

SUMMER 2013

# CROSS SECTION

**Good News on  
the Horizon**

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F.D.M. Contracting, Inc.**

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Transportation Association*



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Cover Photo: F.D.M. Contracting, Inc., Project

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# Executive Vice President

There is good news on the horizon, with many small and large jobs emerging, especially in southeastern Michigan. For details, see an article on page 6, "Good News on the Horizon: Infrastructure Work on the Upswing."

MITA staff and members continue to engage with their legislators to ensure that infrastructure funding increases are passed this year. A column on page 24 by Lance Binoniemi, our Vice President of Government Affairs, outlines the current status of our state funding efforts. Many MITA members have been active in this effort, especially during our Lobby Day in May. See photos on page 28 that highlight this successful event.

MITA members speak out on other issues of concern in our "Member Voice" on page 37. One area of concern according to this survey is workforce development. See page 30 and 32 for coverage about MITA's recent involvement in this arena.

Glenn Bukoski, MITA's Vice President of Engineering Services, provides on page 26 a detailed update on other significant issues affecting the industry, including Davis-Bacon "Heavy Wage" Determinations, and Special Provision for Prompt Payment.

As other issues arise this year that affect the heavy construction industry, you can rest assured that MITA is representing your interests. Free free to contact MITA staff anytime with your questions or concerns.



Mike Nystrom

**MIKE NYSTROM**  
Executive Vice President  
MITA  
mikenystrom@mi-ita.com



Michigan Infrastructure & Transportation Association

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# Good News on the Horizon: Infrastructure Work on the Upswing

**A**fter many years of significant downturn in the heavy construction market in Michigan, several small and large projects on the horizon could mean increased work in southeastern Michigan as a result of an estimated \$5 billion in infrastructure and commercial investments.

These projects are expected to keep many larger contractors busy and free up other work for more mid-size to smaller contractors throughout Michigan.

In addition, housing starts are on the rise, which directly relates to in the underground and private market and equates directly to more work for the heavy construction industry. Also, the Michigan Department of Environmental Quality recently announced that grant money would be given to communities around the state to financially support the wastewater system projects that are long overdue to improve local water quality and public health.

MITA will continue to keep you up to date on project details as they become available. Stay tuned to your MITA e-bulletins. As of June 2013, here are the details that were available:

**State Revolving Fund Projects:** The follow cities/townships have received grant money this year:

- Charter Township of Clinton S2 Grant No. 9151-02 in the amount of \$137,332.
- Charter Township of Commerce S2 Grant No. 9235-01 in the amount of \$120,021.
- Charter Township of East China S2 Grant No. 9191-02 in the amount of \$128,700.
- City of Burton S2 Grant No. 9236-01 in the amount of \$485,820.
- City of Grand Rapids S2 Grant No. 9228-02 in the amount of \$126,621.
- City of Hastings S2 Grant No. 9176-02 in the amount of \$97,200.
- City of Howell S2 Grant No. 9242-01 in the amount of \$27,000.
- City of Hudson S2 Grant No. 9234-01 in the amount of \$191,700.
- City of Port Huron S2 Grant No. 9243-01 in the amount of \$129,454.
- Clinton Oakland Sewage Disposal District S2 Grant No. 9230-01 in the amount of \$503,108.
- Clinton Oakland Sewage Disposal District S2 Grant No. 9230-02 in the amount of \$60,366.
- County of St. Clair S2 Grant No. 9240-01 in the amount of \$32,940.

- Evergreen Farmington Sewage Disposal District S2 Grant No. 9231-01 in the amount of \$157,670.
- Lakewood Wastewater Authority S2 Grant No. 9186-02 in the amount of \$639,000.
- North Kent Sewer Authority S2 Grant No. 9140-02 in the amount of \$276,032.
- Owosso Township/Caledonia Township Utility Authority S2 Grant No. 9181-02 in the amount of \$288,450.
- Township of Bruce S2 Grant No. 9210-01 in the amount of \$60,570.
- Traver Creek Drain S2 Grant No. 9213-03 in the amount of \$20,700.
- Village of Eau Claire S2 Grant No. 9241-01 in the amount of \$86,400.
- Village of Elk Rapids S2 Grant No. 9239-01 in the amount of \$52,830.
- Village of Newberry S2 Grant No. 9169-02 in the amount of \$197,100.
- Ypsilanti Community Utilities Authority S2 Grant No. 9245-01 in the amount of \$43,200.

**Estimated Investment:** \$3.8 million (In addition, the state has committed \$40 million in other S2 grants, and more than \$32.8 million has been awarded to designated communities. There was close to \$7.2 million in grant money still available as of May 2013.)

**M-1 Rail:** A catalyst for investment, economic development, and urban renewal in Detroit, M-1 rail is a proposed 3.4 mile streetcar/circulator. A request for proposal for a construction manager/general contractor was released in April and a pre-bid meeting was held in May. More details are available at [www.m-1rail.com](http://www.m-1rail.com).

**Project Timeline:** Summer 2013-September 2015

**Project Details:** M-1 Rail is working in cooperation with the State of Michigan, the City of Detroit and the U.S. Department of Transportation, including the Federal Transit Administration and the Federal Highway Administration, to move forward with this project, which will strengthen the backbone of the Detroit region by connecting downtown Detroit to the New Center district along the region's most dynamic corridor, Woodward Avenue.

In addition to the transit scope, the reconstruction of the M-1 highway (Woodward Avenue) from Sibley Street to Chandler Street will be integrated into the project design. This will include bridge work representing the partial replacement of the bridge of Woodward Avenue over the I-75 expressway and complete replacement of the bridge of Woodward Avenue over the I-94 expressway. The project will extend approximately 3.4 miles on Woodward Avenue from Larned Street in downtown Detroit to Chandler Street, just north of Grand Boulevard in the New Center area of Detroit. Eleven stations are proposed along the route, with a 12th station to be constructed after completion of a new Amtrak station. More details can be found at [www.m1rail.com](http://www.m1rail.com).

**Estimated Investment:** \$137 million (Construction)  
\$340,000 (spinoff)

**96 Reconstruction Project (96fix):** Per a request from MITA, MDOT has made available the existing infrastructure "as-

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built” plans available online to prospective bidders for this project by contacting MDOT’s Adam Penzenstadler at [penzenstadlera@michigan.gov](mailto:penzenstadlera@michigan.gov).

**Project Timeline:** Currently planned to be let in December 2013.

Reconstruction of I-96 from Newburgh Road to Telegraph Road in Detroit area. The project includes approximately seven miles of concrete pavement, shoulder and ramp reconstruction, replacement/rehabilitation work on 37 bridges, geometric upgrades, retaining wall, drainage, signing, freeway lighting, signal, MITS and landscape work.

Additional details are available at [www.96fix.com](http://www.96fix.com).

**Estimated Investment:** \$150 million

**New International Trade Crossing:** Called “Michigan’s Bridge to the Future”, the New International Trade Crossing Bridge will be built near the existing Ambassador Bridge that links Detroit with Windsor. Michigan voters last year overwhelmingly rejected a ballot proposal that would have required voter approval for any bridge to be built between the U.S. and Canada. For more details, visit [www.buildthedricnow.com](http://www.buildthedricnow.com).

**Project Timeline:** Construction has already begun on the Canadian side. Groundbreaking on the Detroit side is expected in two to three years.

The entire project is expected to take seven years to complete.

**Estimated Investment:** \$950 million (Bridge)

\$414 Million (U.S. Plaza)

**Detroit Lighting Authority:** Detroit’s new public lighting authority began receiving funds this spring under an order from Emergency Manager Kevyn Orr. The authority is charged with developing a new plan to better illuminate the city.

**Estimated investment:** \$160 million

**New Hockey Stadium:** The Ilitch family, owners of the Detroit Red Wings, announced last year that they intend to build a new downtown hockey arena as part of a \$650 million mixed-used development that would be both publicly and privately financed, according to an article in Crain’s Detroit Business. Construction is expected to begin this fall.

**Estimated Investment:** \$650 million

\$1.8 billion (spinoff)

Continues on pg. 38

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Established in 1902, ARTBA represents the U.S. transportation design and construction industry before Congress, the White House, federal agencies, news media and general public.

## Statistics Show Work Ahead to Improve Highway & Bridge Construction Worker Safety

By Dr. Alison Premo Black, ARTBA chief economist



Dr. Alison Premo Black

**T**he working environment for the men and women in the highway and bridge construction industry has been steadily improving over the past decade, but work-related injury and illness rates are still among the highest in the construction industry, according to ARTBA's analysis of data from the U.S. Bureau of Labor Statistics (BLS). This article is primarily focused on sharing with you some of the key statistics and

trends relating to our industry.

Highway and bridge construction workers continue to put their lives on the line in work zones—with 119 work-related fatalities that occurred in road construction sites in 2011. Most were related to construction and passenger vehicles—highlighting the importance of not only worker training, but establishing safe work zones for road and bridge projects. Overall, there were 617 work zone fatalities in 2011, including construction workers and the traveling public, according to the National Highway Traffic Safety Administration.

