

SUMMER 2010

CROSS SECTION



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Grant Charlick, an apprentice program graduate out of Laborers Local 1076 and an employee of Skanska, USA, considers MLTAI and the Construction Craft Laborer apprenticeship program an important part of his professional growth.

Charlick stated, "Having passed a college calculus class I expected that there was very little MLTAI could teach me about math, but with their unique approach to teaching I learned how the mathematic principles I learned in college apply in the real world. College didn't teach me that. Also, the wide variety of subjects taught at MLTAI as well as the variety of experience I've gained as a result of working for a general contractor has prepared me to take advantage of advancement opportunities that could come my way in the future."

Michigan Laborers' Training and Apprenticeship Institute provides training to apprentices and journey persons alike. Our instructors have a wide range of field expertise to provide our members with top-notch training using cutting edge technology. Our state-of-the-art training facilities located in the cities of Wayne, Perry and Iron Mountain accommodate on average 2,500 members annually. Courses range from 2 hours to 120 hours in length and include environmental training, construction training, life skills courses as well as on-line courses.

Graduates reaching Journey worker status can be granted college credits at virtually all of Michigan's community colleges.

MLTAI and the Construction Craft Laborers apprenticeship program produce Laborers skilled in their field, dedicated and trained. When Grant was asked what it takes to be a successful Laborer he said, "You have to show up every day in the right state of mind, with a proper attitude and be dependable, punctual and trustworthy. You have to bring your "A" game every day".

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Letters to MITA

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We feel privileged to have such an outstanding commercial building project integrated into our curriculum. The theoretical application of construction principles on the MITA Building Project will better prepare our students for a successful career in the construction industry.

Thank you again for your cooperation in educating our students.

Thomas C. Larabel
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HEALTHCARE REFORM: A Timeline For Concerned Employers

By: Donald H. Scharg and Charles M. Russman
Bodman LLP

On March 30, 2010, Congress completed healthcare reform changing how business is done and how individuals will receive healthcare. These changes will have an impact on every business, family and individual in America. Even where there is no direct change, the healthcare reform is making waves that will rock every boat.

Detailed regulations are expected on many of the issues discussed below. This guidance will likely include several model notices and procedures to assist employers in handling the significant changes being faced in the coming years.

2010

January 1

Employers with 25 or fewer full-time employees may be eligible for tax credits for providing insurance. Eligibility for and the amount of the credit depends on the number of full-time employees, compensation levels, how long coverage has been provided and what portion the employer pays.

March 23

Current collective bargaining agreements and the insurance related benefits provided under them are exempt from many of the provisions of the bill until the version of the collective bargaining agreement in effect on March 23, 2010 expires. Essentially, most of the statute will only apply until after the expiration of a collective bargaining agreement in effect when the reform was passed.

Health and Human Services (HHS) will provide money for states to create a health insurance ombudsman-like office where individuals can obtain educational materials, assistance with claims and help obtaining available tax credits.

Annual reviews of health insurance premium increases to ensure they are not unreasonable will begin.

June 21

For those who could not obtain insurance because of a preexisting condition, the healthcare reform will bring a very positive change. The government will establish a nationwide high-risk pool. Through the pool those with preexisting conditions can obtain the insurance they need, presumable at a reasonable price.

Employers who provide insurance to early retirees (generally between 55 and 65) may be eligible for government-funded reinsurance of some claims. This is a reimbursement mechanism available regardless of whether the insurance is part of a collective bargaining agreement.

July 1

HHS will release a website designed to help individuals and small employers find affordable health insurance.

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Contractor Member Profile



Capitol Barricading, Inc., was founded over 28 years ago by the husband and wife team of Tom and Diana Folleth in Holt, Mich. The team was together until 2005 when Tom passed away and the strong company they built is still growing today under new leadership: Diana and her daughter, Kendra; and two long-time employees: Sales Manager Ken Wolverton and Service Manager Pierre Goulet.

"Dad had a history in the traffic safety business and was well-liked," said Kendra, who has a background in corporate marketing. "And Mom had a solid business acumen, so they melded together and became a great combination of talents. They were also blessed with great employees from the start. People have wanted to work for them."

To the credit of long-tenured, conscientious employees, Capitol Barricading has become known for its expertise in traffic control and roadway protection, and for offering an exceptional level of service. The company continues to provide its services to many of Diana and Tom's original customer base, which includes utilities, engineering firms, institutions and contractors throughout mid-Michigan.

"We have always been known for the service we provide whether renting traffic safety equipment or processing a sale," said Kendra, mother of four-year-old Brady. "You call us, and we will be there! Fortunately, we have been able to sustain our commitment to responding quickly to our customers needs, in addition to maintaining the ability to handle special requests with ease. Our customer base ranges from a large bridge contractor to a local fire department and we work hard to earn this business each and every day."

This year the company is providing continuing service to MITA Contractor Member C.A. Hull Co., Inc., on a bridge job, which began last year on U.S. 127

and I-96 in Lansing. Capitol Barricading continues to work on jobs acquired through the competitive bid process, and is working to maximize its MDOT Disadvantaged Business Enterprise (DBE) opportunities. The company's business mix is varied because of a willingness to take on whatever work comes, which consistently opens doors to new customer relationships.

"We can take on whatever work comes our way because we have a deep knowledge base, a passion for service and an outstanding, tenured team," Kendra said. "Our sales manager has been with us 18 years and our service manager 10 years. And, even with the slowed economy, the company is growing, in addition to providing steady employment for a number of full and part-time people. We are committed to growing responsibly through preparation, planning and goal-setting."

What Kendra appreciates most about her role at Capitol Barricading is being able to empower and challenge the staff beyond what was expected of them in the past. Kendra and Diana have taken advantage of assistance from MITA's Director of Technical Services, Doug Needham, P.E., for help with everything from technical questions, to clarification of traffic control related matters and for assistance with maximizing the benefits of MDOT DBE certification. MITA helps the company stay informed about changes in the industry, and network with potential new customers and peers. Kendra also attends MITA's Quarterly Traffic Control Meetings, and was among hundreds of MITA members who attended the Lobby Day May 4 in Lansing.

In the future, Capitol Barricading wants to take advantage of other services MITA has to offer, such as sending ads to members through the e-bulletin system and enhanced advertisements in MITA publications.

"Our value proposition is that we offer expert service at a fair price," Kendra said, drawing on her marketing experience. "Contractors and others we serve are counting on us to know that it all comes down to keeping costs as low as possible without jeopardizing quality or safety. Our commitment to playing a part in improving Michigan's infrastructure, providing jobs, and serving members of Mid-Michigan's construction industry is steadfast."

Diana added: "I am proud of the integrity of our employees and their dependability, along with the fact we have not had a workers' compensation claim since we have been in business."



**Capitol
Barricading,
Inc.**

Phone: 517-372-1291

Fax: 517-694-6123

E-mail: info@capitolbarricading.com

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kmccomb@capitolbarricading.com

Sales Manager:

Ken Wolverton

kwolverton@capitolbarricading.com

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Associate Member Profile

JDE Equipment Company was founded in Grand Rapids in 2003 with a talented, experienced staff. Today, with three locations throughout Michigan, the company sells and services the John Deere and Hitachi brands of heavy construction and forestry equipment.

"Of the products we sell, 92-93 percent include American content and are made by American manufacturers in Iowa and North Carolina," said Frank Pytlowany, who works in sales at JDE's Grand Rapids location, and has over 20 years experience in the equipment business. "If customers special order John Deere equipment, the order comes with a Gold Key Tour. They can actually watch their equipment being built, walk the line, and talk to the workers."

In addition to Gold Key Tours, JDE's value proposition to customers includes:

- Lower daily operating costs
- Increased productivity
- Increased uptime

All sales, parts, and service personnel in Grand Rapids, Traverse City and Detroit are trained on every piece of equipment so they know what they are talking about with customers, Pytlowany said.

"We tell customers about the equipment, then we show them on paper how it can fulfill the value proposition for them and their company," Pytlowany said. "We ask customers questions so we can understand their business and sell products and services that help them be successful. We also put services together to make up our value proposition and we save the customer money upfront. And we offer in-house, or John Deere financing without allowing customers to overextend themselves." (JDE also provides their customers in-person, diesel equipment emission evaluations to help them follow the requirements of the new Diesel Emissions Reduction Act.)



All of JDE's products/services are provided to customers with an upbeat attitude that is helping the company rise above the current economic climate. There are still people out there who are buying equipment, Pytlowany said. It is just a matter of identifying them, then making sales calls and visits. One example of positive results from JDE's positive attitude: 80 percent of their business is through referrals. "We must be doing something right," Pytlowany said.

MITA is the premier state organization for JDE, Pytlowany said, and is currently providing JDE assistance to apply for a federal Clean Diesel grant, and offering numerous venues to meet customers, such as golf outings and the MITA Annual Conference.

"MITA provides the vehicle, but it is our job to provide the excitement," Pytlowany said. "We don't just sponsor and exhibit at MITA events – we go the extra mile to do something different so potential customers remember us."

JDE has given away television sets, parked eye-catching heavy construction equipment in front of the Soaring Eagle Casino for the MITA Annual Conference, sponsored the DBE Cocktail Party at the Annual Conference and registered the party attendees at the door. Who know what's in store in the future; but one thing is certain. JDE will keep doing special things to let you know they are around and ready to serve you!



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Did You Know?

Did you know that the membership bulletin section of the MITA website includes frequent bulletins titled: "Did You Know," which fill MITA members in about the many services MITA has to offer?

To view the bulletins, visit www.mi-ita.com, click on news under key services on the left, then click on more at the bottom of the Membership Bulletin list in the first column. There you will find numerous "Did You Know" bulletins about Truck Operators Map, Lansing Lobby Day, Summer Conference, Golf Outings and much more.



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Help Wanted: Leadership in Lansing

Since the onset of term-limits, Michigan has seen deterioration in the willingness of elected officials to take leadership roles on tough issues. The November 2010 election will be no different. We will see several new faces in the House of Representatives, state Senate and in the governor's office and the struggle to enact sound public policy will be more difficult than ever before.

This constant revolving door is a challenge to all special interest groups, but especially for association interest groups who have tough issues piling up in the Legislature awaiting action. MITA has worked diligently with individuals who have come and gone through Lansing as term-limited elected officials and yet positive outcomes have been few and far between.

The top priority in looking at candidates is to find those individuals who are knowledgeable of our industry and then who are also sympathetic to the needs of our industry. This is certainly a challenge in this anti-tax environment, especially since our industry is heavily reliant on public funding for both our underground and our transportation infrastructure.

The next goal is to actually support winners. Often times, we hear complaints that MITA supports individuals on both sides of the aisle. Ultimately, our goal is to support those individuals who are going to win their races and help make a difference for our industry. The governor's race is probably the most important race with which MITA will be involved this year.

The new leader of our state will face several challenges including an outdated and crumbling infrastructure. It will take a very strong leader who is willing to make tough decisions and step out of the status quo to make true changes here in Michigan.

