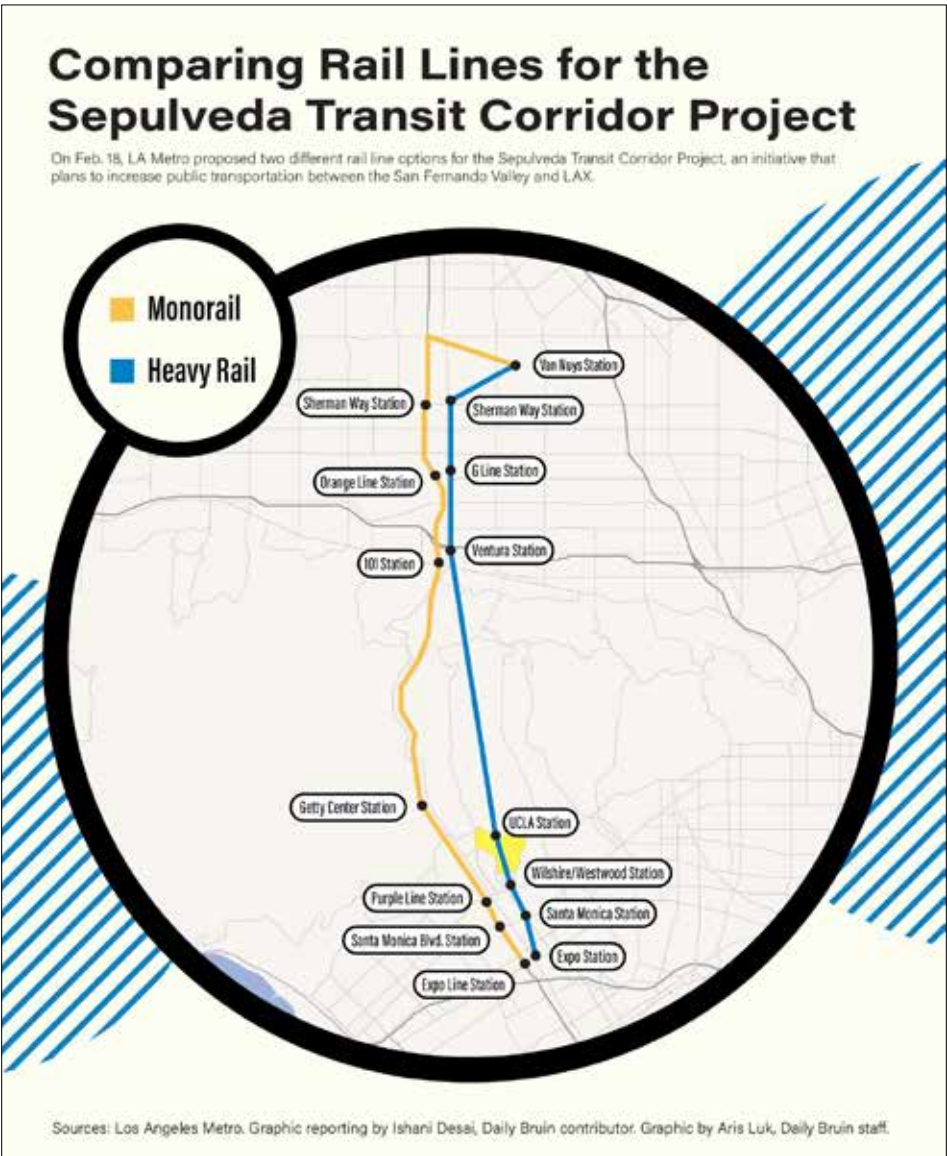
"Members of Building Trades local unions are now one step closer to beginning work on a revolutionary project that will last for years," Hannan said. "This project will forever change travel between the San Fernando Valley and the Westside."

The Sepulveda Transit Corridor development, which is expected to be completed by 2035, will offer a sustainable commuting alternative to the 405 freeway, the most congested highway corridor in the United States.

There's also a chance Metro will accelerate construction in time for the 2028 Summer Olympics in L.A.

"This may be the most challenging project Metro has ever done," said Metro CEO Phillip Washington.

That's saying a lot, because in the past decade, Metro, with a skilled Building Trades workforce, has remade mass transit in the county with subways, light rail



Both alternative would generate huge amounts of work for the Building Trades.

and bus corridors.