### Jobsite Injuries Drop

The good news is workplace-related injuries and illness for highway and bridge contractors declined in 2011 and has dropped over 40 percent since 2003, according to the annual BLS "Occupational Injuries and Illnesses Industry" survey. There were 11,500 reportable cases in 2011, down from 24,200 in 2003. The rate of injury and illness per 100 full time employees for highway and bridge contractors dropped from 7.6 in 2003 to 4.4 in 2011. This is a welcome trend we have seen throughout the entire construction industry where the rate of injury and illness fell from 6.8 incidents per 100 employees in 2003 to 3.9 in 2011 for all sectors. This means fewer workers are getting injured on the job.

Despite this good news and progress made, the rate of work-related injuries and illnesses in highway and bridge construction is still higher compared to many other construction sectors and the overall industry average. The rate of incidents is 3.6 for building construction and 3.5 for other heavy and civil engineering work. Some of the highest incident rates are for employees working on framing (7.3 cases per 100 employees), poured concrete foundation and structures (6.5), roofing (5.6), structural steel and precast concrete (5.5), foundation, structure and building exteriors (5.1), plumbing and heating and air-conditioning (4.5). The national average is 3.5 cases of injury or illness for every 100 employees.

The incident rate for workplace-related injuries and illness was up for 13 of the 28 states tracked by BLS in 2011. The biggest increase was in Kentucky, where the number of injuries and illness per 100 workers rose from 5.2 in 2010 to 9.5 in 2011. The rate increased by 4.2 in Tennessee and 2.4 in New Jersey. The states with the biggest decline were Wisconsin (from 10.8 to 5.2), Minnesota (from 7.6 to 3) and Michigan (from 7.7 to 3.9).



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## Fatalities Up in 2011

As noted earlier, there were 119 workers across all industries that died in road construction sites in 2011, according to preliminary data from the 2011 U.S. Census Bureau "Fatal Occupational Injuries." Most of these employees were construction workers or truck drivers. When you look just at highway and bridge contractors, there were 97 work-related fatalities in 2011, most of them on construction sites. The rate of fatalities for every \$1 billion in highway and bridge construction work dropped from 1.98 in 2005 to 1.05 in 2010, but increased to 1.19 in 2011. Overall, there were 759 fatalities in the construction industry in 2011.

Most of the work-related fatalities in our industry are white, middle-aged men that are either operating a vehicle or working at a road construction site. Seventy-one percent of all highway and bridge contractor workers who were killed on the job in 2011 were white, 19 percent were Hispanic and 11 percent were African-American. BLS reports that Hispanics accounted for 29 percent of total employees in construction occupations and African Americans were nearly six percent of total employment in 2012. Most of the fatalities occurred during the workday – 32 percent of the fatal accidents happened between 8 a.m.-12:00 p.m., and 35 percent were between 12:00-4 p.m. Nearly 12 percent of fatalities occurred between 4- 8 a.m.

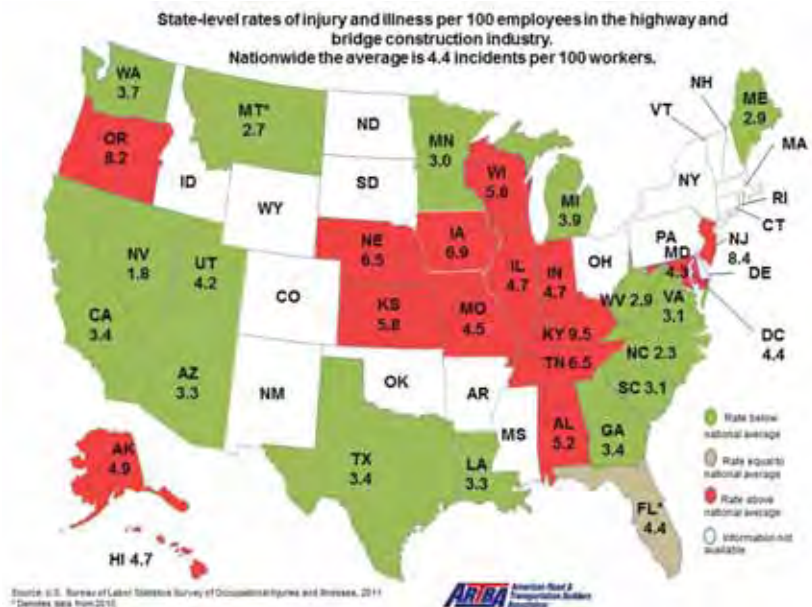
Although age may indicate experience, this does not seem to help when it comes to industry fatalities– 19 percent of victims were between the ages of 25 and 34; 22 percent were 35 to 44 years old; 27 percent were 45 to 54 years old and 26 percent were over the age of 55.

Over two-thirds of fatalities, 67 percent, were employees that worked for private firms. Nearly 20 percent were local government employees and 13 percent of the victims worked for the state government.

Nearly half of the fatalities occurred in just seven states — Texas (12% of all industry fatalities), Florida (7%), California (6%), Arkansas (6%), Tennessee (5%), Missouri (5%) and Virginia (5%).

The work-zone continues to be a dangerous place. Nearly two-thirds of the highway and bridge construction work-related fatalities were from injuries related to motor vehicles, including automobiles, trucks, tractor-trailers, delivery and dump trucks and multi-purpose vehicles. The other fatalities were due to machinery, parts and materials, other people or falling and striking a surface.

It is a sobering reminder, as we look at some of these injury and fatality trends, that there are real people behind each of these numbers. Although the industry has made great strides in focusing on safety, we owe it to the men and women who are out in the field, every day, to



continue to make this a priority. There will always be risks associated with building roads and bridges, but implementing a company and industry culture that values and promotes safety will mean that we can continue to reduce the incidents of injury and the number of people who make the ultimate sacrifice for improving America's infrastructure.

*The preceding article has been reprinted with permission from the American Road & Transportation Builders Association (ARTBA). MITA is an affiliate of ARTBA. For more information, visit [www.artba.org](http://www.artba.org).*

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# Productivity in Construction

Implemented in 2012; the Michigan Laborers' Training and Apprenticeship Institute has developed a Laborers' Productivity Training Course. In today's competitive environment it is critical that the highest level of productivity be achieved in all aspects of a project. The Michigan Construction Laborers' Union recognizes this need and is leading the way to a more productive workforce by including this training in our Apprenticeship Program and offering the class to our Journeymen as a skills enhancement course.



Kimberly Dohn completed the course recently and commented:

"I was fortunate to be among the first to participate in the Laborers' Productivity Training Course. I am very passionate about the training that was

offered and I feel that ALL laborers will benefit from participating in this course. The skills developed during training will aid them in their daily and future endeavors. I believe that the skills taught throughout this course are invaluable to a person with aspirations of bettering themselves and/or their position in life and it provides real tools to make those things happen.

I am currently employed in a management support position in the construction industry and I feel confident that the skills I learned from the Laborers' Productivity Training Course have prepared me to successfully deal with the challenges that occur on a daily basis. Since completing the course I feel more prepared and I know that the knowledge I acquired has improved my performance and ability to make a positive contribution on any job site."



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# you said it

## Letters to MITA

Dear Mike:

I wanted to take the time to personally thank you for your participation in our Capitol Conference. Our members truly enjoyed the session and all of the insight that panel had to offer. I would also like to commend you for the active role MITA has played in helping secure more funding for transportation. It has been wonderful working with you and Lance on this issue, and I look forward to our continued efforts on this important issue.

John LaMacchia  
Michigan Municipal League

Dear Rob:

Thank you so much for speaking at our annual safety meeting. Your presentation was very interesting and very informative. I spoke to the guys after the meeting and they all thought that it was a good presentation and they feel like they learned a few things. I attached a copy of the sign in sheet for your files.

Again, thank you.

Patty Hopkins  
Fort Wayne Contracting, Inc.

Continues on pg. 14

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## Letters to MITA

Continued from pg. 13

Dear Doug:

On behalf of the CRAM Engineering Committee and the staff at the Center for Technology & Training, I would like to thank you for your presentation at the 2013 Michigan County Engineers' Workshop. This year's

conference was attended by 120 people representing county road commissions and county highway departments, MDOT and private companies.

Melanie Kueber Watkins, P.E.

Workshop Coordinator  
Center for Technology & Training

Dear MITA Staff:

Thank you for assisting with MDOT and Rep. Potvin's office on the Wexford County project. We appreciate the resource in Lansing to help move the system along in the right direction. Take care and best wishes to you in 2013.

Eric Ritchie

Elmer's Crane & Dozer

Dear Nancy:

I wanted to write and say thank you on behalf of HNTB for the write-up about our firm in the Cross-Section magazine. I really appreciate your efforts over the past several months and couldn't be happier with the results. I've been proudly showing off our feature in the magazine copies you sent over.