I felt it was important to give background information on each individual that is running for governor, so that you will understand from

where each of these candidates has come. On the Republican side:

- Mike Bouchard – Mr. Bouchard is currently the Sheriff of Oakland County. He served over a decade in the state legislature including terms in both the House and Senate, where he rose to the position of Assistant Senate Majority Leader. In discussions with MITA, Mr. Bouchard recognizes the significant needs that we have across our state with regards to infrastructure investment.

- Mike Cox – Mr. Cox is currently serving his second term as Michigan's Attorney General. Prior to being elected to that position, he worked for both the Wayne and Oakland County Prosecutor's Office. Mr. Cox has signed a No New Tax Pledge and discussions have been limited with him with regards to infrastructure needs. However, the Michigan State Chamber of Commerce, an organization that fully supports increased investment in our infrastructure, has endorsed him.

- Tom George – Senator George is serving his second term as state senator from the Kalamazoo area. He has been a medical doctor since 1985. Mr. George is not likely to recognize infrastructure as one of his high priorities as he has not been engaged in the debate previously during his time in the Senate.

- Pete Hoekstra – Mr. Hoekstra has served West Michigan in Congress since 1992, and prior to that he worked in private industry for Herman Miller. As a congressman he served on the Transportation and Infrastructure Committee. Although Mr. Hoekstra signed a No Tax Pledge, discussions with him have been positive with regard to the state's infrastructure needs.



Mike Nystrom

Continues on pg. 53

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Chances are that most of the aforementioned training topics apply to your company directly or indirectly; or, better yet, you are either the exposure-creating contractor or the one being exposed to the hazard. The fact that I can come up with so many certifications and training requirements in and of itself is nauseating. Don't get me wrong, I'm all for workers' safety but the pendulum is swinging out of control. I've always been an advocate for intense training on the type of work you perform. Unfortunately that will leave you woefully short in the event of a MIOSHA inspection in most cases.

Training requirements have steadily increased over the years with no signs of slowing. Why? Several reasons contribute to the advent of additional training requirements.

Fatal accidents seem to draw safety professionals together who prognosticate on ideas that will ensure that similar incidents will never happen again which more often than not ends up in the development of new rules or training requirements. I feel accidents and incidents are being overcomplicated. It is not difficult to find a current regulation that has been violated or a personal behavior that leads to the incident. Unfortunately, I seem to be very alone in this boat. It is also no secret that training is a big dollar business. How many times a year do you get reminded about posting requirements or solicited for training outside of this association? A lot, I'd bet. Insurance companies also want you to be safer. It's good for them and you with regard to reduced rates and claims. Michigan also has to keep up with federal standards. Case in point: MITA has been involved with changes coming regarding the Certified Crane Operators, which is currently in the promulgation process. A complete analysis of the changes will be provided once it has been formerly accepted. Additionally, rigging requirements are being addressed. So, you either work on developing your own rules or versions of the federal standards or you get to swallow what comes your way.

I have watched our membership evolve

Continues on pg. 53

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Prevailing Wage Refresher

Although we have previously published numerous articles and bulletins about prevailing wage it appeared another would be appropriate to maintain our focus and facilitate a clear and common understanding in a few often-confused areas.

As the most basic refresher on this topic, we should all understand that Davis-Bacon wages are applied on public works projects that are funded, in total or in-part, with federal-aid dollars, while state prevailing wages are applied on public works projects funded by state of Michigan dollars. In general, these federal-aid public works projects would include road, bridge, airport, water, sewer, and other infrastructure types of projects funded by the U.S. Department of Transportation (USDOT), the Environmental Protection Agency (EPA), or the U.S. Department of Housing and Urban Development (HUD). State funded public works projects would include similar infrastructure types of projects, but also could include hospital, school, and university projects.

Understanding “if”, and knowing “what” prevailing wage may be required on a project should be an important question every contractor (primes and subcontractors) can answer at the time of bidding. All bidders should carefully and thoroughly examine the bid documents to find the applicable Davis-Bacon wage General Decision, or the Michigan Prevailing Wage Rate Schedule that would define the prevailing wages for that project. If the bid documents only include a statement that prevailing wages apply, without the inclusion of a general decision or a wage rate schedule, the project owner should be contacted for specific clarification on the applicable wages.

Once a bidder determines that prevailing wages apply to a project by locating the Davis-Bacon general decision or state prevailing wage schedule in the bid documents, is their homework done? We would suggest not! We encourage all contractors to review the published wage rates to ensure two things, 1) that the applicable and appropriate combined wage packages (base wage plus fringes) are paid, and 2) that the published rates are accurate. Although many of our collective bargaining agreements (CBA) establish the Davis-Bacon and state prevailing wages, human error or misinterpretation of a CBA by the federal or state agency responsible for the development of the prevailing wage decisions and schedules, could result in inaccuracies in the published prevailing wage requirements. An assumption by a signatory contractor that simply paying the CBA wages will always keep them compliant with the published prevailing wage requirements could have significant monetary impacts when there are inaccuracies in the published prevailing wage rates. MITA has been very successful in getting past inaccuracies in the published federal Davis-Bacon and state prevailing wage rates corrected, but we need our continued scrutiny and notification when inaccuracies are discovered in those published wage rates.

With regard to the specific federal wage general decisions, “highway” vs. “underground”, that may be applied on a federal-aid, MDOT let project, we have established an understanding with MDOT. If the project includes underground work that is less than 20 percent of the total project estimated cost, the underground work is considered incidental to the highway work and the “highway” wage general decision will be incorporated in the project proposal. Contractors performing the underground work in this situation can use the “Laborer – Open Cut” classifications included in that wage decision.

If the underground work is greater than 20 percent of the total project estimated cost, the underground work is not considered incidental, and both the “highway” and “underground” (“underground” included in the Building and Heavy wage determination) wage general decisions will be incorporated in the

Continues on pg. 54



Glenn Bukoski, P.E.

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Director of Safety & Workforce Development



Patrick Brown

A Look at Safety Compliance

Safety compliance is much more than angles of repose or fall protection, or traffic control. What some consider the “little things,” like dust, silica, lead, asbestos or cadmium, can actually be a real big thing. Contractors that overlook such contaminants may be putting workers at risk of potential harmful exposure and putting themselves at risk from a liability standpoint.

MITA has seen an increase in the number of occupational health related citations issued over the past 18 months. This is largely in part to joint inspections from the construction safety division of MIOSHA and the occupational health division (Industrial Hygienist).

MIOSHA is not just looking at the painters or masonry contractors. Every contractor in the heavy construction industry has the potential for exposure to hazardous substances. The most common in heavy construction, seem to be:

Lead- a heavy metal commonly used in construction because it's highly resistant to corrosion. Lead is a potent neurotoxin that

accumulates in soft tissues and bone over time. This could lead to blood and brain disorders.

Cadmium- a soft metal commonly used as a pigment and for corrosion resistant plating on steel. Inhalation of cadmium containing fumes can result in metal fume fever but may progress to chemical pneumonitis, pulmonary edema and death.

Asbestos- a carcinogen used in over 3,500 products. Exposures are linked to Mesothelioma, a cancer of the chest and abdominal cavities.

Silica- is created as a result of cutting, grinding or chipping masonry products. Silica has the potential to build up in the lungs and cause respiratory difficulties and even death.

Noise- Common on any construction site and over exposure can cause fatigue and lead to hearing loss.

All of these substances have the potential to be hazardous at various levels of exposure. The results of being exposed to one of the hazards may not be immediate and you could die from something unrelated before anything even shows up in your system, but the facts still remain without proper engineering controls and PPE, all of those I have listed are health hazards.

Over exposure to silica has come under fire recently and MIOSHA has convened a Dry Cutting of Masonry Products advisory committee to come up with rules to regulate not only dry cutting but any activity that produces a silica dust by-product. MITA staff will represent industry on this committee and keep the membership up to date on any changes forthcoming. The rule changing process is long and we do not expect to see changes for some time.

Recognizing a need to educate employers and employees on the effects of certain health hazards in construction, MITA has written a grant proposal that will really open some eyes. The proposal addresses lead, silica, asbestos, cadmium and noise. MITA is currently developing a database of noise levels associated with

Continues on pg.55

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TOOL BOX TALKS

Exposure To Heat

Before you get started:

There are five basic safety tips that apply to the whole industry. If you practice these five tips, you could make a difference.

- KNOW YOUR JOB.
- BE ALERT.
- EXPECT THE UNEXPECTED.
- USE GOOD JUDGEMENT.
- ALWAYS THINK SAFETY.

These tool box talks have been designed to include all of the information your company should be able to include in a five minute session. MITA suggests that you document this activity with the sign-in sheet that has been provided and keep it on file for future reference.

“ Livonia man dies after working in heat ”

Associated Press

BERLIN TWP.- Police say scorching hot temperatures may have caused the death of a 50-year-old man who was pouring concrete at a construction site.

The victim was identified as Douglas Bardocz of Livonia. The Monroe Evening News reported Thursday on its Web site.

Bardocz told his boss he wasn't feeling well Wednesday afternoon while working at a hous-

ing subdivision under construction in Monroe County's Berlin Township, sheriff's spokesman Jeff Pauli said. His boss then told him to get a drink of water and sit down.

Bardocz collapsed after drinking some water, Pauli said. He was taken to Mercy Memorial hospital and pronounced dead on arrival.

The temperature at the time was 93 degrees.

An autopsy was being conducted by the Wayne county medical

examiner's office.

The heat wave broke Thursday, with afternoon temperatures ranging mainly in the upper 70s to lower 80s statewide. Morning thunderstorms delayed the Buick Open golf tournament at Grand Blanc for more than two hours.

”

Lansing State Journal,
August 4, 2006

1. Heat Cramps

- Signs:
- Cramps or muscle spasms that usually occur in the legs or abdomen.
 - Usually caused by an insufficient intake of water.

- Treatment:
- Get out of the heat and into a cool place.
 - Drink salted H₂O or sports drink.
 - Rest.

2. Heat Exhaustion

- Signs:
- Rapid shallow breathing.
 - Weak rapid pulse, cold clammy skin, heavy sweating, dizziness, confusion and disorientation.

- Treatment:
- Get out of the heat and into a cool place.
 - Remove clothing.
 - Drink H₂O or a sport drink if conscious.

3. Heat Stroke

This is caused when the body loses its ability to regulate heat; most common when exposed to direct heat such as direct sunlight, hot car, etc.

- Signs:
- Rapid weak pulse.
 - Initially deep breathing, becoming shallow.
 - Extremely hot, dry, flushed skin.
 - Dilated pupils.

- Treatment:
- Get out of the heat and into a cool place.
 - Aggressive cooling (wet sheets, cold packs, fanning, air conditioning).
 - Lay flat with feet elevated.
 - Call 911.

Sunlight is a great pick-me-up but is not to be underestimated. Overexposure to heat can have dire consequences so practice preventative measures. Wear loose clothing and sunscreen, drink plenty of liquids and take periodic breaks in a cool place.