Metro awarded the contracts to LA Sky-Rail Express (\$64 million) for pre-development work on monorail, and Sepulveda Transit Corridor Partners-Bechtel (\$70 million) for heavy rail.

The Sepulveda Pass development is part of the expenditure plan of Measure M, a Los Angeles County sales tax that passed with heavy support from Building Trades local affiliated unions.

Around 300,000 cars and trucks move through the Sepulveda Pass on the 405 every day, according to a 2017 study of traffic volumes conducted by Caltrans.

A high-speed transit option would link Valley commuters to the rest of LA's sprawling rail network.

Two Big Choices

Metro board member Mike Bonin called the Sepulveda Pass "probably the biggest untapped transit market in the country."

The most obvious contrast between the development alternatives is their structure: a tunnel versus a single aerial track. But the differences go beyond that.

The monorail will cost about \$6 billion, compared with \$11 billion for the subway, and annual operating costs are estimated at \$63 million, about half of what they would be for a subway.

On the other hand, heavy rail would be faster, with a projected Valley-to-Westside travel time of 19.7 minutes, reaching up to 70 mph, compared to 24 minutes at speeds of up to 50 mph for the monorail.

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Both proposals call for fully automated operations.

What may determine the final selection is the potential a subway has to make

more stops, which Bonin, who also represents the Westside on LA's City Council, described as a possible dealbreaker for monorail.

"Something that ain't connecting to UCLA, and something that goes down the middle of the freeway and doesn't have good neighborhood connections, doesn't

work," Bonin said.

Inglewood Mayor and board member James Butts, on the other hand, defended the monorail. "I consider it quiet, environmentally friendly, and it can be built faster," Butts said.

No matter what option gets picked, the Sepulveda Pass transit line is poised to

become a transportation lifeline to tens of thousands of travelers every day.

The Red Line, the most highly traveled rail line in Los Angeles, saw an average weekday ridership of 130,000 riders in 2019. Metro projected a comparable ridership for the Sepulveda Transit Corridor project.



The monorail would follow the path of the 405 freeway.



Inglewood Mayor and board member James Butts says the monorail can get built more quickly.

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\$1.25 BILLION TO REBUILD TELEVISION CITY

Cutting-edge makeover will generate 4,220 construction jobs



Seen facing south, Television City is a landmark at the corner of Fairfax Ave. and Beverly Blvd.

A new proposal to modernize the landmark CBS Television City at the corner of Fairfax Ave. and Beverly Blvd. offers a compelling pitch: A \$1.25-billion investment in a historic studio system, timed to hit the pandemic rebound and hedge against the threat of show business production leaving Los Angeles.

Like other large-scale projects launching now, developers are reading the signs. Entertainment production is back. Relentless demand in the streaming era is out-running studio inventory.

The idea is to make the current Television City, a site of stages, offices and support buildings, into a bigger, more functional enterprise, adaptable to future technological innovation. And a facelift—sleek glass towers, landscaped enclaves and spruced-up sidewalks, as well as a transit hub—doesn't hurt.

LA-based Hackman Capital Partners, which acquired the property for \$750 million in 2019, outlined the vision in the Television City 2050 Specific Plan ("TVC 2050"). It's now in the early stages of review at LA City Planning.

SEE TELEVISION PAGE 8

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Hackman hopes to break ground in 2024.

For the Building Trades, currently negotiating a Project Labor Agreement with Hackman Capital, the plan offers opportunities for thousands of skilled union members. According to a Los Angeles County Economic Development Corporation (LAEDC) report commissioned by the developer, the project will create an estimated 4,220 jobs during construction.

“The men and women of the Building Trades have the skills required to help shape the next chapter of Television City. Together, we will work to modernize this iconic property so it serves our entertainment industry long into the future,” said Ron Miller, Executive Secretary of the LA/OC Building and Construction Trades Council.

Job Creator for LA

“We look forward to working with the LA/OC Building Trades to meet the ever-evolving physical and technological demands of the entertainment industry, ensuring Television City remains a robust job creator for Los Angeles and world-class studio for decades to come,” said Michael Hackman, CEO of Hackman Capital Partners.