Also, I just received the framed article this afternoon. What a great surprise. Thank you so much for the thoughtful touch.

Eric M. Morris, P.E.

Associate Vice President  
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# Legislative Questions and Answers

## State Rep. Wayne Schmidt, R-Traverse City

### 1. How has your previous experience in local government helped prepare you as a state representative and also as chairman of the House Transportation and Infrastructure Committee?

Serving as a Grand Traverse county commissioner prior to being elected to the state House in 2008 was a valuable learning experience for understanding the fundamentals of policy work in general. I sort of look at it like working your way up through the minor leagues in baseball--each step along the way prepares you for the challenges of the next.

In particular, my work at the local level prepared me more than anything for serving as chairman of the House Transportation and Infrastructure Committee. Given that so much of road construction and repair is done locally, my position as county commissioner gave a first-hand look at the challenges--financially and politically--that road maintenance presents.

### 2. What legislative priorities do you have?

Right now I have one priority: developing a long term solution to fix Michigan's roads. I think this will be done through a combination of things, but primarily it will require us to change the way we tax fuel. I would like to see us move from a flat, cents-per-gallon tax to a percentage tax on the wholesale with built in floors and ceilings to limit price

fluctuations. We also need to explore what taxes we levy on fuel. It makes very little sense to me that we pay sales tax on gasoline, despite the fact that virtually none of that revenue goes to roads.

I think a few other components of a comprehensive road funding solution should include fuel parity between gasoline and diesel; cleaning up and simplifying the vehicle codes; and exploring alternate ways to generate revenue through user fees, i.e. toll roads.

### 3. What are your thoughts or comments on your relationship with MITA and the heavy/highway construction industry?

MITA and the industry have always been pleasant to work with and are truly indispensable when it comes to crafting transportation policy. Mike Nystrom and Lance Binoniemi work very hard to educate policymakers and do a great job of representing their interests. It is also apparent that there is great communication between industry leaders and MITA and both are responsive to each other's needs. Also, I have found that the industry really helps to bridge the gap (some pun intended) with both the other party and the public in general.

### 4. What has been your reaction to the several calls for increased infrastructure investment in Michigan?

As one of those calling for increased infrastructure investment, it is evident that we need more revenue for roads and a better, fairer way of generating those funds; right now we simply do not have a sufficient stream of revenue to adequately build, maintain and operate the infrastructure we have. I hope people keep putting pressure on us to increase transportation funding.

### 5. What is your opinion on the current level of state-funded investment in our state's transportation system?

As I said before, right now it is not enough; we need to be doing more to support the state's transportation system. A good infrastructure is key to continuing Michigan's economic rebound. Ensuring that a company can move and transport products efficiently is good for both consumers and business; having well-maintained roads, airports and public transit is good for residents and visitors.

### 6. The Legislature enacted some significant reforms in the way money is spent on transportation, ensuring tax payers are receiving the best value for their money. When do you believe the Legislature will act on finding substantive changes to how we pay for our transportation infrastructure?

One thing is clear: we cannot keep waiting to take action on this problem; the longer we wait the worse the problem will be. When I accepted the position as chair of the House Transportation and Infrastructure Committee, I knew this issue would be at the forefront and it would be a challenge. I think progress has been made, probably more behind the scenes than anything, and I think we will be ready to start moving legislation in the fall. Consequently, I am very hopeful that we will have a solution before the end of the year.

### 7. How can our MITA members better advocate for their industry and encourage the legislature to act on increased investment for our infrastructure?

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The best way I think members can help is to educate the public on the need for additional revenue. It's one thing for government officials to advocate for increased funding, but when those with first-hand experience in the road-building business can accurately and descriptively explain why the current system does not adequately meet present needs, there is a little more weight behind it, so to speak. Furthermore, myself, MITA, the industry—we all are aware of the cost-saving measures that have taken place to stretch the dollar further, but it's now stretched as far as it will go. It needs to be highlighted that the system is more efficient, but efficiency is only part of the solution. I think it's also important that MITA members demonstrate how vastly infrastructure investment impacts everyone; how more trade means more opportunities and better services; and how an ounce of prevention is worth a pound of cure.

#### About State Rep. Wayne Schmidt (R- Traverse City)

##### District

State Representative Wayne Schmidt was first elected to the Michigan House of Representatives in November 2008 and represents the residents of Grand Traverse County. He was re-elected to a third term of office for the 2013-14 Michigan Legislature.



##### Committee Assignments

Schmidt is chair of the House Transportation and Infrastructure Committee, chair of the Michigan Capitol Committee, and also serves on the Commerce, Energy and Technology, and Financial Liability Reform committees.

##### Education

Schmidt attended the University of Chicago, majoring in economics and public policy and is a graduate of the Michigan State University Political Leadership Program.

##### Professional

Schmidt served as general manager of the Captain's Quarters men's clothing store in Traverse City, and was elected five times to the Grand Traverse County Board of Commissioners. On the commission he had terms as vice chair and chair of the board.

##### Past Public Offices And Affiliations

Schmidt has been a part of a number of organizations: Grand Traverse County Economic Development Corporation and Brownfield Redevelopment Authority, Traverse City Area Chamber of Commerce Government Affairs Committee, Bay Area Transit Authority, Michigan Association of Counties Human Services Committee (served as chairman), Grand Traverse County Land Use & Transportation Study Group – Grand Vision, Grand Traverse County Republican Party (served as vice-chairman and membership chairman), Big Brothers/Big Sisters of Northwest Michigan, National Cherry Festival, Trout Unlimited, Economic Club of TC, Kiwanis Noon Club, Boardman Neighborhood Association, Great Lakes Community Mental Health Authority (vice-chair), Traverse City Zoning Board of Appeals Chairman, Downtown Traverse City Association.

##### Personal

Schmidt is a lifelong resident of Traverse City. He and his wife Kathleen have two children, Danny and Ryan.

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**M**ITA members can reserve meeting room space at no charge in the MITA building. Rooms available include a large training room – which can be converted to two medium sized training rooms – and three conference rooms. The training rooms include screens and a sound system for audio-visual presentations. Other amenities can be ordered. For a room reservation form, or more information, contact MITA's Events Coordinator Danielle Coppersmith by calling 517-347-8336 or e-mail her at [daniellecoppersmith@mi-ita.com](mailto:daniellecoppersmith@mi-ita.com).

## Underground Spotlight

### MITA Continues to Advocate for Underground Infrastructure Funding

**D**uring the heavy rain in March and April, which brought flooding across the state, MITA was busy promoting the need for investment in the state's underground infrastructure. As a result of press releases that were distributed by MITA, news articles appeared across the state that included comments from MITA and other sources. According to an article in "Bridge Magazine", environmental officials cited bills that were passed late last year, which MITA fought aggressively in support of, that are expected to get loan and grant money more quickly to communities that need to upgrade storm and sanitary sewer systems. In addition, Mike Nystrom, executive vice president of MITA, was quoted as saying that the heavy rains and flooding demonstrated the need for more state money to help upgrade sanitary and storm sewers.

As Michigan's beach season approaches, MITA will continue to promote the need for underground infrastructure funding, by highlighting the number of beach closings caused by contamination from combined sanitary and storm sewers that overflow after heavy rainfalls.



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# Member Profile

## F.D.M. Contracting, Inc.

If there was an award for the most interesting company history, F.D.M. Contracting, Inc., an underground contractor based in Shelby Township, would probably win it.

Like most heavy construction companies, the company owners, Fred and Don Meram, watched their father come up in the business. But unlike other second-generation construction company owners, their father started out as a farmer in Iraq in the 1950s. He delivered his goods to villages over what hardly qualified as roads. The less than smooth ride prompted him to do something about it, said company president Fred Meram.

"He found they need better roads, and he had the equipment, so he started regrading them," Fred said. "Eventually he started building roads and grading them from town to town. People loved him."

The story gets more interesting. Fred's father, Aziz, who passed away in 1996, was a Chaldean Christian in a Muslim country, which was also a communist country. The people loved what he was doing for them by improving their roads, and they would pay him cash. He would come home with sacks of cash. It wasn't long before the government got wind of the situation – the sacks of cash – and started wanting it. They took it, confiscated his equipment and put him in prison.

"At this time, my dad's first cousin became a priest and was in Iran," Fred said. "Once my dad was released from prison, he was invited to Iran by his cousin, and he took his seven children and left Iraq for Iran."

The story gets even more colorful. In Iran, Aziz got a job working for the Shah of Iran, building roads around the castle in the early to mid 1960s

through 1969. Soon, he wanted to leave for the United States. He had the money, and his relatives in the United States sponsored him. Aziz, his oldest son, Sam, and oldest daughter, Elizabeth, came to the United States. Aziz worked first for the Kensington Corporation in the Novi area, then B & V Construction; and, eventually he and Sam started their own company to do road grading for freeways, including I-75 and I-696.