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Director of Legislative Affairs



Keith Ledbetter



Michigan Politics on the Verge of a Seismic Shift

In a few short months, voters will replace at least half of Michigan's state legislators. There are no incumbents running in 29 of 38 state Senate seats and 50 of 110 state House seats. Voters will select a new governor, secretary of state and attorney general.

Such unprecedented turnover is sure to

cause tremors in the political power centers and also create massive uncertainty and instability. Inexperience will be the rule rather than the exception. A majority of the Legislature will be attending new employee orientation in January, where they will be handed an office key, assigned an id badge and



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shown where the bathrooms are. The eager new policymakers will have little understanding of the inner workings of the legislative process or have knowledge of the legislative traditions crafted by trial and error over 150 years. Few new legislators will bring expertise beyond their narrow professional scope, much less have in-depth insight of complex issues like effective state bonding strategies for infrastructure projects, the Michigan Business Tax or the State Revolving Funds for sewers.

The MITA lobbying team has conducted over 300 legislator meetings in the past four years to educate policymakers about infrastructure issues. A large majority of those legislators will be gone by year's end. In January, MITA lobbyists will have the monumental task of introducing themselves to 80 new legislators with brand new staffs. There will be new chairmen appointed to head virtually every committee in both the House and Senate.

In the 1970s, Gov. Milliken created something called the "quadrant" -- weekly meetings between the governor and top Democratic and Republican leaders in both the House and Senate. This group was the power center of Michigan government and the goal was to initiate internal discussions and come to agreement on the big issues of the day. Those quadrant meetings are still in effect today, although partisan rancor and tensions have limited their frequency and effectiveness. In January, the House will choose a new Speaker and the Senate will choose a new Majority Leader. Each chamber must replace the minority leaders who are also term limited. Every member of the quadrant will be brand new.

In the construction industry, trust and relationships are key. A phone call to a trusted industry peer or long-time business partner can forge a quick deal and provide peace of mind that the project will be completed on time

with excellent quality and at a competitive price. Trusted relationships have traditionally been an integral part of legislative politics too.

But, come January, the average tenure of a state House member will be about two years

Continues on pg.55



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Legislative Update

BILLS AT A GLANCE

BILL	SUMMARY	MITA POSITION	STATUS
SB 882	A bill to limit the timeframe in which a lawsuit can be brought against an architect, engineer or contractor to six years.	SUPPORT. Prevents against stale claims and relieves architects, engineers and contractors of protracted fear of litigation.	Passed Michigan Senate. Referred to House Committee on Judiciary.
SB 1161	A bill to make appropriations for the Department of Natural Resources for the fiscal year ending September 30, 2011; and to provide for the expenditure of those appropriations.	OPPOSE. The budget as proposed is short \$4 million dollars in the Drinking Water Revolving Fund, jeopardizing \$20 million in federal funds.	Passed Michigan Senate and passed the state House. Returned to the Senate.
SB 1164	A bill to make appropriations for the Department of Transportation for the fiscal year ending September 30, 2011; and to provide for the expenditure of the appropriations.	OPPOSE. The bill includes harmful cuts, and offers no stable revenue sources to obtain the \$84 million Michigan needs to claim \$475 million in federal matching funds.	Passed Michigan Senate. Referred to House Committee on Appropriations.
SB 1252	A bill to allow for the transfer of money from a county's general fund to the county road fund, if there is a surplus of funds.	SUPPORT. While this is a good concept, it is highly unlikely that many, if any, counties will have a surplus of money in the general fund to be transferred.	Referred to the Michigan Senate Committee on Local, Urban and State Affairs.
HB 4117	A bill to create the False Claims Act by which private citizens, the state attorney general, or authorized persons representing local governments could bring an action against a person or entity who committed fraud against the state or a local government.	OPPOSE. Dramatically increase fines against unscrupulous contractors who overcharge government agencies, but also creates additional contractor liability in cases of inaccurate project estimates.	Passed the State House and referred to the Senate Committee on Judiciary.
HB 4252	A bill to provide for the creation of toll lanes from existing lanes in highly congested urban areas.	SUPPORT. Michigan could create HOV lanes that include tolls as a way to increase revenue and lower congestion.	Referred to the Michigan House Committee on Transportation. Stalled in committee.
HB 4961	A bill to provide for public-private transportation facilities and to authorize public-private agreements.	SUPPORT. Allows for greater private sector participation in the delivery and financing of transportation projects.	Passed the state House and referred to the Senate Committee on Transportation.
HB 5074	A bill to earmark a percentage of state's sale tax to deposit into a Priority Now! Fund to be used solely for road construction, maintenance and repair.	OPPOSE. While a reconfiguration of the state's sales tax would be helpful, the state is not likely to change the constitution to redirect money for schools and local governments to roads.	Referred to the State House Committee on Transportation. Stalled in the committee.
HB 5075	A bill to create the Priority Now! Fund	OPPOSE. For the same reasons stated above.	Referred to the state House Stalled in the committee.



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BILL	SUMMARY	MITA POSITION	STATUS
HB 5768	A bill to increase the tax rate on gasoline and diesel fuel.	SUPPORT. Provides for a sustainable funding solution for Michigan's infrastructure.	Referred to the state House Committee on Transportation.
HB 5769	A bill to increase the tax rate on diesel fuel consumed by interstate motor carriers in Michigan.	SUPPORT. Would increase the fuel tax rate to equal the rates proposed in HB 5768, bringing it in line with Michigan residents.	Referred to the state House Committee on Transportation.
HB 5770	The bill provides for the disposition of the additional revenue generated by the increased fuel rates proposed above.	SUPPORT. Would allow more of the funds to directly support infrastructure funding.	Referred to the state House Committee on Transportation. Referred to the state House
HB 5897	The bill would increase vehicle registration fees for roads.	SUPPORT. This would provide a sustainable revenue source for infrastructure funding. However, it cannot be the sole change for increasing revenue.	Committee on Transportation. Is currently stalled in the House.
HB 6155	This bill would require, in instances where an environmental impact statement is required, that MDOT enter into a community benefits agreement with the local unit of government where the project is located.	NEUTRAL. More information is needed on the purpose and impact the reporting requirements would have on the project, community and contractor.	Referred to the House Committee on Transportation.
HB 6230	This bill would not allow MDOT to enter into a public-private partnership agreement where tolling is required on a road that did not permit tolling prior to June 1, 2009.	OPPOSE. Does not support public-private partnership agreements, which provides another avenue of infrastructure funding.	Referred to the House Committee on Transportation.



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Director of Technical Services



Doug Needham, P.E.

Communication is Key

In today's busy economy, when everything is a rush and time is money, all too often we forget the basics and don't take the time to appropriately and formally communicate. The common phrases like "I need to get this project done by the end of the week or liquidated damages start" or "Based on my bid, I have to complete this work within the allotted time or I'll lose money" are just a sampling of those that surround projects where communication tends to be lacking. There is no doubt that today is a tough time to be a heavy highway or underground contractor in Michigan. Projects are bid for less than cost and designers are producing plans in less time and with less detail, coordination, and accuracy. However, don't let this environment cause you to lose the grip with proper communication. When issues/problems surface on your project, talk with the project engineer, construction manager, and/

or owner. Let them know your concerns and how it affects your work operations. Open the lines of communication early and often. This dialog will help develop relationships that will be beneficial now and in the future.

However, appropriate communication does not end with simple verbal discussions. There are many instances that warrant follow up emails, faxes, or letters to your verbal discussions. In general, your first project discussions take place at the preconstruction meeting. If you have concerns or comments that you would like captured in the official meeting minutes, speak up during these meetings. Once you have voiced your concerns, make sure you see them documented in the minutes. If your comments are not captured, follow-up with written communication to the project engineer and/or owner to remind them

Continues on pg. 55

The background of the advertisement features a scenic mountain landscape with snow-covered peaks and a clear blue sky. In the center, there is a logo for Pinnacle Insurance Partners, which includes a stylized mountain peak icon above the text "PINNACLE INSURANCE PARTNERS" and the tagline "A Better View." Below the logo, the text "Construction Industry Specialists" is prominently displayed in a large, bold, black font.

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It was the perfect storm. A springtime shortage of three key components used to produce roadway pavement marking paint appeared to be responsible for a nationwide paint supply shortage. With the potential of delayed or even suspended projects due to the lack of adequate quantities of pavement marking materials, MITA took immediate action to limit the impacts to active and planned construction projects. Taking the lead MITA worked with MDOT, the pavement marking contractors, and the paint suppliers, and successfully developed a proposal to extend interim completion dates on the region-wide striping projects. When ultimately approved by the FHWA, this proposal allowed the pavement marking contractors flexibility and discretion to reserve paint inventories in an effort to ensure active construction projects could be appropriately striped and be open to traffic.



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Underground Spotlight

Introducing the MISS DIG System, Inc. Remote Ticket Entry System

The rules of the MISS DIG System, Inc., remain the same: Know What's Below, and Call Before You Dig, but a new free system will make it easier for contractor excavators to enter MISS DIG utility locating requests via the Internet.

The Remote Ticket Entry system (RTE) is available 24 hours a day, seven days a week, 365 days a year no matter how many utility locating requests that a contractor wants to enter. Contractors must simply visit www.missdig.net and click on the Ticket Entry under the Contractor section. This takes new users to a web page where they can sign up and complete an application for access to the system. When completing the application, users must read the brief "Users Agreement." After submitting the application, they will receive a separate e-mail within 72 hours with additional instructions on how to install the application on their computer and to schedule mandatory, but brief, remote training.

According to Kathleen Fournier, CEO and Executive Director of the MISS DIG System, the remote training takes only one hour and can be provided in person or over the Internet. Until the training is completed, all locating requests must still be made via the 811 or 800-482-7171 numbers.

"We can come to their office if they have a few people who need to be trained," Fournier said, "or they can use "Go to Meeting," a new technology that saves drive time and allows them to sit in their

office by their computer and call us. We then talk them through the training on the Internet. It is as if someone is right there with them to provide the training."

Fournier said in the past the RTE system was limited to major contractors who put in 1,000 ticket requests a year. Now, even contractors with just one or two tickets per week or less can take advantage of the service.

"We have one contractor whose best time to submit tickets is midnight, and she submits 150 tickets at that time because it works best for her," Fournier said. "The point is that they can do it at their leisure."

The only stipulations are that the RTE system cannot be used for emergencies, and cannot be shared between contractors. All individuals using the RTE system must have separate user accounts.

"We are encouraging more excavators to take advantage of this system, even homeowners," she said. "Our goal is to receive 40 percent of our tickets this way, which will allow for shorter wait times on the phone for those contractors who use the phone system."

Fournier also reminds contractors that they should still make their ticket requests three days before they plan to dig. Since Mondays are MISS DIG's busiest days, contractors are encouraged to call ahead the previous Thursday, Friday or Saturday to make location requests ahead of time.