Built in 1952, the 25-acre site is both an artifact of Hollywood’s golden era of cultural dominance, and a production workhorse that’s still being used. It’s been home to a long list of popular sitcoms and game shows, from “The Jeffersons” to “Dancing With the Stars.” Currently, it includes



The remake will add glass-clad office buildings, with underground parking.



Constructing soundstages will be a big part of the Television City work for the Building Trades.

750,000 square feet of soundstages, offices and production support space. TVC 2050 would add 1 million square feet, building on a flexible framework for expansion to accommodate a minimum of 15 soundstages.

Bill Allen, CEO of LAEDC, elaborated: “To remain globally competitive, Los Angeles needs more state-of-the-art soundstages and production space. Now is the time for a fully realized Television City, as the entertainment industry and the city

continue to recover from the COVID-19 pandemic.”

The LAEDC study projects a \$2.1-billion total economic output during construction, \$2.4 billion annually and more than 18,000 jobs once operational.

Historic Preservation

In renderings, the faded and sprawling lot is replaced with sleek, mid-level glass towers, abundant greenery and reinvigorated streetscapes. Four original CBS soundstages deemed Historic-Cultural Monuments will be preserved, while others will be razed to make room for new configurations.

Subterranean and ground-level parking will be added to accommodate more than 5,000 vehicles. And in a nod to green priorities, TVC 2050 will create a “multi-modal motility hub” to connect workers and residents to nearby transit, including the Purple Line’s future Wilshire/Fairfax subway station.

The developer has committed to “environmentally friendly design,” including solar panels, adaptive re-use, drought-tolerant landscaping and enhanced public spaces.

Hackman Partners, which also owns the Culver Studios and the Sony Animation Building in Culver City, Raleigh Studios in Hollywood and Manhattan Beach Studios, has nurtured community relationships in the Fairfax District. It pledged \$2 million to support local residents and businesses in the wake of the Covid-19 pandemic, and wants to “promote diversity, equity and inclusion in the entertainment industry.” Community support for the project is strong.

UNDER CONSTRUCTION

THE GRAND TOPS OUT



Photos by Weldon Brewer/Related

“This is what happens when we all work together—city, county, developer and Building Trades,” says Ron Miller, Council Executive Secretary.

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BY LOUIS KEENE

Building Trades union members hoisted a brightly painted concrete bucket 45 stories in the air to a chorus of airhorns March 10, as politicians, developers and workers celebrated the topping out of concrete construction of The Grand. The mixed-use development, designed by Frank Gehry, promises to be Downtown Los Angeles’s next big attraction when it opens in 2022.

The topping out ceremony marked the beginning of the end of a complicated planning, design and construction process that survived several stops-and-starts and a pandemic.

The morning’s rainclouds yielded to

sunny blue skies as the crowd of a few dozen stakeholders took their socially distanced seats in a clear plastic tent, and Rick Vogel, Senior Vice President of developer Related Companies, took the podium.

“The Grand is going to become the centerpiece of the Grand Avenue project,” Vogel said, “and solidify Grand Avenue Arts as the cultural epicenter of Los Angeles, and the unrivaled destination for arts, entertainment and culture.”

A typical topping out ceremony might see a barbecue where workers and managers alike enjoy a lunch and prizes. But the circumstances of the pandemic ruled out the possibility this time. Vogel led a

SEE GRAND PAGE 10



A painted and signed concrete bucket makes its way to the top.

standing ovation for the skilled workers on the all-union project, with some looking on from the building's podium and upper stories.

"These 700 women and men each day showed up doing the pandemic, to keep the project going," Vogel said. "They never stopped."

The buildings broke ground in 2019 and are about a year away from completion. The project is being built under a Project Labor Agreement between the Grand Avenue Joint Powers Authority and the LA/Orange Counties Building Trades.

Supervisor Hilda Solis linked The Grand to the construction of the Regional

Connector, a transit tunnel that will enable people to travel directly to Bunker Hill from as far east as Pomona and as far west as Santa Monica.

Solis said she was proudest that the 45-story residential tower—rising alongside a 28-story hotel—will include 87 affordable units. That's 20 percent of overall housing stock at The Grand.

Helping the Housing Crisis

"We wanted more because we knew we were in a housing crisis," she said. "As soon as I came to the Board of Supervisors, that was a big aspect of my initiative: keeping in mind the workers."