"Once my Dad could support himself and his family, the rest of his family came to the United States in 1971, including my



Fred and Don Meram, owners of F.D.M. Contracting, Inc., in Shelby Township.



FDM Contracting, Inc., began work on a project for the City of Birmingham on March 25 this year. The ½ mile project on Pierce and East Merrell streets was completed in June and involved new water main, sanitary sewer, new storm sewer and preparation for concrete paving by MITA Member DiLisio Contracting, Inc.



### F.D.M. CONTRACTING, INC.

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Fred Meram  
President  
fdm@comcast.net

Don Meram  
Vice President

Robin Meram  
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MITA Members Since 2004





mother, five more children, and then my youngest sister was born in the United States,” Fred said.

Aziz continued working into the late 1970s, and his last job was with Carlo Construction. Sam started his own company in the late 1970s, while Fred and Don started working for him after high school in the 1980s.

Fred moved to MITA Member Company Pamar Enterprises, Inc., in 1989, and Don came over in 1991. Fred stayed with Pamar until 1998, then started F.D.M. Contracting. He worked five years alone before Don joined him in 2003.

The twin brothers (Fred is the oldest by 15 minutes) have survived the recession by being very hands on. Don is in the field, while Fred and his wife, Robin, are in the office. The company performs work in their own geographic area, which is Oakland, Macomb, Wayne, Lapeer and St. Clair counties. This year F.D.M. is very busy completing a one-mile sanitary sewer project in Shelby Township.

Being members of MITA, Fred said, affords the company a lot of support and information regarding safety and MIOSHA issues.

“MITA gets us what we need to get through whatever is going on,” Fred said. “We are very active in being safety oriented, and we treat our entire team as family, not just a number.”

The company focuses on new and replacement underground infrastructure. When they first started the company, their work was 50 percent private and 50 percent municipalities. When the recession hit, the numbers changed to 100 percent municipalities. This year, the private work is turning around, Fred said. Seems like we are coming out of the recession?

“I sure hope so,” Fred said, forcefully and optimistically.



Sam and Aziz Meram in 1964.

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## Associate Member Profile

### ACROW BRIDGE

**A**crow Bridge has been serving the transportation and construction industries for more than 60 years with a full line of modular steel bridging solutions for vehicle, rail, vessel, military and pedestrian use. Most recently, the company provided the Washington State Department of Transportation with two pre-fabricated modular steel bridges, which will be used side-by-side to replace the damaged section of the Interstate 5 bridge that collapsed into the Skagit River on May 23. The temporary span will allow traffic to safely resume on the bridge while a permanent span is built.

“Acrow’s top priority is to work seamlessly with the Washington state DOT and Atkinson Construction with the aim of reopening Interstate 5 quickly to reduce the closure’s impact on the people, families and businesses that use the crossing,” said Bill Killeen, President and CEO of Acrow Bridge.”

A full-service design and engineering firm, Acrow Bridge specializes in prefabricated, modular steel bridging solutions for permanent, temporary and emergency use. For more than half a century, the company has supplied tens of thousands of bridges to urban and rural locations all over the world to help customers build strong and sustainable transportation infrastructure, said Jeff Simkins, regional manager of Acrow Bridge, who handles the Midwest region, including Michigan.

“All of our bridges are designed, engineered and manufactured

in the United States, using high strength, high quality U.S. steel,” Simkins said. “While our emergency bridging solutions tend to get a lot of attention because of the high profile situations they address, the main business focuses on providing permanent and temporary bridges for vehicular, rail, vessel, heavy haul, military and pedestrian traffic as well as for access and support on construction and excavation sites. In the temporary business, our modular steel bridges are primarily used as detours.”

By providing a temporary roadway that is predictable and unchanging, Acrow detour bridges reduce traffic disruptions while enhancing the safety of motorists and construction worker, Simkins added. Detour bridges have also been proven to reduce construction costs and help increase both productivity and profitability.

The international company recently launched a new website, [www.acrow.com](http://www.acrow.com), which presents a complete list of locations in North America. Approximately 200 employees are based in the U.S. and Canada. In addition to projects in North America, Acrow Bridge works on large infrastructure development projects overseas that typically involve supplying multiple bridges – often dozens at a time – to a single customer.

“The challenges that a supplier of comparable conventional bridges would face under these circumstances are readily addressed by our prefabricated, modular solution,” Simkins said. “For one, our bridges are easily customized to the desired length, width and strength by the simple addition of modular bridge components. The modular design makes our bridges easy to transport, assemble and even dissemble for use elsewhere. Under our technical supervision, a contractor can erect one of our bridges in a matter of days, not weeks and months.

“We also galvanize every inch of our steel bridge components down to the holes for pins and bolts to provide a maintenance-free

MITA Member Acrow Bridge recently provided the Washington State Department of Transportation with two pre-fabricated modular steel bridges, which will be used side-by-side to replace the damaged section of the Interstate 5 bridge that collapsed in May.





## ACROW BRIDGE

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solution, durable even under the most rugged conditions. Finally, our bridges can be launched with or without the use of a crane, which is a key consideration for locations where this type of equipment may not be readily available.”

The benefits of Acrow Bridge to MITA members include the fact that all over the country, including Michigan, aging infrastructure is constantly being repaired or replaced, creating continual demand for temporary detour solutions, Simkins explained. Many state transportation agencies and contractors already keep their own inventory of Acrow modular steel bridges to provide a safer, faster and more economical alternative in bridge construction than the traditional “phased” approach where lanes are frequently moved to direct traffic around construction sites. Others rent bridges from Acrow for use as temporary detours to maintain traffic flow during construction and stay on schedule, while providing safe and predictable passage for vehicles around work sites.

“A leading provider of rental bridges in the U.S. and Canada, we maintain a substantial stock of modular steel bridging components that can be quickly shipped and assembled into any size bridge up to four lanes wide,” Simkins said. “Our rental bridge services include quick delivery to most points in the U.S. and Canada, engineering drawings in compliance with customer specifications, on-site engineers to oversee bridge installation and return delivery upon project completion.”

As a new member of MITA, Acrow Bridge is eager to share insights and experiences with other MITA members who are equally committed to maintaining a strong infrastructure for the state of Michigan and its residents.

“At Acrow, we take bridge-building very seriously,” Simkins aid. “More than just an assembly of steel components, our bridges are part of a vital lifeline linking communities around the world, from major metropolitan regions to villages in remote countrysides – and we take pride in our solution.”

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Lance Binoniemi

## All Talk, No Action, Some Progress

There continues to be a lot of talk about doing “something” to increase revenues for our transportation system in Michigan, but that’s about all there is...talk. There is also almost unanimous recognition by the Michigan Legislature for the need to put more resources into the infrastructure in our state, but there is a significant unwillingness to actually do so. And now the legislature will pass another milestone in the Legislative calendar and head to summer recess without moving any significant transportation funding increase legislation.

All that being said, progress is actually being made. Because road funding is a bi-partisan issue, it will likely require the four legislative leaders and the Governor to agree to one specific plan. In late spring / early summer, there were positive meetings between those five leaders. The solution to our transportation funding shortfall in Michigan will eventually develop out of a meeting between those five individuals and from all accounts, discussions have been going relatively smoothly on the issue.

The one concept that seems to be getting the most momentum is the idea of making sure that every tax paid at the pump goes into improving our transportation system in Michigan. As you know, Michigan is currently one of only six states that assesses a sales tax on its motor

fuel and is the only state that doesn’t dedicate a single penny of that revenue to transportation. But what most people in the industry already know, the majority of the public in our state has no idea of. And, in addition, most Michigan residents feel philosophically that all tax dollars collected at the pump should go to improving our roads and bridges.

The sales tax on gasoline generates approximately \$1.05 billion annually. If lawmakers exempted motor fuel from sales tax and increased the gas tax by the equivalent amount, road funding would see an annual increase of \$1.05 billion without any increases to the tax liability at the pump. Of the \$1.05 billion that the sales tax on motor fuel generates, approximately \$770 million of that goes into the School Aid Fund and approximately \$105 million is dedicated to local units of government. In addition to making sure that every tax paid at the pump is going to improving our transportation system, the Legislature is also considering placing the tax at the wholesale level to ensure that as prices increase, so can the tax revenue collected. If the Legislature would have moved to the wholesale concept the last time an increase was met back in 1997, our 19 cents per gallon gas tax would now sit at 33 cents per gallon because of how much gas has increased over the past 15 years, and we wouldn’t

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have nearly as large of an underfunding problem as we do today.

The question then becomes how do we fill the \$875 million hole left by putting all taxes paid at the pump into roads and bridges? Many lawmakers have suggested increasing the general sales tax another one percent, bringing it up to seven percent, and dedicating that revenue to schools and locals. Under this scenario, schools and locals could actually see more money than they currently receive from the sales tax on motor fuel.