Contractors are also invited to attend regional damage prevention meetings, which are listed on the MISS DIG website, and to be aware that no matter where they are working in the U.S., they can access the MISS DIG local one call system by calling the nation-wide access number 811, or 800-482-7171.

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www.missdig.net

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About the MISS DIG System, Inc.

MISS DIG System, Inc., is a Michigan wide one-call excavation safety and utility damage-prevention company that has received in excess of 17 million staking requests since the one-call center opened in 1970. One toll-free call is all it takes to have MISS DIG notify the more than 900 participating members to stake their underground utility lines and provide overhead electric line assistance to ensure adequate clearances are maintained. Homeowners or excavators can call MISS DIG at 800-482-7171 or 811 24 hours a day, seven days a week. It's the Law!

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Transportation Groups Oppose MI Transportation Budget

May 19, 2010

Calling the proposed 2011 Department of Transportation budget bill a scheme to "rob Peter to pay Paul," Michigan business and labor leaders today called on the Michigan Legislature to put partisanship aside and find a real solution to the state's transportation funding crisis.

The Republican-led Senate today approved Senate Bill 1164 on a 21-17 vote. The budget bill includes harmful cuts but no stable revenue sources in an attempt to come up with the \$84 million Michigan needs to qualify for \$475 million in federal matching transportation funds. The bill now goes to the House Appropriations Committee for action.

"The Legislature is facing some very difficult budget decisions, but cannibalizing the current budget to secure federal funds just doesn't make sense," said Mike Nystrom, executive vice president of the Michigan Infrastructure and Transportation Association (MITA), and co-chair of the Michigan Transportation Team (MTT). "Inaction on transportation funding has caught up with legislators, and instead of providing a stable source of revenue, policymakers are imposing dramatic cuts - only to harm economic development and cost taxpayers more in the long run."

The plan is built entirely on cuts, rather than desperately needed new revenue.

The economic development funds used for infrastructure upgrades were slashed by \$27 million. The Transportation Economic Development Fund (TEDF) was created to assist in the funding of highway, road, and street projects necessary to support economic growth. In many cases, these dollars could be used to match federal aid.

"The Transportation Economic Development Fund cuts would cripple a key economic development tool that provides infrastructure upgrades to lure businesses to Michigan," said Nystrom. "Cutting these funds will do nothing to support Michigan's transportation system or our economy."

Michigan tourists lured by the Pure Michigan ads will see closed signs on half of Michigan's Welcome Centers and 6-foot-tall grass in the highway medians. Welcome Center funding was cut in half (\$2.5 million) and snow plowing and weekend snow removal will be significantly reduced or eliminated on most non-freeway state trunklines, due to the massive \$48 million cut in maintenance.

"Cutting road maintenance to leverage more federal road dollars is ludicrous," said Nystrom. "The condition of our roads will continue to deteriorate - and the safety of residents will be put at risk - if we don't have enough funds to repair potholes and have adequate snow removal and highway mowing."

SB 1164 is a clear raid upon Comprehensive Transportation Funds (CTF), intended for public transportation projects. The bill also takes state matching funds for the federal Job Access Reverse Commute (JARC) program, which will result in an even greater shortfall in matching funds for public transportation projects in 2011.

A multitude of transit services and programs were slashed by \$7 million.

"By cutting money for programs like Transportation to Work/Work First, the state is making it even more difficult for people who rely on transit services to get to work, attend school or contribute to the state's economy," said Clark Harder, executive director of the Michigan Public Transit Association (MPTA). "Michigan legislators must work to create a budget that fully funds all of Michigan's transportation systems."

The County Road Association of Michigan (CRAM) had reported that as many as 21 counties are in jeopardy of losing their federal matching dollars.

"The Senate is making no effort to help counties, cities and villages match their federal aid requirements," said Harder. "There is no effort to help capture more than \$30 million in federal transit dollars that will be sent to other states."

Transportation experts say funding should come from dependable resources, such as vehicle registration fees, user fees on gasoline and diesel fuel, and other new funding strategies.

"We hope the Senate and House make the right choice to invest in Michigan's economy and put partisanship aside and work together to find a real solution," Nystrom said. "The poor quality of our roads and bridges has already passed the crisis stage. No more excuses - Fix Michigan's roads now!"

Michigan residents can voice their concerns about road funding by signing an online petition at www.drivemi.org or by calling a toll-free number - 888-719-3087 - set up by MTT. Callers simply enter their five-digit ZIP code to be connected with their legislative offices.



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MITA In the News

5/26/2010 Detroit Free Press Guest Editorial:
**Shifts in road funds are
counterproductive** By Mike Nystrom

It wouldn't make sense to borrow money on a credit card to make the monthly house payment, but that kind of "robbing Peter to pay Paul" mentality is exactly how Michigan lawmakers are approaching the transportation budget for the fiscal year starting Oct. 1.

The Republican-controlled Senate – on a largely party-line vote – has proposed unconscionable cuts of \$85 million from the current transportation budget to secure \$475 million in federal matching money that would otherwise be left on the table in Washington.

But that's a deceitful way to do business. And in the long run it could end up doing further harm to Michigan's battered economy. The House and Senate must work together to come up with a responsible plan.

Among the cuts the Senate approved to leverage the federal

money, are draconian measures to:

- Cut in half the money for Welcome Centers along the state's borders. It would save \$2.5 million. While the state spends tens of millions promoting itself as a tourist destination through its Pure Michigan ad campaign, does it make sense to put "closed" signs at welcome centers? Hardly.
- Gut snowplowing and highway grass mowing programs. It would cut spending by \$48 million. But it would make eyesores of medians and roadsides, with 6-foot-high grass by summer's end. And snow removal on weekends? Forget about it, except in emergencies. Routine snow plowing on state trunk lines would also be significantly reduced, which would create a further drag on local economic development efforts.
- Slash \$27 million from the Transportation Economic Development Fund, in effect crippling Michigan's efforts to make the infrastructure upgrades that can be the clincher in attracting businesses to locate or expand in Michigan. The cut makes even less sense when you factor in the federal matching money often available for such projects.

We all recognize that Michigan is facing treacherous economic times, but if the leaders of the Michigan House and Senate want to get the economy back on track, they must grasp the basic truth that it can't be done without a top-notch network of roads, bridges and transit systems.

The time has come for legislative leaders to park the partisan gamesmanship at the curb and work together to identify reliable, long-term funding sources to provide for a safe and efficient transportation system. That means talking about what can be done with user fees on gasoline and diesel fuels, vehicle registration fees and other new funding sources.

Just this month, a study came out listing the Top 50 Michigan transportation projects that could be undertaken to help propel an economic revival in this state. The report by TRIP – a nonprofit organization in Washington, D.C., that promotes transportation policies to improve safety, protect the environment and enhance economic productivity – noted that much of Michigan's economic success in the 20th Century was a direct result of its then-superior transportation system.

Gimmicks and schemes won't create the quality transportation network needed to drive Michigan's economic future.

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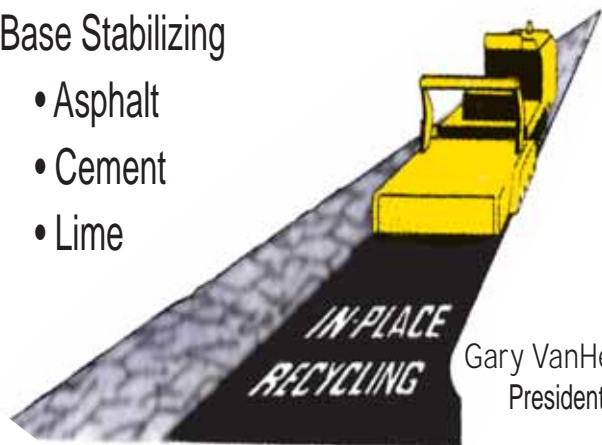
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It's time the Michigan Legislature proposed a real solution to Michigan's transportation crisis.

Mike Nystrom is executive vice president of the Michigan Infrastructure and Transportation Association and co-chair of the Michigan Transportation Team, which is a broad-based, bipartisan partnership of business, labor, local government, associations and citizens with the goal of improving Michigan's transportation infrastructure. Visit <http://www.drivemi.org> for more information.

5/13/2010 Detroit Free Press: Budget to hurt roads, MDOT says

Michigan's roads will deteriorate quickly -- and construction will be scarcer -- unless lawmakers fill a gaping hole in the state's transportation budget, officials said Thursday.

The Michigan Department of Transportation warned during a meeting of the state Transportation Commission that it might do significantly less roadwork in 2011-14.

Revenues from gas taxes and vehicle registration fees will be \$84 million short of what the state needs to leverage more than \$600 million in federal matching funds, MDOT said.

The state said it is delaying 100 pavement upgrades covering 375 miles of roadway and repairs to 575 bridges. In metro Detroit, delayed work includes the rebuilding of seven miles of I-96 in Wayne County, resurfacing of 10 miles of I-94 in Macomb County and reconstructing the M-59-Crooks Road interchange in Oakland County.

"We continue to seek creative solutions but we face the reality of having to cut \$600 million annually, beginning in 2011, and seeing the revenue from federal fuel taxes paid by Michigan taxpayers going to Ohio and other states that are able to match federal funds,"

MDOT Director Kirk Steudle said.

The department said it is giving regional planning agencies across the state two sets of plans for the 2011 construction season -- one based on losing the federal funds, and another in case lawmakers find money to plug the funding hole.

Mike Nystrom, spokesman for the Michigan Infrastructure and Transportation Association, said the announcement portends trouble. "They're telling us the Legislature continues its inaction, and that they have to put a plan in place that recognizes we're losing the money," Nystrom said. "It is dangerous territory. To let Michigan money go to other states is unconscionable."

Proponents have been urging lawmakers to support raising vehicle registration fees and replacing the 19-cent-per-gallon gas tax with a tax on wholesale gas prices capped at the equivalent of 34 cents per gallon...

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MITA Visits Washington

MITA staff led a group of two-dozen infrastructure advocates in Washington D.C., recently to meet with Michigan's Congressional delegation to discuss greater national investment.

The group met with 14 of Michigan's 16 congressional offices, encouraging them to reauthorize SAFETEA-LU and the Clean Water Act in order to provide long-term funding and stability for the nation's crumbling infrastructure. There was also discussion about improving the state's donor status, the Climate Bill and problems with the Pension Protection Act.

The Washington Fly-In, which is an annual event, is an opportunity to educate the state's congressmen and women on the unmet infrastructure needs in Michigan. The offices' responses were no surprise to many, as most acknowledged the financial needs, but spoke about how the highly politicized environment in the nation's capitol is making it virtually impossible to act on these issues until after the election.

Before the congressional visits, the group also received briefings from Pete Ruane, head of ARTBA and Sante Esposito, who lobbies on behalf of the Clean Water Coalition.