The Grand, with 400 workers on site at a time, was instrumental to keeping those workers on the job during the worst of the pandemic. Its safety protocols in-

cluded mandatory mask-wearing, social distancing, daily temperature checks and health surveys, and abundant handwashing stations. The Grand's system became a standard-bearer for other large construction sites, and helped convince Mayor Eric Garcetti—who toured The Grand early in the Coronavirus pandemic—that jobsites could maintain a safe environment.

Council Executive Secretary Ron Miller said The Grand's affordable housing stock was a sign of exciting new possibilities in residential development.

"The underserved community deserved a piece of the pie also," Miller said. "There's nowhere like this in the city, with luxury and affordability side by side."

Tom Gribbin, general superintendent on the project, has lost count of how many topping out ceremonies he's attended in



Both the Disney Concert Hall, in background, and The Grand are designed by Frank Gehry—and built by the Building Trades.



Elected officials join Related developers to salute The Grand.

his years. This one stood out because of the perseverance of the union members who saw the project through.

To celebrate the occasion without all the workers there, Gribbin said, "was a little disheartening."

"I wish they were here," he added. "These are the guys who make it happen, the guys who work every day to make us look good."

They were at least going home with brightly colored commemorative T-shirts, but Gribbin wasn't satisfied with that, saying: "We'll go twice as hard on the next one." Bring on the barbecue!

Get to *know* Luther Burbank.

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SANTA ANA SCHOOLS BENEFIT FROM COMMUNITY WORKFORCE AGREEMENT



From Plasterers Local 200, l-r: foreman Paco De La Cerdá, journeyman Rodolfo Franco, journeyman Jesus (Cheeseburger) Armeta and apprentice Manolo Mejía; from Laborers Local 1414 Plaster Tenders, journeyman Juan Lopez.

BY LOUIS KEENE

Manolo Mejía heaped a big, creamy helping of skim coat onto the hawk in his left hand, and with his right, scraped his trowel on the rim of the bucket. Then, after scooping up just the right amount off the hawk, Mejía painted a bullet-gray stripe across the ceiling with the trowel, smoothly and evenly.

It’s Mejía’s third year as an apprentice with Plasterers Local 200, and he’s gotten the hang of it. When he first started, his arms would tire from constantly reaching overhead to apply mixtures with the thick texture of cake batter. Now, he’s well-conditioned to make a perfect finish on ceilings like this one, at Saddleback High School in Santa Ana.

Santa Ana Unified School District is in the middle of \$232 million in construction, under a Community Workforce Agreement with the LA/Orange Counties Building and Construction Trades Council. The work, which voters approved in a bond measure in 2018, includes three campuses where “Building Trades News” recently visited. “Things are marvelous and moving

ahead very promptly with all our Building Trades partners,” Orin Williams, assistant superintendent, facilities and governmental relations for Santa Ana Unified, told “Building Trades News.” “I think we’ve actually been able to accomplish a lot of high-quality work during the pandemic because construction was deemed an essential service. With a reduced population of faculty and students, we were able to accelerate some of our projects. That’s good for our Building Trades team members and for the taxpayers of Santa Ana.”

Mejía was among six union hands working on Saddleback’s expansive cafeteria. The Building Trades are also turning the old cafeteria into a student lounge complete with mid-century trimmings and a flat-panel TV screen—meant to make the place seem more like college, and inspire the school’s 1,500 students to pursue education after high school. For Santa Ana gradu-

Photos by
**HECTOR CRUZ SANDOVAL/
SANDOVAL MEDIA**



“The more you do it, the better you get, and that’s motivation to keep going,” says foreman Paco De La Cerdá.



The new cafeteria is designed to have a colorful and modern look.



Martin Guadarrama, above and left, is foreman with IBEW Local 441, working on exterior lighting. He apprenticed with Local 441 more than 20 years ago. “You go through the program and they show you everything, even if you don’t have a background,” he says. “For five years, you attend school once a week. You learn different aspects of the Trade, everything from underground to power distribution, from commercial to industrial.” Guadarrama says the job changed his life. “You get the skills, you get knowledge, and if you apply yourself, it’s a good job.”



Journeyman Juan Lopez of Laborers Local 1414 Plaster Tenders gets the mix just right.