The voters would have to approve a one percent sales tax increase. For timing purposes, the next election when this could occur would be on November 5, 2013. Logistically, if lawmakers wanted to put a one percent sales tax increase on the ballot, they would have to pass a special joint resolution by a two-thirds majority at least 60 days prior to the November 5 election. Although the Legislature is scheduled to take a summer recess, a couple of special dates have been discussed for mid and late August to deal with transportation specifically.

MITA staff and MITA members have attended hundreds of legislative meetings, dozens of committee meetings and meet regularly with legislative leaders to "talk" about the importance of investing in our infrastructure. What our ailing transportation system needs is action. As another construction season goes by without the adequate funding to make the improvements that are needed, we desperately need the talk to quickly turn into action.

Contact Lance Binoniemi,  
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Government Affairs, at  
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## Significant Issues Update ....

As everyone should be aware, based on our publication of various bulletins and articles in past editions of this magazine, MITA is deeply involved in working toward resolution of two significant issues that have broad and significant impacts across the industry. In this article we will update you on MITA's efforts to "correct" the Davis-Bacon "Heavy" Wage Determinations, and our efforts to rewrite the MDOT Special Provision for Prompt Payment as resolution of MITA's pending lawsuit against MDOT.

### Davis-Bacon "Heavy" Wage Determinations

When the US Department of Labor (USDOL) published the "new" Michigan Heavy Wage Determinations (HWD) (also referred to as the "Underground Rates") in early 2011 that were based on the 2003-04 survey results, some stark and significant content differences were noted from the previously published HWD.

One significant difference noted in the new HWD was the lack of use of sub-classifications for the various trades. For example, in the previously published HWD you would have found the classification for "Operator: Power Equipment", sub-classifications that included, "Underground Construction" and "Gas Distribution Work", and for the "Laborer" classification you would have found sub-classifications that included "Open Cut" and "Distribution Work". In the HWD published since early 2011 you find only the classification "Operator: Power Equipment" and the classification "Laborer", with no further sub-classification breakdown.

The most significant difference noted in the new HWD however, was the fact that for yet unexplained reasons, USDOL decided to predominately incorporate only AGC (Building) negotiated wage rates, and not the MITA negotiated underground and distribution rates. The USDOL's decision to base the published wage rates on the AGC negotiated wage rates creates the potential for significant financial impacts to the unknowing infrastructure contractor because the AGC wage rates can be up to several dollars more than the MITA infrastructure wage rates for the various trades.

Until we are successful in getting the HWDs corrected, all contractors (primes and subcontractors) must be exceptionally diligent in their pre-bid review and understanding of the wages that will be required to be paid on federally funded projects that incorporate the HWD. Regardless of your signatory status to any collective bargaining agreement, the prevailing wage listed in the project proposal will always be the minimum wage that must be paid and the wage basis for any restitution enforcement action by an owner agency.

The USDOL wage determinations do include an after award appeal provision that allows the contractor to request the addition of unlisted labor classifications needed for the work that were not included within the scope of the labor classifications listed for the project. MITA is currently working with a member in executing this appeal process, but at the time of this writing we are unable to report on the success of that effort. Consequently, until the viability of the appeal process is known, contractors should not rely upon this appeal process when determining their bid prices on federally funded projects.

MITA continues a very aggressive full court press in engaging the USDOL Regional Office in Chicago and the USDOL headquarters in Washington in our efforts to get

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these HWD issues corrected. As we are again working to obtain a change in a published federal government requirement, we anticipate that the effort required in this case may very well exceed the level of effort we were required to invest last summer to obtain the favorable Buy America resolution currently in effect.

### Special Provision for Prompt Payment

As background for our need to rewrite the MDOT Special Provision for Prompt Payment, we refer you to the article "Prompt Payment Special Provision Update: MITA Compelled to Seek Injunctive Relief Against Change in Application of Prompt Payment Special Provision", authored by Mr. Jim Urban, of Butzel Long, and published in the Winter 2013 Cross-Section. In his article Jim does a great job explaining the circumstances creating the need for the lawsuit; the retroactive injunctive relief successfully obtained from the court; and, the court declining to grant preliminary injunctive relief on a prospective basis, leaving that issue open for resolution at trial.

It was this lack of preliminary prospective relief and the prospect of resolving that issue at trial that provided the basis for MITA and MDOT to initiate discussions and negotiations to arrive at revisions to the prompt payment special provision. Under the circumstances of this lawsuit MITA acknowledges that certain issues related to the FHWA position that a defaulting subcontractor is owed payment for "satisfactorily completed" work could not be resolved at this time and would need to be reserved for future consideration. We were confident we could negotiate into the special provision the formal recognition of sworn statements and waivers of lien as tools a contractor would use to mitigate double payment risks.

For the past several months we have been involved in a series of meetings with MDOT, and with MDOT and the FHWA, discussing and negotiating specific special provision language that would formally acknowledge and incorporate sworn statements and waivers of lien as a part of the contractors' payment process.

At the time of this writing we are happy to report that within days we are anticipating the successful completion of our prompt payment special provision revision efforts. Highlights and intent of

the anticipated revised special provision include:

- Sworn statements and waivers of lien will be utilized by all contractors.
- Sworn statements and waivers of lien will be held by the prime contractor and only submitted to the Engineer when requested by the Engineer as an aid in determining a prompt payment violation.
- Failure of a lower-tier subcontractor to provide the required sworn statements and waivers of lien is a prompt payment violation.
- Remedies the Engineer may approve for verified prompt payment violations include: payment to a subcontractor in the form of joint checks, payment directly to a subcontractor's lower tier subcontractors and suppliers, or the processing of a negative estimate withdrawing the monies.

MITA does recognize that the formal incorporation of sworn statements and waivers of lien into the contractor's payment procedures does come at a cost as it places additional administrative burden on already thinly stretched support staff for those contractors who are not already employing that process in their payment procedures. We believe however, that one non-payment situation created by an unscrupulous subcontractor that leaves the prime contractor holding the bag for what could be thousands of dollars in double payment liability, would quickly justify that additional administrative burden.

When MITA and MDOT ultimately come to final agreement on an acceptable revised Special Provision for Prompt Payment, MITA can withdraw its' lawsuit without prejudice, meaning we can go back to debate and fight the FHWA position that a defaulting subcontractor must be paid for "satisfactorily completed" work another day. We will publish a bulletin further discussing the details of the revised special provision when it is formally issued by MDOT .... watch for it

---

To contact Glenn Bukoski, P.E., e-mail him at [glennbukoski@mi-ita.com](mailto:glennbukoski@mi-ita.com) or call 517-347-8336.



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## OUTREACH SPOTLIGHT:

# Lansing Lobby Day

On Tuesday, May 14, MITA members and MTT coalition partners gathered in downtown Lansing to lobby their legislators on the need for increased transportation infrastructure investment. Over 250 coalition members met with their state representatives and state senators to chat about the increasingly poor condition of Michigan's roads and bridges and how those conditions will continue to deteriorate if action is not taken immediately.

Between House and Senate session, Rocky Road ice cream was served to legislators, legislative staffers and other political operatives on the first floor of the Capitol, in an attempt to really emphasize the need for action now. The space was adorned with large maps that illustrated the numerous locations of the rapidly deteriorating bridges and roads in bright red ink. Legislators even had to walk by an eye-catching display of broken car parts and mangled pieces of road to get their ice cream.

Members enjoyed this extra opportunity to chat with their elected officials in an unofficial setting and to continue emphasizing the need for a plan of action before politicians left for summer break. MITA members, as well as their MTT coalition partners, knew how vital it would be for the legislature to develop a plan, pass it and have the Governor sign it before the summer began. MITA will continue to meet with legislators over the summer and encourages all members to do the same. This is the best and most effective way that members can do their part to maintain and build upon the momentum that was established during the first part of the year.



MITA Executive Vice President Mike Nystrom (right) touches base with Senator Mike Nofs.



Michigan Transportation Team member Dan DeGraaf (far right) from the Michigan Concrete Paving Association chats with legislative aides beside the Just Fix The Roads banner and table display.



From left to right: MITA member Tom Wagenmaker (Anlaan Corporation) enjoys a discussion with Representative Rick Outman in the House Office Building.



From left to right: MITA members Ryan O'Donnell (Anlaan Corporation) and Dave Plooster (EJ) enjoy a visit to Senator Arlan Meekhof.



Staff from MITA member Give 'Em a Brake Safety pose for a group shot outside the Capitol.



MITA members listen to Senator Mark Jansen in his Capitol office.



Cindy and Madison, from Ludington's House of Flavors, serve up Rocky Road ice cream in the Capitol.