Groups represented in the 2010 MTT Washington Fly-In included: MITA, the Michigan Chamber of Commerce, Detroit Chamber of Commerce, Operating Engineers Local 324, MI Regional Council of Carpenters, Michigan Department of Transportation, Michigan Municipal League, Michigan Association of Counties, Lowe Construction, Wade Trim, C.A. Hull, Walter Toebe Construction, Edward C. Levy Company, DiPonio Contracting, Anlaan Corporation, Michigan Paving and Public Affairs Associates.



New Faces At This Year's Washington Fly-In



A call went out that it was time to head to Washington and educate our elected officials on Michigan's infrastructure. The troops gathered at will and armed themselves with the only weapon they had, and needed, facts about Michigan's deteriorating infrastructure and the need for additional infrastructure funding.

- 18,411 miles of road on our federal aid system are in poor condition.
- 1,390 bridges are either structurally deficient or functionally obsolete.
- The cost to repair Michigan's existing federal aid roads is increasing by \$750 million per year.
- Support long-term reauthorization of highway funding.
- Do not exempt states from federal match requirements.
- Reauthorize the Clean Water Act.
- Support funding for clean water infrastructure.
- Work to find a dedicated revenue source for clean water infrastructure.

As in past years, meetings were scheduled with each congressional office. If schedules permitted, the meetings were held with the congressman or senator and if they were not available, it was held with an office staff person knowledgeable on the issues. This year, the group met with 14 out of 16 offices, which required them to be constantly moving, walking or talking. While there was no shortage of topics to discuss, time and room size was the only limiting factor.

This year, there were 24 individuals that committed themselves to the task and the group was lucky to have added some new recruits ready willing and eager to share their stories and comments on the need for infrastructure funding in Michigan.

Frank DiPonio, DiPonio Contracting, Inc.; Mike Malloure, C.A. Hull Co., Inc.; and, Jeff Stover, Walter Toebe Construction Company, were among the new faces at this year's event. Having had an opportunity to talk with each of them about their experience, it is apparent that this isn't a one-time undertaking for them. Frank DiPonio commented that, "It was nice to have an opportunity to look at infrastructure from a national perspective. So many times the only information we are provided is from a state level." The American Road & Transportation Builders Association (ARTBA) invited the group to a Tuesday night reception where Pete Ruane, head of ARTBA, and Sante Esposito, on behalf of the Clean Water Construction Coalition, provided briefings to the attendees.

If there is one area that each of them would like to see improvement with, it would be increasing the number of contractors that regularly attend the fly-in. Mike Malloure stated that, "It will be important [prior to next year's fly-in] to get on the phone with other contractors and encourage them to attend." And, Jeff Stover felt it was such an important annual event that he stated, "I'm planning to attend again or will at least be sending someone in my place." The value of this annual event can be measured by the commitment among those that attend and by all accounts this year's fly-in can be added to the list of Washington Fly-In successes.

To learn more about how you can participate in this annual event, please contact Nicole Cook, outreach coordinator, at nicolecook@mi-ita.com

Legal Issues

Continued from pg. 11

First plan year beginning after September 23 (January 1, 2011 for calendar year plans)

Preventative care will be provided without cost-sharing.*

Emergency services will be covered without prior authorization.*

An OB/GYN or pediatrician can act as the Primary Care Provider.*

For most employers, dependents up to age 26 will need to be covered beginning in January 2011. However, the dependent's spouse and children will not need to be covered.

No exclusion for preexisting conditions for those under age 19.

No annual or lifetime limits on essential benefits. There will be regulations defining essential benefit.

Use of clinical trials cannot affect eligibility.*

There must be an appeals process for coverage-related determinations.*

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* Does not apply to grandfathered plans. Grandfathered plans are employer sponsored plans that were in effect on March 23, 2010 and have not been changed or otherwise lost their grandfathered status. Until guidance is available, in order to preserve the grandfather status of your plan, no changes should be made unless they are required by law.

2011

January 1

Another significant change is the requirement to report employer-provided insurance on each full-time employee's W-2. As an employer, it will be important to have your W-2 issuer up-to-speed on how to satisfy this requirement and what you will need to provide them. This should be done well before the end of the year.

Health Savings Accounts (HSAs), Flexible Spending Accounts (FSAs) and Health Reimbursement Arrangements (HRAs) can no longer be used to pay for over-the-counter, nonprescription medicine, except for insulin.

The penalty for using an HSA for impermissible items increases to 20% (it was 10%).

Anyone will be able to sign up for nationwide, federally overseen, long-term care coverage. This will be paid through payroll deductions. After five years of contributions, individuals will be eligible to receive up to \$50 per day of medical care (such as in home nursing care and rehabilitation therapy).

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Member Outreach Spotlight

Wanting something to happen doesn't make it happen. It takes insight and an awareness to identify what needs to take place, it involves a game plan of setting a goal and persistence to ensure the result is achieved. Brandie Meisner is a second-generation owner of a 38-year old family business, M&M Excavating. M&M Excavating is a heavy highway contractor specializing in the construction of highways, roads, airports, wastewater treatment plants, landfills and other site development projects. Ensuring that Michigan continues to invest in its infrastructure is an important issue for M&M and for Brandie.

Having been raised in the industry, she, like many others, has noticed the steady decline in infrastructure funding and the negative impact it is having on Michigan's economy. Wanting to do more than watch and wait, she became active in legislative outreach. While she will admit that getting started was a little scary, she remarked that "Once you break the ice it's easy."

Brandie was one of over 400 people who attended the Lansing Transportation Lobby Day. She was able to meet with Senator Stamas and felt that the meeting was very fruitful and left the meeting feeling that they had a candid conversation about transportation and infrastructure funding – instead of listening to someone sugarcoat the issues. During her second meeting, she was disappointed

to realize that Representative Elsenheimer was going to be unable to attend, due to his legislative commitments, but the disappointment soon evaporated after speaking with the representative's staff person aware of the issues.

In addition to these actions, Brandie will be participating with a group of members in the Gaylord and surrounding area to meeting with Representative Elsenheimer in the district. The push by Brandie is because, "It is important to make sure the message doesn't get lost." As if those actions don't speak volumes, Brandie steps up to the plate once and again, and initiates correspondence with Dr. Benishek (he is running for Congressman Bart Stupak's congressional seat) and, after providing some facts about the needs for more infrastructure funding in Michigan, asks him very pointedly where he stands on infrastructure funding. She is waiting on his response.

Brandie is not alone in the outreach efforts being made. There are many more members and industry leaders that are taking proactive steps to educate their elected officials on infrastructure funding. To each of you taking on this role (whether willingly or through necessity) keep up the good work!

If you want to become more involved in legislative outreach, but don't know how or where to start, please contact Nicole Cook, outreach coordinator, at nicolecook@mi-ita.com.

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Member Project Profile

Project Name:

Reconstruction of I-96, Okemos Road ramps and Rest Area, including drainage improvements and pavement markings from College to Meridian roads.

Project Owner:

Michigan Department of Transportation – Lansing TSC

Prime Contractor:

Interstate Highway Construction, Inc., Midwest Division

Major Subcontractors:

Action Traffic Maintenance – Signs
Diane Dukes, Inc – Landscaping, Fencing
Give 'Em A Brake – Traffic Control
GM & Sons – Misc. Concrete
Griffith Builders – Rest Area Building
Kalin Construction – Earthwork, Pipe, Underdrain, Erosion Control, Survey, Pump Station in Rest Area
Michigan Paving and Materials (Spartan Asphalt) – Asphalt Paving
Nashville Construction – Guardrail
PK Contracting – Pavement Marking
Rauhorn Electric – Electrical, Traffic Signals

Project Timeline:

Start Date – April 19, 2010
Roadwork Completion – November 5, 2010
Rest Area Completion – May 6, 2011

Project Description:

6.11 miles of freeway, interchange, and rest area reconstruction including grading, drainage, concrete paving, hot mix asphalt paving, rest area building replacement, guardrail, permanent signing, pavement markings, and traffic signals on I-96 from College Road easterly to Meridian Road, Ingham County.

Unique Characteristics:

Four lanes of traffic, two in each direction, maintained at all times.

Estimated Project Cost:

\$25,287,546





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Michigan Infrastructure & Transportation Association

Member Voice

From time to time we ask MITA members questions about issues of importance to the industry. Some of the answers are then published in this magazine.

We asked our members to pick from the following list when we asked them: What do you think it will take to turn Michigan's economy around?

- Change in leadership
- Change in tax structure
- Investment in infrastructure
- Revival of manufacturing base

Most member picked change in leadership, following by change in tax structure, investment in infrastructure and revival of manufacturing base.

Some of the responses are listed on the chart below, along with other suggestions. Thank you to those of you who participated in our survey.

CHANGE IN LEADERSHIP	CHANGE IN TAX STRUCTURE	INVESTMENT IN INFRASTRUCTURE	REVIVAL OF MANUFACTURING BASE	OTHER	REASON	NAME	COMPANY
Yes	Yes	Yes	Yes	Employment, Jobs, New Business		Kathy Salsbury	
Yes	Yes	Yes	Yes			Dennis Oszust	Inland Waters Pollution Control Inc.
Yes	Yes					John Budde	Griffin, Smalley & Wilkerson
Yes	Yes	Yes	Yes			Brian	
Yes					Leadership is and has been weak, at best, for some time. They lack vision, organization and a general understanding of how to attract business. Too long have we been dependent on the Big 3, while falling asleep at the wheel.	Phil Harris	Badger Daylighting
Yes	Yes	Yes				Larry Booth	Give 'Em a Brake Safety
Yes		Yes	Yes			Joshua Thorne	Pro-Tec Equipment, Inc.
Yes	Yes	Yes	Yes	Change culture of doing business, make MI more business friendly		Michael	Tony Angelo Evangelista Cement Construction Co.
	Yes			Raise taxes, cut spending	We spend more then we take in, just like the federal government.	John Snyder, P.E.	East Jordan Iron Works
Yes	Yes	Yes		New industry	We need a miracle and a new industry. This state has tremendous natural resources.	Eileen Smith	Florence Cement Co.
Yes	Yes	Yes	Yes	Available bank credit & consumer spending	More available credit is needed for small and large business sectors and the consumer needs to feel that the economy is on the upswing to feel comfortable to spend more on goods and services.	Don Webb	Navigant Consulting
Yes	Yes		Yes			Jim Vaughn	Modern Concrete

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March 23	<p style="text-align: center;">2012</p> <p>Self-funded healthcare plans will need to provide summary of benefits to participants. HHS will publish standards including formats, definitions and required information.</p> <p>If a midyear change occurs, 60-day advanced notice must be provided. The most common midyear change is the price of insurance premiums.</p>
January 1	<p style="text-align: center;">2013</p> <p>Insurers and service providers to insurers can deduct only \$500,000.00 (it was \$1,000,000.00) in compensation to their officers, directors and employees.</p> <p>FSA contribution limit changes to \$2,500.00 (it was \$3,000.00).</p> <p>Beginning in 2013, individuals with income over \$200,000 (\$250,000 for couples) will experience a Medicare tax increase of 0.9% on earned income (such as compensation) and 3.8% on unearned income (such as passive and investment income).</p> <p>A 2.9% excise tax on most medical devices is imposed.</p>
March 1	<p>Employers must provide written notice to full-time employees explaining the Exchange and how to determine if they are eligible for tax credits that will help pay for coverage.</p>
January 1	<p style="text-align: center;">2014</p> <p>Each state will establish an American Health Benefit Exchange (Exchange). Like the stock exchange, the Exchange will include all options available to participants. The Exchange will provide information on benefit coverage, cost analysis, and plan-to-plan comparisons. The Exchanges will be operational by 2014. Individuals are permitted to participate in the Exchange beginning in 2014. By 2015 employers with up to 100 full-time employees</p>

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Member News

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Alfred Benesch & Company specializes in civil, structural, construction and value engineering. "Engineering News Record" has recognized the company as one of its top 500 design firms for numerous years and "Roads and Bridges" named Benesch as one of the nation's top 50 go-to bridge design firms for the third straight year.