Anthony Adame, foreman for IBEW Local 441.

ates who'd like to join the Building Trades, the Community Workforce Agreement includes targets for hiring local residents.

Mejia got into plastering through his uncle, Paco De La Cerda, who is the foreman on the Santa Ana work. De La Cerda says, "The more you do it, the better you get, and that's motivation to keep going," wisdom that has fueled Mejia through the first five levels of his apprenticeship.

With only one more step to go before gaining journeyman status, Mejia can already look back at his own growth. He's better with the trowel now, of course—he used to take too much skim coat at once—but he's smarter about his lunch breaks, too. He used to bring a sandwich for lunch every day. Today, it's tilapia, salad and fruit.

He wakes up at four in the morning and goes to sleep at 10, after tucking in his daughter. It's a grind he's come to appreciate.

"It's like a future," Mejia says. "You can buy your own house, take care of your family. You don't have to worry about anything as long as there's work."

Mejia, whose Chicago Bulls sweatshirt is so thoroughly splattered it looks like it could be an artistic jersey design, has lost count of how many jobs he and his uncle have worked on together. Union brother Jesus Armeta—like De La Cerda, a journeyman with Local 200—has also helped Mejia. The crew calls Armeta "Cheeseburger." (Armeta says it's a long story.)

Getting Better

The difference between the handiwork of an average Plasterer versus a good one, De La Cerda says, is visible to the naked eye. "You can see it on the walls, it will be wavy," he said. "A good Plasterer is nice and clean and smooth."

Meanwhile, Juan Lopez stood at the



Greg Tittle of UA Local 398 Plumbers & Fitters.

"This is good for our Building Trades team members and the taxpayers of Santa Ana."
—Orin Williams, Santa Ana USD



Work has intensified while schools were closed because of the pandemic.

bucket, pumping and stirring water into the skim coat base, getting the texture just right. The perfect gray goop is thicker than cream, but not pasty; it should be kind of like a mudslide. It's an artform that Lopez, a journeyman Plaster Tender of Laborers Local 1414, has mastered.

"It's a different mix for each bucket," Lopez said. "But they all need to be the same kind of smooth."

Over on the campus of McFadden Intermediate School, journeyman Jeremiah Boshard of Operating Engineers Local 12 said he was no stranger to construction sites. His dad, a general contractor, had him in a hard hat when he was barely old enough to walk. "Things were different back then," he said with a chuckle.

Both McFadden and Sierra Preparatory School are receiving four new classrooms, in the form of modular buildings that were constructed offsite and crane-lifted onto concrete foundations. The units have with high, arched ceilings, rows of clerestory windows at the top, and colorful steel sidings.

Across the district, staff are excited about the new construction. Tish Rubaleala, construction manager for Bernards, general contractor for Saddleback, says teachers and food service workers have asked to peek at the progress. "Can we just pop in here? Because this is giving us hope," they've been telling her.

"We have trained, skilled tradespeople out there, which I appreciate," said construction supervisor Dennis Chavez, our on-site guide for the day. "They do good work."



Plasterers Local 200 journeyman Jesus Armeta shows off a tool of his Trade.



Plasterers Local 200 apprentice Manolo Mejia says he has a future in his Trade. "You can buy your own house, take care of your family."



Plasterers Local 200 journeyman Rodolfo Garcia.



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UA LOCAL UNION 250 DELIVERING AT LAX

With 88 million passengers in 2019, Los Angeles International Airport is essential to Southern California. Billions of dollars in work are now under way at LAX, and UA Local 250 members are on the job every day. UA Local 250 divides its business agents' responsibility by area, and David Griggs is business agent for LAX.

"We're creating a state-of-the-art airport," says Glenn Santa Cruz, Business Manager of UA

Local 250. Current work sites for Local 250 at LAX include Delta Terminal 3; a new station for airport police; and the Consolidated Rent-a-Car (ConRAC) facility. At the \$2 billion ConRAC, crews are installing a huge car wash with 37 stations that will serve thousands of rental cars. The system will use recycled water.

"We're showing that you can build big projects and be environmentally friendly at the same

time," Santa Cruz says. "This car wash will conserve and re-use millions of gallons of water each year. That water will be running through the infrastructure we're installing. Our members take on these challenges with skill and dedication."