*Just Fix The Roads' mobile billboard makes a statement in downtown Lansing on lobby day.*



*MITA Executive Vice President Mike Nystrom leads the morning briefing at Troppo before members head out to meet with legislators.*



*From left to right: MITA Vice President of Membership Services Rob Coppersmith and MITA member Jeff Spahr (Superior Materials) enjoy a chat at Troppo before the briefing.*



*Senator Mark Jansen engages MITA members Brad Poggi (Pinnacle Insurance) and Janet Anstett (Give 'Em A Brake Safety) in a discussion.*



*MITA members, legislative aides and Reps. Kevin Daley, Brad Jacobsen and Ben Glardon enjoy some networking in the Capitol.*



*MITA member Tiffany Hart (Hart & Associates) meets Representative David Nathan for a discussion.*



*Representative Gretchen Driskell thanks Cindy and Madison for the delicious Rocky Road ice cream.*



*MITA member Jeremy Bagnell (Cadillac Asphalt, LLC) listens to Outreach Coordinator Mariam Robinson's explanation of some talking points on a legislative handout.*



*A close-up shot of the broken pieces of cars and road that were collected for lobby day.*

*MITA Vice President of Government Affairs Lance Binoniemi talks with MITA member Janet Anstett (Give 'Em A Brake Safety) at Troppo Restaurant in downtown Lansing before the briefing. Many other staff members from Give 'Em A Brake Safety also participated in the lobby day.*



*MITA member J.W. Fisher (Fisher Contracting Company) chats with (left) Representative Jim Stamas in the Capitol.*

*From left to right: MITA Board President Darrell Kaltz (Kaltz Excavating Co., Inc.), Jeremy Bagnell (Cadillac Asphalt, LLC) and Dave Pytlowany (AIS Construction Equipment Corporation) enjoy the beautiful weather between meetings with legislators.*





# Detroit Public School Students Attend 3rd Annual



## CONSTRUCTION SCIENCE EXPO



**A**s a construction industry worker shortage continues to be apparent now and in the future, exposing young people to this career path has become a priority for the Michigan Design & Construction Science Coalition (MDCSC). If the enthusiasm generated by the 3rd Annual Construction Science Expo this week in Detroit is any indication, the future does not appear so bleak.

Over 1,000 students from the Detroit Public Schools saw first hand what it means to work in the construction and engineering field. The event was held in May at the Michigan Science Center, and was organized by the MDCSC, The Black Caucus Foundation of Michigan, the Michigan Department of Transportation (MDOT), and Detroit Public Schools (DPS).

"The coalition was proud to host this event for students, grade 7-9, who have signed a drug-free pledge, and had a chance to get their hands dirty in masonry, carpentry, electrical work, and operate heavy construction equipment," said Douglas E. Needham, P.E., chairman of the MDCSC and vice president of industry relations for the Michigan Infrastructure & Transportation Association. "Exposing students to these experiences outside the regular classroom is the key to getting them interested in pursuing construction and engineering careers after high school."

In addition to engaging in hands-on construction and engineering experiences, students viewed displays and demonstrations of engineering excellence, and performed skits that highlighted a drug-free theme. Speakers during a press conference included Kirk Steudle, P.E., the director of MDOT.

"We are looking for young people with an interest in solving problems and figuring out how things work," Steudle said. "This

is a key component in workforce development in Detroit, which is a priority at MDOT and for Governor Snyder. We greatly appreciate all the hard work of our partners in the road building industry to reach out to these youngsters and to encourage them to consider being a part of the future of the transportation industry."

Other speakers included: Harvey Hollins, director of the Michigan Office of Urban and Metropolitan Initiatives; and Janet Howard, Deputy Director of the Michigan Workforce Development Agency.

Demonstrations at the event were provided by the Operating Engineers Local 324 JATF, Michigan Laborers Training and Apprenticeship Institute, Operative Plasters and Cement Masons International Association Apprenticeship & Training Fund, Detroit Carpenters Apprenticeship School, Sheet Metal Local 80 Training Center, International Masonry Institute Detroit Metropolitan Masonry Joint Apprentice Training Center, Spalding De Decker Surveyor, Detroit JATF-Electrical Industry Training Center, Iron Workers Local 25, and Energy Group. Students also had the opportunity to explore the Roads, Bridges and Tunnels Exhibit in the Science Center as well as exhibits by the Walbridge Joint Venture for Detroit Public Schools, the MDOT TRAC Program and the Black Caucus Foundation of Michigan.

"The entire event was a testament to the positive partnerships and relationships that exist between the construction industry, The Black Caucus Foundation of Detroit, MDOT and DPS," Needham said. "We hope to have this event for many years to come."



*From left to right: Harvey Hollins, director of the Michigan Office of Urban and Metropolitan Initiatives; MDOT Director Kirk Steudle, P.E.; MITA's Douglas E. Needham; Mark Schauer, with the Michigan Laborers; and Dick Turner, with Michigan LECET.*





MDOT Director Kirk Steudle, was among several other speakers at the event, which was held at the Michigan Science Center in Detroit in May.



MITA's Vice President of Industry Relations Douglas E. Needham.



Janet Howard, deputy director of the Michigan Workforce Development Agency.



MITA Member Fred Hart, with Hart and Associates, instructs a student.



MITA's Douglas E. Needham, (left), and MDOT Metro Region Engineer Tony Kratofil



WWJ Radio was among other media on hand to interview speakers and participants at the Construction Science Expo. Pictured here being interviewed is MDOT Director Kirk Steudle.



Chuck Mills, with the Asphalt Paving Association of Michigan, talks with an eager student about engineering careers.

#### CONSTRUCTION SCIENCE EXPO COALITION MEMBERS

- American Council of Engineering Companies of Michigan
- American Society of Civil Engineers Michigan Chapter
- Asphalt Pavement Association of Michigan
- Michigan Concrete Association
- Michigan Infrastructure and Transportation Association
- Michigan Laborers-Employers Cooperation & Education Trust Funds
- International Union of Operating Engineers Local 324

#### CONSTRUCTION SCIENCE EXPO SPONSORS

- Michigan Department of Transportation
- The Black Caucus Foundation of Michigan
- Michigan Laborers-Employers Cooperation & Education Trust Funds
- International Union of Operating Engineers Local 324
- Michigan Infrastructure & Transportation Association
- Michigan Society of Professional Engineers
- Asphalt Pavement Association of Michigan
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- American Council of Engineering Companies of Michigan
- American Society of Civil Engineers Michigan Chapter

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# Construction Career Days



MITA's Director of Safety and Workforce Development, Pat Brown, participated in Construction Career Days in Howell May 14-15 at the Operating Engineers 324 Sam T. Hart Education and Training Center. With shortages of a skilled construction workforce predicted for the future, the focus of the event was to expose school children to the potential job opportunities in the heavy construction industry. Governor Snyder attended the event.



# 2013

## AUGUST

- 20 **MITA BOARD MEETING**  
MITA Office, Okemos  
1:00 p.m.
- 22 **CENTRAL MI GOLF OUTING**  
Eagle Eye, East Lansing  
9:00 a.m.

## OCTOBER

- 22 **MITA BOARD MEETING**  
MITA Office, Okemos  
1:00 p.m.

## DECEMBER

- 13 **MITA BOARD MEETING**  
Country Club of Lansing, Lansing  
8:30 a.m.
- 13 **CENTRAL MI HOLIDAY PARTY**  
Country Club of Lansing, Lansing  
11:30 a.m. - 2:00 p.m.
- 17 **WESTERN MI HOLIDAY PARTY**  
McFadden's, Grand Rapids  
11:30 a.m. - 2:00 p.m.
- 19 **SOUTHEASTERN MI HOLIDAY PARTY**  
Location TBD  
11:30 a.m. - 2:00 p.m.



### 2013 MDOT BID LETTINGS

January 11, 2013  
February 1, 2013  
March 1, 2013  
April 5, 2013  
May 3, 2013  
June 7, 2013  
July 12, 2013  
August 2, 2013  
September 6, 2013  
October 4, 2013  
November 1, 2013  
December 6, 2013

All bid lettings are downloaded at the MDOT building (Van Wagoner building on Ottawa St. in Lansing), second floor.

All dates are subject to change and additional events may be added. Please check out the electronic calendar regularly at [www.mi-ita.com](http://www.mi-ita.com).

MITA CALENDAR OF EVENTS



# The MITA Website Goes Mobile

Check out the MITA website ([www.mi-ita.com](http://www.mi-ita.com)) on your mobile phone for a new look and feel that is easy to navigate. You will still find all the up-to date news and



Although the membership directory is not an individual application, you are able to save the directory on your mobile device's desktop, enabling you to access the directory at any time on the go!


announcements, resources and contact information you would find on the full version.

The homepage provides the latest news and quicklinks as you scroll down the page. Click the facing down arrow, and you will find all of the navigations to the different pages on the website. The arrow to the right will expand the menu items to the next level.

Once you login to the MITA website on your mobile device, you will find that the MITA membership directory also has a new, easy to use platform, with a search by company name, service (using the Buyer's Guide Categories listed in a scrolling format) or location.

It is easy to find the contact information for your fellow MITA members. Seek out member organizations and support those who support us!