To continue meeting its clients' current needs while increasing service capacity, engineering firm Alfred Benesch & Company (Benesch) recently announced the company will merge with Lincoln, Nebraska-based HWS Consulting Group (HWS). Uniting the firms' respective practice areas will significantly broaden the services that the combined company has to offer existing and future clients.

This merger brings together the expertise of two leading and award-winning engineering firms and allows for expanded services in both technical capabilities and personnel resources. Both

firms are well known for their expertise in civil and traffic engineering, transportation planning, and rail and roadway design. In addition, Benesch is recognized for its structural, municipal, water/wastewater systems and value engineering services. These offerings are complemented by a broad range of environmental services, geotechnical engineering, aviation planning and design offered by HWS.

"The merged firm's increased capacities will ensure our clients will continue to benefit from the highest quality engineering, innovative solutions and outstanding level of service they have come to expect," said John Carrato, Benesch's chief executive officer. "Our business cultures have always put our clients first. This merger exemplifies that commitment."

Both Benesch and HWS were founded in the 1940s and have substantial histories of service to both public and private clients. The combined firm will have approximately 370 employees and will practice under the Alfred Benesch & Company name. In addition to its Chicago headquarters, Benesch will expand to include HWS offices in Nebraska, Kansas, Colorado and Iowa. Benesch will continue to maintain offices in Pennsylvania, Wisconsin and Michigan.

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Nazeeh Oudeh, P.E.

New Hire

Nazeeh Oudeh, P.E., Farmington Hills office

Oudeh joins FTC&H as a senior civil engineer in the civil department. He graduated from Wayne State University with a bachelor of science and master of science in civil engi-



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G2 Consulting Group is a full-service engineering firm serving Fortune 500 companies, major utilities, property owners, government agencies and leading architectural, engineering and construction firms across the United States. Based in Troy, Mich., G2 also has offices in Brighton, Mich., and suburban Chicago, Ill.

G2 Consulting Group is providing geotechnical design and vibration monitoring services for a MDOT project to rebuild nearly two miles of I-94 in Portage – the nation's 2,000th project funded by the American Recovery and Reinvestment Act (ARRA).

G2's work is part of MDOT's three-year project to relieve congestion along one of Michigan's main commercial trucking corridors by widening I-94 from four lanes to six and rebuilding the Westnedge Avenue interchange as a more efficient single-point interchange. ARRA provided \$43.9 million in federal stimulus dollars to fund the project.

MITA Contractor Member Walter Toebe Construction Co. of Wixom, the project's primary contractor, selected G2 to provided specialized geotechnical services for the reconstruction of four I-94 bridges – eastbound and westbound bridges over a Norfolk Southern Railroad line and Portage Creek, and eastbound and westbound bridges over Westnedge Avenue.

G2 designed earth retention systems that allow Toebe to safely perform construction activities on and around the four bridges. Throughout the construction process, G2 will also monitor the level of vibrations experienced by an existing 60-inch sanitary sewer line adjacent to the center pier on one of the bridges. G2 designed a system that uses multiple geophones installed within casing adjacent to the underground

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Member News

Continued from pg. 47



sewer line to detect vibrations and transmit the information to instruments that record vibrations. Those instruments – which run on batteries charged by solar panels – send the data via modem to G2's Troy headquarters. There, an engineer monitors the data to confirm that vibrations from construction activity do not exceed levels that could damage the sewer line.



Interstate Sealant & Concrete, Inc.

www.interstatesealant.com

Cheryl Sment, president of Interstate Sealant & Concrete, Inc., was recently named the Wisconsin Small Business Person of the Year for 2010 by the U.S. Small Business Association.

Interstate Sealant and Concrete (ISC) has been in business since 1998 and is located in Waukesha, Wis. ISC specializes in pavement maintenance and restoration in concrete as well as asphaltic concrete. Their services include joint sealing, crack sealing, spall repair, patching on roads and airports and epoxy crack injection that is used to repair bridges.

Sment began her career in nursing in 1987 and spent the next 17 years focusing on emergency care and critical care transport. In the early 1990s, she embarked on several entrepreneurial adventures that included subdivision development, home building, co-owner of a retail franchise and pavement maintenance.

During Interstate Sealant and Concrete's first four years, Sment worked as a Clinical Care Nurse as well as holding the position of CEO of ISC. After four years, she left her nursing position to work fulltime at ISC.

Today ISC does business across the country at department of transportation and federal contracting levels. ISC is a certified W/DBE DOT in 28 states. Recently, both Sment's husband, Jeff; and son, Steven; joined ISC fulltime.

She is among 53 top small business persons, one from each state plus the District of Columbia, Puerto Rico/Virgin Islands, and Guam, who were honored at SBA's National Small Business Week events in May in Washington, D.C.

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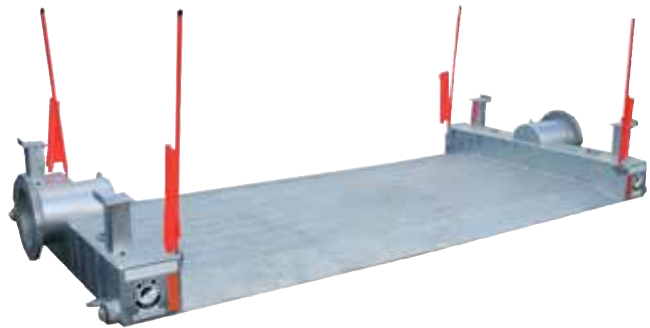
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C. Slagter Construction Inc.

C. Slagter Construction Inc., has new contact information. The mailing address is 1326 142nd Ave., Suite B, Wayland, Mich., 49348, phone: 616-877-5100; fax: 616-877-5102. The Florida location remains: 2775 Old Dixie Hwy, Suite D, Kissimmee, FL, 34744, phone: 407-847-0050; fax: 407-847-0030.

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Award

Carey J. Suhan, P.E., vice president and principal at Testing Engineers & Consultants, Inc., recently received the prestigious Franklin D. Meyers PE Outstanding Civil Engineer of the Year Award. The award was presented at the Southeastern Michigan Branch of the American Society of Civil Engineers (ASCE) annual meeting held at the Book Cadillac Hotel in Detroit.

This award is given based on an individual's contributions towards the advancement of his/her profession through innovative designs, doctoral studies, or ethical practices as well as active participation in professional societies and community service.

Suhan has been a devoted member in good standing with ASCE, as well as several other professional organizations.

Specifically, his membership in the southeast branch of ASCE has spanned several decades and includes contributions as past president, president, president elect, secretary, and treasurer, as well as annual meeting chair and director. He was also president of the ASCE Student Chapter of the University of Michigan and active in the ASCE Concrete Canoe Competition while at U of M.

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2014

January 1

can offer insurance through the Exchange. The government is permitted to approve larger employers to participate.

Coverage in the Exchange:

Must be renewable.

Cannot have annual or lifetime limits.

Abortion coverage does not have to be provided, but if it is, insurers cannot discriminate based on whether an individual elects a plan with abortion coverage or whether an individual uses that coverage.

Must be at one of the five coverage levels:

- Bronze: 60% of expenses must be covered by the insurance.
- Silver: 70% of expenses must be covered by the insurance.
- Gold: 80% of expenses must be covered by the insurance.
- Platinum: 90% of expenses must be covered by the insurance as well as dental, vision, gym membership, private hospital rooms and other benefits.
- Catastrophic: Only preventative and catastrophic expenses are covered; only available to those under 30.

The maximum out-of-pocket expenses are \$5,950 for individuals and \$11,900 for families. These amounts are increased annually with the increased health savings account (HSA) contribution limits. These out-of-pocket expenses refer to the cost of receiving treatment and do not include premiums, which are separate.

Coverage outside of the Exchange:

- Must cover essential benefits.
- Must follow cost-sharing limits (which are equal to the coverage levels under the Exchange).
- Is required to be provided to any individual who wants it.
- Cannot have preexisting condition exclusions.
- Cannot be subject to a waiting period of longer than 90 days.

Continues on pg. 52

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Employers with more than 50 full-time employees must provide insurance or pay a penalty beginning in 2014. Full-time employee includes any employee who averages 30 or more hours per week. This means that many employers will have to provide insurance for many employees previously excluded as working only part-time.

Through a cafeteria plan, eligible employers can provide each full-time employee with the cost of coverage the employer is going to cover and each full-time employee will then be able to select the insurance best suited to their needs. This permits employers to provide insurance without the hassle of selecting plans. Employers with more than 200 full-time employees must automatically enroll their full-time employees in insurance. Full-time employees who do not want the insurance can opt-out.

As an alternative to providing insurance, employers can elect to pay a penalty. The annual penalty is equal to the lesser of (1) \$2,000.00 per full-time employee or (2) \$3,000 per full-time employee receiving an insurance related tax credit from the government. Tax credits are available to individuals who are below 400% of the poverty level (\$88,200.00 for a family of four in 2009).

There is also a penalty for requiring full-time employees to wait more than 60 days to become eligible for insurance. The penalty is \$600.00 per full-time employee.

Subsidies and credits:

Individuals under 400% of poverty will receive a credit to cover the premium costs of health insurance. The premium credits are based on the percentage of income spent on the premium, the percentage of cost paid by the individual, and the maximum annual out-of-pocket cost.

Individuals under 400% of poverty may also be eligible for reduced out-of-pocket limits.

Individuals who are between 133% and 400% of the poverty level are eligible for a credit of up to 9.5% of their income to pay for their health insurance premiums and also have reduced out-of-pocket maximums.

Individuals also have the alternative of paying a penalty, rather than obtain insurance.

Waivers will be available for those who cannot afford insurance.

The penalty tax is equal to the lesser of \$695 (\$2,085 for a family) or 2.5% of household income.

Veterans and Native Americans are deemed to satisfy the requirements.

Exchanges must be established in each state and must provide coverage at the bronze, silver, gold, platinum and catastrophic levels.

Employers will be able to reduce premiums by up to 30% for full-time employees who participate in wellness, prevention and health promotions.