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NATIONAL NEWS: INFRASTRUCTURE

\$2.2 TRILLION

CONTINUED FROM PAGE 1

haul of federal labor law in decades, strengthening workers' rights such as their ability to organize.

"It's time to build our economy from the middle out," Biden said, describing his plan as one that "rewards work, not just wealth."

Sean McGarvey, President of North America's Building Trades Unions, immediately praised the plan for its ambition and its commitment to unions.

"We applaud that this administration continues to prioritize the rights of all workers through collective bargaining," he said. "Calling for big, broad, and bold infrastructure investment is an important first step in creating union jobs that will expand the middle class and promote family-sustaining careers."

Once in a Generation

Biden called on Americans to rally around "a once-in-a-generation investment in America, unlike anything we have seen or done since we built the interstate highway system and the space race decades ago."

Underscoring the emphasis on employment, he has dubbed his proposed infrastructure strategy the "American Jobs Plan."

"What I am proposing is a one-time capital investment of roughly \$2 trillion in America's future, spent largely over



Many Building Trades locals are already working with "green" techniques that save energy. Here, Francisco Guzman of Heat & Frost Insulators Local 5 insulates hot water pipes at The Grand in Downtown LA.

eight years," he said. It comes on the heels of the \$1.9 trillion America Rescue Plan Biden signed into law earlier in the month, to help the country survive the COVID-19 pandemic.

Biden conceded that while there is bipartisan agreement on the need to invest in infrastructure, "nobody wants to pay for it."

Biden proposes to pay for his plan by

raising the corporate income tax rate to 28 percent, up from 21 percent, where it was slashed as part of a \$2.2 trillion tax cut during the Trump Administration.

SEE \$2.2 TRILLION PAGE 18



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NATIONAL NEWS: INFRASTRUCTURE

\$2.2 TRILLION

CONTINUED FROM PAGE 17

Previously, it had been 35 percent.

He also wants to raise the minimum corporate tax on global earnings to 21 percent and eliminate a tax advantage that companies have for shifting profits and jobs overseas. In addition, he would instruct the Internal Revenue Service to closely enforce the tax laws on corporations.

A new study shows that dozens of America's biggest companies, such as

FedEx and Nike, paid no federal income tax for the past three years.

But the jobs plan is expected to run up against staunch Republican opposition to a tax increase, even on corporations. Biden promised not to raise taxes on anyone earning less than \$400,000 a year.

The plan proposes to build and renovate the nation's power grid and other infrastructure so it is environmentally clean and able to withstand bouts of severe weather related to climate change. It also strongly promotes the use of American-made construction materials.

According to a press briefing paper on

the American Jobs Plan, the proposed infrastructure investment is orchestrated to improve economic opportunity for everyone.

It will "ensure that Americans who have endured systematic discrimination and exclusion for generations finally have a fair shot at obtaining good paying jobs and being part of a union," and promises better transportation and high-speed internet to underserved communities. To provide more equal access to jobs and education, the plan also would put affordable high-speed broadband within reach of every American citizen in this decade.

20,000 Miles of Work

Much of Biden's plan involves traditional construction, with \$621 billion designated for transportation. That includes \$115 billion to repair bridges and modernize 20,000 miles of highways, roads and main streets, \$85 billion to modernize and expand existing public transit systems, \$80 billion to modernize and improve passenger and freight rail service and \$174 billion to invest in development of America's plug-in electric vehicle market, such as grants and incentive programs for state and local governments and the private sector to build a national network of 500,000 chargers by 2030 and electrify federal vehicles, including those of the US Postal Service.

Biden also wants to invest \$25 billion in improving US airports and \$17 billion to improve inland waterways, coastal

SEE \$2.2 TRILLION PAGE 21



Replacing the 6th Street Viaduct in Los Angeles is under way now.

HIGHLIGHTS OF THE AMERICAN JOBS PLAN

\$213 billion: Affordable and energy-efficient housing

\$115 billion: Roads and bridges

\$111 billion: Water infrastructure, replacing all lead pipes

\$100 billion: Broadband communication

\$100 billion: Upgrade and build healthy schools

\$100 billion: Workforce development with union standards

\$100 billion: Upgrade power grid

\$85 billion: Public transit

\$80 billion: Amtrak and freight rail

\$42 billion: Ports and airports

Have you checked in? It's time to prioritize your mental health

You've stepped up to take care of Californians but haven't prioritized yourself. After a year of uncertainty, many are facing mental health struggles but are hesitant to seek help. During Mental Health Awareness Month speak up about any struggles and take steps towards improving your mental health.