**For iPhones, follow the instructions below for a shortcut to the directory:**

1. Open Safari on your phone.
2. Navigate to the Member Directory, under the Members tab on the website (you must login first).
3. Once you are on the page, tap:  and select "Add to Home Screen".
3. Now it will appear just as any app does on your desktop.

**If you have an Android based phone, here is how you can create a shortcut:**

1. Open the MITA Membership Directory in your default browser and bookmark the page.
2. Close out the browser and do a long hold on the home screen on an empty space.
3. Click shortcut and select the bookmark.

If you have questions about other mobile based platforms, or any other questions in general, please contact Anita Lindsay at [anitalindsay@mi-ita.com](mailto:anitalindsay@mi-ita.com) or call her at the MITA office at 517-347-8336.





# Member News

## Alta Open House: Backhoes, Blues & Barbeque

The theme of the two-day Alta Equipment, newest state of the art, Metro West location Open House was "Backhoes, Blues & Barbeque." The message: Alta Equipment is serious about serving the needs of the heavy construction industry. The event kicked off with an elegant evening of heavy hors d'oeuvres and libations followed by two full days of equipment demos capped with live blues music.

As the pictures indicate, Alta has a wide selection of equipment available for purchase or rental to meet the needs of the heavy construction industry. Alta also has the ability to handle any maintenance and repair needs at moments notice with its' numerous repair bays. Worried about how your equipment appears? Alta has that covered, with a state of the art paint booth that can accommodate all sizes of equipment.

For more information about Alta Equipment Company, visit [www.altaequipment.com](http://www.altaequipment.com).



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## EJ Hosts Open House

[www.ejco.com](http://www.ejco.com)

On May 16 EJ hosted a customer appreciation Open House at its newly renovated Detroit Branch Office located in Oak Park at 13001 Northend Ave.

EJ used the opportunity to teach customers about the innovative access solutions line of products while providing a lunch and a gift to all attendees. Visitors also had a chance to win Detroit Tiger Tickets!

The well-attended event was a great opportunity for MITA members. For information concerning EJ's line of products, visit [EJCO.COM](http://EJCO.COM).

## Fishbeck, Thompson, Carr & Huber, Inc.

[www.ftch.com](http://www.ftch.com)

Fishbeck, Thompson, Carr & Huber, Inc. (FTC&H), a full-service civil engineering, architectural/engineering, environmental, and construction management firm, is pleased to announced the relocation of its Southeast Michigan office to a new facility that accommodates their growth.

FTC&H, an employee-owned company, has over 320 staff in four Michigan offices and one Ohio office. Since opening their first southeast Michigan office in 2001, the local team has grown to over 55 staff members.

Contact information for the new office is as follows:

Address:  
39500 Mackenzie Drive,  
Suite 100  
Novi, Mich. 48377  
Phone: 248-324-2090  
Fax: 248-324-0930

Since their beginning 57 years ago, FTC&H has been committed to their clients, communities, employees and vision. FTC&H's projects range from small feasibility, planning and regulatory studies to very large design and construction projects. FTC&H provides a variety of consulting services to clients in the governmental, institutional, and industrial and private sectors on a local and national basis.

Continues on pg. 36

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Mike Rempalski - mremppalski@gebsafety.com  
Marc Vantil - mvantil@gebsafety.com  
Sean Mooney - smooney@gebsafety.com

**Saginaw Branch**  
**1-989-752-6333**  
Paul Kennedy - pkennedy@gebsafety.com  
Jim Hartley - jhartley@gebsafety.com  
Jim Clark - jclark@gebsafety.com

**Traverse City Branch**  
**1-231-263-6625**  
Jeff MacDermaid  
jmacdermaid@gebsafety.com

**Marquette Branch**  
**1-906-249-1892**  
Larry Kitchen  
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## NTH Consultants, Ltd. [www.nthconsultants.com](http://www.nthconsultants.com)

In March, Mike McGillis, P.E., and John Stevenson, P.E., from NTH Consultants, Ltd., were interviewed on The Weather Channel about the spring pothole season in Michigan. John's interview occurred at 8:40 a.m., and Mike's at 9:40 a.m. Both did an outstanding job, according to the NTH newsletter, but said talking on national television was "nerve-wracking."

## Southeastern Equipment Co., Inc. [www.southeasternequip.com](http://www.southeasternequip.com)

Southeastern Equipment Company is pleased to announce that Curtis Hagelberger has joined the company as a sales representative at their Holt, Mich., location. In his new position, Hagelberger is responsible for new, used and rental equipment sales for seven Michigan counties: Branch, Calhoun, Eaton, Hillsdale, Ingham, Jackson and Lenawee.

"We welcome Curtis to the Southeastern team," says Char-

lie Patterson, president of Southeastern Equipment Co. "With Curtis' experience in equipment sales, we are confident we'll see continued improvements and growth at our Holt branch."

Most recently, Hagelberger was a construction estimator at a concrete contractor for 10 years. He had previously been employed by Wolverine Tractor and Equipment for five years. He earned a bachelor's of science degree at Florida State University in marketing, and lives in Dansville, Mich.

### *About Southeastern Equipment Company*

*Southeastern Equipment has been selling, servicing and renting heavy machinery since 1957. The company has 18 locations throughout Ohio, Michigan, Kentucky, and Indiana. Manufacturers represented by Southeastern Equipment Company include: Case Construction, Kobelco, Bomag, Gradall, Etnyre, Vacall, Terex, Terex Roadbuilding, Champion, Schwarze, Alamo Industrial, Eager Beaver Trailers, Superior Broom, Massey Ferguson, Midland Machinery, Badger Equipment Company, DuraPatcher, Case IH, Fecon, Genie, Skytrak, JLG, Sullair, and a wide variety of companies that manufacture heavy equipment attachments. For more information, visit their website at [www.southeasternequip.com](http://www.southeasternequip.com).*

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## Member Voice

From time to time we ask MITA members to comment on issues of importance to the industry. Some of the answers are published here.

### What do you see as the next major challenge in the industry?

Small Business Capacity and Readiness to work on MDOT projects (i.e., working capital, bonding, workforce and equipment)

Tiffany L. Hart  
*Hart & Associates Construction LLC*

Underground Utility Conflicts/Damage and Abandoned Facilities

Daren P. Muljo  
*Musson Brothers, Inc.*

As healthcare costs increase, it is becoming more difficult to offer that benefit with no added (shared) cost to the employee and their families. A tough part of this is that this cost free benefit is one of the tools used to attract employees to work for us. The continued increase in cost becomes a hidden raise for the employee that is hard to appreciate since they do not see it in their checks. What they do see is the lack of a take home raise that can be used in helping them with their day-to-day living expenses.

Tom Gallagher  
*Harbor Springs Excavating*

Fuel Tax and Registration Fee Increases

Ron Lammy  
*Modern*

Finding the next generation of quality workers. Our schools don't promote the trades and don't tell young people what the earning potential is in the skilled trades.

James Cripps  
*Cripps Fontaine Excavating, Inc.*

We as an industry in Michigan have lost jobs during our sustained economic recession. Our remaining workforce average age continues to increase. When the construction sector improves, it will be a challenge increasing the workforce with the skills needed to meet the needs of our industry.

Bob Adcock  
*Angelo Iafrate Construction*

We recently posted hiring notices on several state and local websites. We only received a handful of ap-

plicants. The majority of these applicants were unable to obtain a drivers license or were otherwise unqualified. If the funding increases do happen, I believe that there will be an large shortfall of qualified workers to take on the additional work.

Mike Peake  
*Action Traffic*

Workforce Needs

Karl Schweitzer  
*GM & Sons, Inc.*

Employers of all sizes can expect a significant disruption to status quo in their health benefits potential cost and administrative burden due to reform. Employees will need help understanding their options and will look to the employer for guidance. Employers are required to provide certain communications to employees with penalty for failure to comply. Taxation will be passed from carriers to employers to employees in most instances. Employers need to determine whether they are considered a small group or large group under reform and realize that counting includes commonly controlled entities, union employ-

Continues on pg. 50

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# Good News on the Horizon

Continued from pg. 7

**Detroit Eastern Market:** Several projects over time will be associated with improving and expanding the Eastern Market District to make it more of a regional food hub for not only sales, but food processing and distribution, as well as making it more of a mixed use district that includes some residential elements.

**Project Timeline:** According to MDOT, the first project letting is possibly this July, with work starting this fall and extending through 2014.

The first project that is associated with this is the "Link Detroit" project, by the City of Detroit and funded through a TIGER IV grant. This includes an extension of the Dequindre Cut greenway, several bridge rehabilitations over the Dequindre Cut, and streetscape improvements in and around the market area. Subsequent projects are largely vertical construction, buildings and sheds in the market area, and are not yet totally planned

or funded, but are part of the strategic plan. For more details, visit [www.detroiteasternmarket.com](http://www.detroiteasternmarket.com).