2015

January 1

Employers and insurers will have to report to HHS regarding when the minimum essential coverage is being provided.

2017

January 1

Employers with no more than 100 full-time employees may provide their insurance through the Exchange.

2018

January 1

The "Cadillac" penalty tax: Insurers are taxed up to 40% on employer-provided policies over \$10,200 for individuals and \$27,500 for families.

Donald H. Scharg, a partner and member of the Bodman LLP Workplace Law Group, has been representing MITA and its members for over 20 years. His practice is limited to representing employers in labor and employment matters. Don Scharg can be contacted at Suite 500, 201 West Big Beaver Road, Troy, MI 48084 or at (248) 743-6024. Charles M. Russman is an associate in Bodman's Workplace Law Group and can be contracted at 248-743-6039.

Executive Vice President Comment *Continued from pg. 17*

- Rick Snyder – Mr. Snyder served as President and COO of Gateway computers. After leaving in 1997, he started a venture capital fund, which invested in several start-up businesses. In discussions with MITA, it is obvious that Mr. Snyder has educated himself on infrastructure needs across the state and is willing tackle the tough issues.

On the Democratic side:

- Virg Bernero – Mr. Bernero is currently serving as Mayor of Lansing where he has been since 2005. Mr. Bernero has served as a county commissioner, a state Representative and as a state Senator. Mr. Bernero seems interested in improving our state's infrastructure having had experience with the rebuilding of downtown Lansing.

- Andy Dillon – Mr. Dillon is currently serving in his second term as Speaker of the House of Representatives. He was originally elected as a state representative in 2004. During his time in the Legislature, Mr. Dillon has shown

support for infrastructure improvements and has engaged in conversation with MITA that indicates an interest in long-term improvements.

A Republican and a Democratic candidate will be determined in the August primary elections, at which time we will be down to two options. We at MITA have heard loud and clear that it is not only important to find a candidate who helps to find increased investment, but also one who is willing to improve the business climate here in Michigan and help turn our economy around.

If you have detailed questions regarding any of the candidates, please feel free to call the MITA office. We will be happy to give you as much input as possible, and remember to get out and vote in both August and November.

Contact Mike Nystrom by email at mikenystrom@mi-ita.com, or at the MITA office 517-347-8336.

Vice President of Membership Services Comment *Continued from pg. 18*

from open cut to the heavy use of trench boxes. From one confined space tester per company to one per crew; from Lead Awareness training to shower trailers on jobs. This evolution is inevitable to a certain degree. So what is a contractor to do? You could go broke training on everything you have a potential exposure to. I still advocate on training heavily on the safety requirement for the work you perform. Then you need to do an assessment of the types of jobs you are working on and the potential hazards that your employees might be getting exposed to. Simple awareness training can then be provided usually without much disruption to work during a break or on a rain day. The key is to be thinking about what else you may need to provide in way of training. The other big question is how often should training be provided. This is difficult not very many of the standards spell this out. Take the reasonable approach: assess employee turn over, assess your own incidents, assess what you are finding wrong on your own jobsites and train to fix it. The best toolbox talk in the world is one that relates to the work you are going to perform that day!

To contact Rob Coppersmith, e-mail him at roboppersmith@mi-ita.com or call the MITA office at 517-347-8336.



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Vice President of Engineering Services Comment *Continued from pg. 19*

project proposal. When both the highway and underground wage decisions are included in the project documents, both can be used for the appropriate work activities and worker classifications.

For all the "underground" contractor members who are building water or sewer projects funded by the state revolving funds and the American Recovery and Reinvestment Act (ARRA) which require, for the first time, compliance with Davis-Bacon wages, we offer you our immediate assistance. If you have any questions about federal wage general decision interpretation, certified payrolls, or any other Davis-Bacon compliance concerns do not hesitate to give MITA a

call. It is well known that ARRA also funded hundreds of auditor positions to ensure compliance with Davis-Bacon as well as other federal contracting requirements. If you have any questions or concerns we want to help you before the auditors show up on your project.

As an industry, we have made considerable progress in our understanding, self-education, and compliance efforts related to prevailing wage the MITA staff is here to help you and to ensure we maintain that forward progress.

To contact Glenn Bukoski, P.E.,
e-mail him at
glennbukoski@mi-ita.com
or call 517-347-8336.

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Director of Safety & Workforce Development Comment

Continued from pg. 20

various construction equipment and job tasks.

On another front, Construction Quality Partnership (CQP) is an initiative between MDOT and industry to address specific training needs within a work zone. Training modules are set and will be rolling out soon. Contractors will be responsible to show that employees have completed required training related to their scope of work. This training will be available both on-line and in person through approved providers.

You can never have enough eyes on your job site and compliance should be demanded of your employees. A MITA job-site-inspection is one way of making sure that everything is up to snuff. MITA staff will come to the job and perform a thorough inspection and identify areas of praise or concern. A detailed report with photos will be available for your records. MITA staff will work closely with your crews to come up with means of abatement if needed and the best thing of all is there are no citations or fines. Contact the MITA office (517) 347-8336 or call Patrick Brown (517) 896-4753 to schedule an inspection today.

If you have any questions or comments, contact Pat Brown by e-mail at patrickbrown@mi-ita.com or call 517-347-8336.

Director of Technical Services Comment

Continued from pg. 26

of your statements and request the meeting minutes be corrected. It is a common and reoccurring phenomenon that when problems are encountered during construction those present at the meetings often do not remember the spoken comments. They do, however, "remember" when meeting minutes accurately reflect the discussions of those meetings.

Proper and formal communication also needs to extend to the field operations. If and when problems are encountered during construction, inform the appropriate personnel as soon as they surface, but make sure you properly document the conversation with a simple email, fax, or letter. These written documents do not need to be elaborate, however there are specific steps and timelines that must be followed to protect your rights for additional compensation or time extensions. Properly documenting these conversations/situations will help build your case.

Public Act 57 of 1998 (aka "The Differing Site Conditions Act") requires that if a contractor discovers a physical condition that is materially different from those indicated in the contract or an unknown physical condition that differs from that ordinarily encountered, the contractor before disturbing the physical condition shall promptly notify the governmental entity of the physical condition in writing. If the discovery of the differing material is not documented in writing within the appropriate timelines, you run the risk of losing your right to recoup any additional compensation that may be due.

The days of verbal agreements and handshakes are long gone. In today's business climate, we need to constantly be preparing for the "what ifs" and those situations that could cause potential loss of productivity and profits due to circumstances outside of your control. Good communication and documentation is your first step in mitigating those risks.

To contact Doug Needham, e-mail him at douglasneedham@mi-ita.com or call 517-347-8336.

Director of Legislative Affairs Comment

Continued from pg. 23

and roughly the same in the Senate, there will be no long-term ties or trust built up. There will be no reservoir of good will to depend on as a group of 149 newly-elected strangers with often contradictory ideologies try to tackle major structural changes needed to reinvent government and reinvigorate a downtrodden Michigan economy.

Unfortunately, the newly appointed leaders will be left with much of the unsavory work their predecessors were unwilling to tackle because of political ambitions and the unpopularity of the tough tasks before them. The challenges that greet the new leaders at the capitol door beginning in 2011 will be immense.

Interest groups who aren't aggressive will quickly be forgotten and their issues left unaddressed. State association lobbyists must be supported by a politically in-tuned membership who nurtures strong relationships to legislators back home and will work to connect the policymakers to the industry's policy agenda and their lobbyists.

The quickening pace of the state public service revolving door is now threatening the bedrock of Michigan public policy. The underpinnings of politics—relationships, experience, knowledge and trust are gone. The infrastructure industry must now focus our political efforts on what we're good at: working to restore a faltering foundation.

To contact Keith Ledbetter, e-mail him at keithledbetter@mi-ita.com or call 517-347-8336.

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Industry Advocates:

Freeland High School

An unlikely partnership came about recently when the Michigan Transportation Team (MTT) sought YouTube videos that illustrate driver turmoil caused by Michigan's spring pothole season. A Freeland High School teacher heard about the contest and gave his students a mission.

The first group of four 9th grade students spent four hours filming during the day and night, and six hours editing a video called "Expedition Pothole: The Lost Files." The video is a take off on nature shows that follow creatures in the wild -- the creatures this time are potholes. The second group included a 10th and 11th grade student who shot and edited a shorter video in just 2 1/2 hours. (If we tell you the theme of the video, titled "Drama on Muirhead Drive," it will give away the story.)

These clever creations, which you can check out on the video page of www.drivemi.org, took away top honors this year in MTT's DriveMI Pothole Contest. The students, ages 14-17, and their teacher received plenty of media attention in Freeland near Saginaw.

Now that all the excitement is behind them, and school is over for the summer, how do the students feel about potholes in general?

"We think that are unavoidable and we will always have them, but they can be very serious and the bigger ones need to be taken care of," the students wrote in an e-mail.

Have they seen any improvement in their local roads this year?

"No, they have basically been unchanged."

The videos did not change our ongoing transportation-funding crisis, but they helped again ramp up media attention to the issue. The students also satisfied a class requirement in their Video Productions Class, led by Teacher Tom Short, who started the class two years ago upon a request from students who wanted to further their aspirations in the field of multimedia/filmmaking. Tom has a master's in instructional technology from Saginaw Valley State University and an undergraduate degree in polymer chemistry from Michigan Tech University.

"The students had a very good time shooting and making the videos," Tom said, "and they said the experience was probably one of the highlights of their year."

To view the videos, visit the video section of www.drivemi.org.

The Freeland High School Video Productions Class pictured here with their teacher, Tom Short, include winners of the DriveMI Pothole Contest: 9th graders Kristian Maguire, Nick Wirtz, Ryan Landrey, and Kevin Marr; 11th grade student Tyler Norfleet; and 10th grade student Justin Willet.