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Sheet Metal local union members and contractors are an essential part of any building. The Sheet Metal Trade includes architectural work, air balancing, and the fabrication and installation of ducts for HVAC. It's a range of specialties based on craftsmanship with metal and composite materials, and dedicated to high standards.

Recently, an energy audit of SMART Local 105's headquarters in Glendora called for the replacement of nine, 5-ton AC units on the building's roof. Sheet Metal Workers on the job for signatory contractor Thermo handled



rigging, removal and replacement of the units. This is the first phase of a renovation of the building, which serves thousands of members.

"The challenge is always to make sure it's done safely," said Local 105 Vice President and business representative Steve Hinson. "We're flying equipment on and off, and we make sure everybody is safe in the process."

The contractor is a partner in this goal. Each signatory contractor to SMART Local 105 follows the principles of excellence. Jobs are completed efficiently, helping save money for the client. Signatory contractors utilize a highly trained union workforce, which promotes safety and increases productivity.

With over 200 contractors signatory to SMART Local 105, and over 2000 nationwide in the Sheet Metal and

Air Conditioning Contractors National Association, the partnership of labor and contractors works to grow the Sheet Metal Industry to the highest quality.



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NATIONAL NEWS: INFRASTRUCTURE

BUILDING TRADES NATIONAL CONFERENCE SLATED FOR JUNE 5



The annual legislative conference for North America's Building Trades Unions will be an online event on Saturday, June 5.

The event, usually held in person in Washington D.C. each spring, was canceled in 2020 due to the Coronavirus pandemic. The 2021 conference will be held online for three hours. It will include a plenary session and workshops on important topics.

"Each year, LA and Orange Counties send one of the biggest delegations to this conference," said Ron Miller, Executive Secretary of the LA/OC Building Trades. "This year, with President Biden's infrastructure plan, it is more important than ever that we participate. Even if it's through our screens, we will be there, and let legislators know what's important to us in Southern California."

\$2.2 TRILLION

CONTINUED FROM PAGE 18

ports, land ports of entry and ferries to serve the needs of the freight industry.

The plan assures all new infrastructure construction will withstand the assaults of climate change and specifically dedicates \$50 billion to safeguard critical infrastructure, services and areas most vulnerable to natural catastrophes like flooding. Some of the money also would be used to protect and restore natural infrastructure such as forests, wetlands, watersheds and coastal and ocean resources.

In an effort to protect the health of the public, particularly children, Biden proposes spending \$111 billion to replace all of the nation's lead pipes and service lines. His plan also would remove other contaminants from drinking water, and make further improvements to drinking water, wastewater and storm water systems.

A universal, reliable and affordable high-speed broadband would be achieved with a \$100 billion federal investment.

Another \$100 billion would go toward developing the nation's power grid to transmit electricity produced by solar and wind farms to where it is needed; plug up abandoned gas and oil wells and mines that pose safety hazards; clean up, remediate and redevelop polluted Superfund sites to serve nearby communities;

and promote carbon capture retrofits of large steel, cement and chemical production facilities.

Revamping the nation's power transmission network, according to the White House outline of Biden's plan, would "create good-paying jobs for union laborers, line workers, and electricians, in addition to creating demand for American-made building materials and parts."

Tax credits for clean energy and storage are aimed at mobilizing private investment to modernize the nation's power sector, with a goal of achieving 100 percent carbon-free electricity by 2035.

New Homes and Schools

Seeking to address the nation's severe shortage of affordable housing, the plan would invest \$213 billion to produce, preserve and retrofit houses and commercial buildings in order to create more than 2 million affordable places to live.

Biden also plans to invest \$100 billion to upgrade and build new public schools to make them safe and healthy by, for instance, improving air quality and ventilation. His plan further calls for investing \$12 billion in community college facilities and \$25 billion to upgrade child care facilities. \$18 billion would be earmarked for the modernization of VA hospitals and clinics and \$10 billion for the purchase, construction or renovation of other federal facilities.

Biden also is proposing a \$300 billion investment to strengthen the nation's manufacturing sector and \$180 billion to

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Your members deserve peace of mind. To help your members with additional resources such as **myStrength**¹ and **LiveHealth Online Psychology**² telemedicine, contact Martin Lutzeier at 415-617-1736 or martin.lutzeier@anthem.com.

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\$2.2 TRILLION

CONTINUED FROM PAGE 21

spur research and development in fields like semiconductors and advanced computing, advanced energy technologies and biotechnology. One of the plan's goals is to establish the US as the global leader in clean energy technology and clean energy jobs. It also aims to attract more women and minorities to careers in innovation industries and seed new technology businesses outside the traditional high-growth centers.

Strong Labor Standards

A \$100 billion investment is proposed for workforce development programs targeting underserved groups and focused on putting students on paths to careers before they graduate from high school. Biden is calling for creation of one to two million apprenticeship and pre-apprenticeship slots with an outreach to women and racial minorities to "ensure these underserved groups have greater access to new infrastructure jobs."

Employers would be required to abide by strong labor standards and not obstruct employees who seek to organize a union and bargain collectively. Projects funded under the plan would be tied to Project Labor Agreements with local hire requirements and joint labor-management training programs "so that federal investments support good jobs and pathways to the middle class."

Ullico Infrastructure Fund Exceeds \$3 Billion in Commitments



Ullico announced that the Ullico Infrastructure Fund (UIF) has secured more than \$3 billion in commitments from investors in less than 10 years. UIF made its first investment in 2012 and was designed to assist in the construction, maintenance and refurbishment of America's infrastructure.

It has made good on that promise, with more than \$2 billion in assets under management and 18 portfolio investments comprising all major sectors, including renewable energy, natural gas generation, electricity transmission, gas transmission, water and wastewater, transportation and social infrastructure, as of Sept. 30, 2020.

"This is a huge milestone for the Ullico Infrastructure Fund. It's a reflection on the quality of our team and the trust that our clients have in Ullico to serve their economic interests and support their missions and values," said Joseph R. Linehan, President of Ullico Investment Advisors.

"US infrastructure has been deteriorating for decades. Rather than wait for legislators to act, unions stepped up and made deliberate investments in infrastructure through the Ullico Infrastructure Fund. Once again, the labor movement is responsible for keeping the nation strong," said Edward M. Smith, President and CEO of Ullico Inc.

In addition to its goal of providing investors with appropriate risk-adjusted returns, UIF also promotes the preservation and creation

of union jobs through its Responsible Contractor Policies. In fact, Ullico recently achieved a 100 percent rating on the North America's Building Trades Unions Infrastructure Manager Report Card, which scores infrastructure asset managers on 10 criteria, including Effectiveness, Coverage, Reports Work Hours, Policy Enforcement Provisions and the use of PLAs.

"Pension funds have the opportunity to benefit from investing in UIF and so does the labor movement overall," said Sonia Axter, Managing Director, Ullico Infrastructure Fund. "Ullico works with our investment partners and public counterparties to efficiently operate and maintain these essential assets. When projects require new construction or maintenance, UIF puts union members and union contractors to work."



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3 simple tips to reclaim your calm

Everyone gets overwhelmed sometimes. But too much stress can be hard on your health—so it's important to find ways to offset those negative effects. These healthy habits can help you stay cool under pressure, even when you're pressed for time.

Sweat more, stress less

Symptoms of stress can create a vicious cycle between your mind and body. Exercise helps to break this cycle by relieving tension and releasing feel-good brain chemicals that fight the effects of stress.

Take a break to breathe

When stress strikes, try a few minutes of deep breathing. Breathe in for a count of 5, hold for 5, and exhale for 5. Repeat 10 times or until you start feeling more calm, grounded, and focused.

Unplug to recharge

Your phone needs time to recharge, and so does your brain. Disconnecting from digital noise for a little while each day can help you stress less, sleep better, and spend time doing more rewarding activities.

Visit kp.org/stressmanagement.

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Since Kaiser Permanente first opened its doors, we've been providing high-quality, affordable care to union members. Decades later much has changed, but our commitment has not. Here's to many more years of helping to keep union workers on the job. Learn more at kp.org/laborandtrust.