Member Voice Continued from pg.43

CHANGE IN LEADERSHIP	CHANGE IN TAX STRUCTURE	INVESTMENT IN INFRASTRUCTURE	REVIVAL OF MANUFACTURING BASE	OTHER	REASON	NAME	COMPANY
Yes	Yes	Yes	Yes		It will take a change in leadership to change the tax structure as well as cut costs in entitlement programs and other state programs that we do not need or are ineffective. This will afford us to find ways to create the revenue needed to make the investment in infrastructure needed to start to revive the state and our industry as well as create jobs. Again, that will take a change in leadership.	Mike Mooney	Give 'Em a Brake Safety
Yes	Yes				We need to change the tax structure. Everyone will continue to use more gas efficient cars as well as battery powered cars. We need to look at another way to fund our infrastructure and our schools, we need to invest in toll roads, and to help fund road works Michigan needs a total new tax structure.	Tom Idema	East Jordan Iron Works
Yes		Yes	Yes	Yes			
Yes		Yes	Yes	Yes		JoAnn Corey	Ridgemoor Supply
	Yes					Ed Tatem	PB
				A Miracle		Jim Langbeen	Michigan Cat

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CHANGE IN LEADERSHIP	CHANGE IN TAX STRUCTURE	INVESTMENT IN INFRASTRUCTURE	REVIVAL OF MANUFACTURING BASE	OTHER	REASON	NAME	COMPANY
Yes	Yes	Yes	Yes		It is going to take all of these items working together to get the ball rolling and then bold leadership to have some staying power.	Rusty Stafford	MPMC
Yes	Yes	Yes	Yes			Brandon Kennedy	Kennedy Excavating Inc.
				Legislative harmony	Our elected officials (on both sides of the aisle) need to work together instead of acting like they are in a school yard. They were elected to their respective offices to work together to accomplish the common goals of the people who voted for them. Instead they show their allegiance to their party ideology rather than to the people who elected them. The masses need action now! Government is at an all time standstill on the state level as well as federal. Like children of the school yard they need to learn how to compromise and get along with each other... it is an embarrassment to Americans. It has been nine years since 9/11 and the battle cry then was "United We Stand!..." and we all got along and had common goals and things got done. Nine years later the inaction and in-fighting of our legislators sends one disturbing message to Americans... the wrong message, "Divided We Fall". Compromise and respect for other's opinions is the blueprint to getting crucial legislation passed to help the common man, not school yard antics and finger pointing.	Matt Mooney	Give 'Em a Brake Safety
Yes	Yes	Yes	Yes				
Yes	Yes	Yes	Yes	Eliminate wasteful Government spending for pet projects.	Too much of our tax dollars go to frivolous spending. The politicians must remember who they work for.	Kurt D. Kloha	Pyramid Paving Co.
Yes	Yes	Yes					

Continues on pg. 60

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CHANGE IN LEADERSHIP	CHANGE IN TAX STRUCTURE	INVESTMENT IN INFRASTRUCTURE	REVIVAL OF MANUFACTURING BASE	OTHER	REASON	NAME	COMPANY
Yes	Yes			Align spending with income	A change in tax structure would attract businesses of all types to Michigan. It would help us retain both our graduating talent and our huge base of skilled talent. Michigan is not a business-friendly state with all of its taxation. Our leadership needs to recognize this and all they can think of is more taxes. An unfortunate example of tax credits gone awry is the movie industry. These credits do nothing for existing Michigan businesses who have stayed and tried to survive. Why not reward those who have supported Michigan during our tough times? Michigan needs to align their spending with the tax income they receive -- not raise more taxes to support the public sector. They need to think of it like their household budget: no money = cutbacks!	Leslie Loftus	Veritas Benefits Group
Yes			Yes	Positive Attitude	Economy starts and ends with people having a dependable income. When employment is high and jobs are available people remain in the state and spend money. Most things take care of themselves under such an environment. Our current leadership has not provided a friendliness toward business, particularly small business which most of us would be identified with. If an effort was more concentrated on being business friendly then a much improved attitude would prevail. The recession of the early 80's didn't turn around until jobs started to return, complaining and arguing ceased and a positive attitude was attempted by the majority.	Leon Parrish	Parrish Excavating
Yes	Yes	Yes	Yes		I believe to answer this question accurately we have to recognize what the cause of Michigan's economic demise was in the first place. Obviously there are numerous pieces to this puzzle but the fall of Michigan's manufacturing sector, in particular the auto industry, has to be one of the major pieces of the economic crisis. What's the solution? Well, as much as it pains me to admit, I think that Michigan is on the right track with the substantial tax relief programs offered to larger manufacturing companies such as the recent Lithium Ion Battery manufacturers. Let's keep dangling the carrot at big business in hopes that what made Michigan in the first place can also revive it!	Jason Sandusky	Peters Construction
Yes	Yes	Yes	Yes			Roger Swap	Highway Service Co

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CHANGE IN LEADERSHIP	CHANGE IN TAX STRUCTURE	INVESTMENT IN INFRASTRUCTURE	REVIVAL OF MANUFACTURING BASE	OTHER	REASON	NAME	COMPANY
Yes							
Yes	Yes	Yes	Yes		We need to change the tax structure to bring manufacturing back. That will put people back to work and people back to work helps everything because the money will trickle down.	Anthony Rau	Rauhorn Electric
Yes	Yes	Yes	Yes				
Yes	Yes	Yes	Yes	Jobs	Change the tax structure so that if a company moves into Michigan and employs people that company pays no tax. Thus moving many more people into Michigan and paying more taxes and giving the state more revenue.	Tim Brugger	Michigan Pipe & Valve - Traverse City
Yes		Yes			We need a team that is willing to forget about politics and focus on Michigan's future. If we don't invest in our infrastructure now when the economy does turn around we will have no roads left to move our products on.	Williams Jones	Ace Asphalt
Yes					The state of Michigan needs to change the way our government does business, because business as usual is not working so well. If they would like everyone to believe that Michigan is open for business then they need to lead by example. Our government needs to start by making decisions that are not driven by agendas, greed, personal benefits, and pride and start making choices that are good for the people that they represent. We need to forget the past mistakes and move on. The auto market is on the brink of a come back and our state needs to ride this wave. Our state's leaders need to make choices that may affect their position, if they have one and be a voice. They need to come together on legislation that to the common man is a no brainer and move on to the tougher items. If you go way back in history and look at the men who signed the Declaration of Independence, they were certainly not thinking of themselves. Upon signing this document they had possibly signed a death warrant for themselves. They had nothing to gain and all to lose. Total loyalty to their country. I don't think they thought about their next term. I don't expect all of that but a little would be nice.	Greg Veltema	Kerkstra Precast Inc.

Continues on pg. 62



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CHANGE IN LEADERSHIP	CHANGE IN TAX STRUCTURE	INVESTMENT IN INFRASTRUCTURE	REVIVAL OF MANUFACTURING BASE	OTHER	REASON	NAME	COMPANY
Yes	Yes	Yes	Yes				
Yes	Yes	Yes				Allen Robinson	Lee Wood Contracting
		Yes			<p>We need real jobs, not government jobs for real people with real pay.</p> <p>We need good elected government officials that work toward the good of the U.S. economy. Not their personal gain and especially their party gain. A flat import duty on all goods that come into U.S. to start paying down the national debt. Stop large national corporations from exporting jobs and offshoring profits, (see how many taxes BP and GE paid last year). When we let them run free corporate greed sets in. We have to pass drug tests to earn money to pay taxes, you should have to pass drug tests to take government money. It will take the U. S. economy to help fix Michigan's economy.</p>	Bob Sherer	RMB Equipment



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CHANGE IN LEADERSHIP	CHANGE IN TAX STRUCTURE	INVESTMENT IN INFRASTRUCTURE	REVIVAL OF MANUFACTURING BASE	OTHER	REASON	NAME	COMPANY
Yes	Yes	Yes			We in this state have been living off the auto industry for years and they are failing. We need to put people to work and stop paying them to sit home that is not good for them or the economy. The gov. has shown over the years that they cannot run a business. Medicare, Social Security, etc., are broke and will be. I have paid in far more than I will ever get paid back in retirement so we must be using those funds for something else. Too many layers of government (city, township, county, state). We need to cut 2 of the 4 out. Go to a part time legislature. The state of Texas meets for 140 days on the odd years only. This would get some businessmen interested in running for office. You can be a legislator and a businessman at the same time then and get away from professional politicians.	Randy Workman	K&R Exc. Inc.
Yes		Yes	Yes	Right to work state & downsize gov.	Union makes new and old business undesirable in Michigan when they can go other places cheaper. Government needs to consolidate like business has had to. Local townships need to consolidate to eliminate expense and run more efficiently. Government in general needs to be cut, run more efficiently, and work as a team.	Ron Bretz	Ron Bretz Exc, Inc.

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MITA 2010 Event Calendar



July 15

Southeastern Michigan Golf Outing

Fox Hills Country Club, Plymouth

July 29-31

MITA Summer Conference

Grand Hotel, Mackinac Island



For details on any event, contact Danielle Coppersmith, events coordinator, at daniellecoppersmith@mi-ita.com or visit the events section of www.mi-ita.com.

August 10

1:00 p.m.

MITA Board Meeting

MITA Office, Okemos

October 12

8:30 a.m.

MITA Board Meeting

Hunter's Ridge Hunt Club

December 1

11:30 a.m.

Western Michigan Holiday Party

Location to be determined

December 10

8:30 a.m.

MITA Board Meeting

Country Club of Lansing

December 10

11:30 a.m.

Central Michigan Holiday Party

Country Club of Lansing

December 16

11:30 a.m.

Southeastern Michigan Holiday Party

Location to be determined

2010 MDOT Bid Lettings

All bid lettings are downloaded on the second floor of the MDOT Building (Van Wagoner Building on Ottawa St. in Lansing.)

Friday, August 6, 2010

Friday, September 3, 2010

Friday, October 1, 2010

Friday, November 5, 2010

Friday, December 3, 2010



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LEGISLATIVE BULLETINS

6/25/2010Make Summer Count: Meet Your Elected Officials and Local Candidates.
 6/24/2010MI Short \$7 Billion for Sewer Infrastructure
 6/18/2010 ACTION ALERT: Detroit River International Crossing and P3 Vote Coming Soon

MEMBERSHIP BULLETINS

6/29/2010 In Memoriam of Bryan L. Jackson
 6/29/2010 Did You Know: "House-Keeping" Tasks Made Easy Part II (Safety)
 6/28/2010..... In Memoriam of Bill Hubbell
 6/25/2010 In Memoriam of Richard
 6/25/2010 New Funding for Local Infrastructure Improvements
 6/24/2010 Did You Know:
 6/17/2010 Did You Know: Job Site Analysis Is Important
 6/10/2010..... Did You Know: EEOC Manuals Are Available
 6/4/2010 Did You Know
 6/2/2010 In Memoriam: Lance Cpl. Anthony A. DiLisio
 6/1/2010 Member Voice: What do you think it will take to turn Michigan's economy around?
 5/27/2010Did You Know: There is Still Time to Sign

Up for the Central Michigan Golf Outing

5/27/2010 2010 MITA Southeastern Michigan Golf Outing & Silent Auction
 5/27/2010 2010 MITA Summer Conference at the Grand Hotel, Mackinac Island

ENGINEERING BULLETINS

7/1/2010MDOT Requests Comments on Draft Reduced State Transportation Improvement Plan (STIP)
 7/1/2010 .. SOA Update – Temporary Sign Support Wood Posts
 7/1/2010Prevailing Wage for Concrete Pump Truck Operators
 6/18/2010MDOT Issues CA for Pavement Marking Material Shortage
 6/14/2010 CA/NB Update
 6/9/2010 MDOT Hosts Prevailing Wage Training Workshop
 6/2/2010 Nighttime Movement of Milling Equipment
 5/24/2010 MISS DIG Remote Ticket Entry

SAFETY BULLETINS

6/25/2010 Job Site Inspection Form
 6/17/2010 Staking Problem? Find Out Why
 6/16/2010New Installment of Tool Box Talks Now Available
 5/27/2010Public Meeting to Discuss E. coli in Lower Clinton River



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