**Estimated Investment:** \$11 million

**Detroit Area Regional Transit Authority:** The RTA was established by the Legislature last year. Their first order of business will be to secure a stable source of operating funds. The legislation contemplated that the new RTA would establish a regional mass transit system that would complement and coordinate with the existing transit service by SMART and DDOT.

This new regional, high end system, rapid transit would most likely be a Bus Rapid Transit system (light rail on wheels), which would involve some infrastructure work to build stations and possibly some modifica-

tions to the routes on which they run or to build dedicated busy-ways in select areas. The primary corridors might be Woodward, Gratiot, Michigan and something connecting Woodward and Gratiot, like M-59. However, no specific plans are ready yet.

**Estimated Investment:** \$500 million (Construction)  
\$3 billion (Spinoff)

**Mega Projects:** The referred to "Mega Projects" are generally understood to include significant reconstruction and/or rehabilitation work in the I-94 and I-75 corridors in and near metro Detroit. The purpose of the projects is to improve the condition and capacity of the existing I-94 and I-75 roadways, bridges, and interchanges to support to mobility needs of local and interstate commerce as well as national and civil defense.

I-94 is projected to include 6.7 miles of roadway reconstruction/widening from I-96 to Conner Avenue; adds I-94 travel lane in each direction; adds new continuous service drives in each direction

I-75 is projected to include 17.7 miles of roadway reconstruction/widening from M-102 to north of US-24 BL (Square Lake Road); reconfiguration of the i-696/11 mile Road interchange; reconfiguration of the 12 Mile Road interchange; the elimination of left-hand ramps in the

US-24 BL interchange; and construction/reconstruction/removal of more than 50 bridges.

**Estimated Investment:** I-94 – Under \$1.4 billion; I-75 – \$760 million

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# MITA Staff Member Appointed to Diversity Honor Roll

**T**he Race Relations and Diversity Task Force named Douglas E. Needham, MITA's vice president of industry relations, to the Diversity Champion Honor Roll.

Needham was chosen because of the outstanding efforts of the Michigan Design and Construction Coalition in organizing the annual Construction Science Expo in Detroit. Through his leadership, MITA members were willing to take the Black Caucus Foundation of Michigan Drug Free adult candidates for actual highway work, and job shadowing positions in the construction trades, construction management and administration, and office support related to the construction industry. These job shadowing opportunities provided Detroit youth and adults with job training and education in the design and construction trades.

The Race Relations and Diversity Task Force, based in Birmingham, Mich., grew out of a community leadership forum convened in 1987 by 16 community agencies, including The Community House, the Birmingham Public Schools and Bloomfield Hills Schools. For more information, visit [www.racerelationsdiversity.org](http://www.racerelationsdiversity.org).



Honorable Dr. KB Stallworth, managing director of the Black Caucus Foundation of Michigan; Donald C. O'Connell, executive director, Operating Engineers 324; Douglas E. Needham, P.E., vice president of industry relations, MITA; and Nicole Stallworth, dean of administration for the Institute of Leadership Development & Career Advancement. Doug and Don were recently nominated to the Diversity Honor Roll.

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# "Healthcare Reform: Are You Prepared to Help Your Employees?"

By Leslie Loftus

Veritas Benefits Group LLC

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A recent Kaiser Family Foundation survey found that four in ten are unsure whether the Patient Protection and Affordable Care Act (PPACA/healthcare reform/Obamacare) remains the law of the land. 12% of those surveyed said Congress repealed Obamacare. While some of us may wish that were the case as our lives are about to be much more complicated with regulations, measurement periods, potential penalties, more taxes and a changing healthcare landscape, PPACA is moving forward.

A number of our clients have had their employees approach them with misperceptions about Healthcare Reform. If you have had employees approach you, perhaps this information will help.

Success of PPACA depends upon outreach and enrollment of the young and healthy to offset the risks from the elimination of pre-existing conditions. Official ramp-up to educate the public will not begin until later this summer as the sentiment is that it is not worthwhile to advertise plans that are not available until January as doing so will create confusion. There are already scammers in Ohio trying to gain personal information from confused consumers being approached about enrollment.

To obtain a subsidy or premium tax credit, individuals must apply through the Health Insurance Marketplace. The Health Insurance Marketplace was referred to as the "Orbitz" site for health insurance. Set up of the Marketplace has challenged IT vendors as the application process involves the IRS to verify income, the Department of Health and Human Services to qualify for Medicaid or CHIP, and the insurer -- all entities whose systems have never had previous connectivity!

The law requires employers subject to the Fair Labor Standards Act to notify their employees about the Marketplace. In May the Department of Labor released two model notices that must be distributed by October 1, 2013 to all of your employees, regardless of being full or part time, whether they are enrolled on your current plan or not (including collectively bargained staff). Details and notices are available at: <http://www.dol.gov/ebsa/newsroom/tr13-02.html>

The model notices incorporate the required elements by informing employees about the Health Insurance Marketplace and that the employee may be eligible for a subsidy. There are sections on the notices for employers to fill out. As the employer, before you distribute them by October 1, consider:

1. These notices are the initial version and may change;
2. Employees are likely to have questions about the notice so determine who will be able to respond to those questions;
3. Understand the types of information that are required from your company and consult a labor

law attorney for any notice modifications or clarification;

4. Watch timing to meet the October 1 deadline. The notice may be provided by first-class mail. Alternatively, it may be provided electronically if the requirements of the Department of Labor's electronic disclosure safe harbor are met. Beginning October 1, 2013, the notice must be provided to all new hires within 14 days of their start date; and
5. COBRA notices are also updated to inform COBRA beneficiaries of Marketplace options and potential subsidy eligibility.

Continues on pg. 42

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Health Insurance Marketplace coverage is not free and not everyone qualifies for a subsidy! Rates have not yet been released but coverage in the Marketplace for younger people is expected to be more costly due to reform rating changes. Here is an online calculator for potential subsidy eligibility: <http://kff.org/interactive/subsidy-calculator/>. Subsidies phase out entirely at 400% of Federal Poverty Level (\$45,960 for a single in 2013).

**Subsidies Depend on Income and Employer Coverage:** Whether you are a small group or large group under PPACA, in general, if you offer coverage to the employee and their non-spouse dependents that meet both the affordability and

minimum value standards, your employees would not be eligible for a subsidy.

**Penalties Apply for Those Without Coverage:** PPACA requires all American citizens and legal residents to purchase insurance, with some exceptions. The 2014 penalty for noncompliance is the greater of \$95 per year, per person (maximum three per family) or 1% of household income, and increases in subsequent years.

**Employer-Based Coverage Not Necessarily Available on January 1, 2014:** For employers with non calendar year plans which meet reform's safe harbor guidelines, open enrollment will occur at the usual renewal time during 2014.

**Employers Determine Eligibility for Group Benefits:** Yes, the law says someone working 30 hours a week is eligible for benefits, but eligibility is not guaranteed for those employees with variable hours unless employees average 30 hours per week over the company's measurement period. Your company's 2013 measurement period results will determine who is eligible.

**Beware of Scammers:** Application can be made online, by phone, by mail or in person. Social security numbers are required.

**"If You Like Your Doctor, You Can Keep Him":** Not necessarily. The physician shortage will be exacerbated by physicians who retire, move to hospital-based practices due to costly regulations and seek patients who will pay them a concierge fee to continue services. PPACA relies in part on reductions in provider payments, which will encourage departures from practicing medicine. Further, make sure your doctor is in the network for the plan you choose as networks may be reduced in the Health Insurance Marketplace plans.

**Smoking Surcharge:** The law permits a premium increase of 50% for tobacco users. While many carriers will not implement this for 2014, now is a good time to take steps to quit.

With healthcare reform regulations approaching 20,000 pages, there are many more details to reform than are elaborated here. Other 2013 time-sensitive preparations for reform are counting employees to determine if you are a small or large employer for penalty avoidance, as well as determining their eligibility for benefits.

*Veritas Benefits Group has two Healthcare Reform Certified Agents through the National Association of Health Underwriters. Certification involved an 11 hour course and exam, and only 16 Michigan agents have obtained this designation to date.*

Leslie M. Loftus,  
Partner/Owner and Chief Operating Officer  
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# Focus Safety: Workzone

**O**n April 17, MITA's Vice President of Membership Services Rob Coppersmith, spoke at a workzone safety press conference at the state Capitol. MITA hosted the event in cooperation with the Michigan Department of Transportation and the County Road Association of Michigan. The goal of the press conference was to raise awareness about the potential danger of driving distracted in workzones.

Here are the comments Rob made at the workzone safety event:

"MITA works endlessly with its industry partners to make roads safer for contractors by providing thousands of hours of training on annual basis to contractor employees. In addition MITA, MIOSHA, risk professionals, as well as MDOT perform hundreds if not thousands of construction site visits a summer to assist and monitor contractor jobsites to ensure safety practices are understood and in place, all in an effort to make jobsites as safe as possible for construction workers.

"In spite of these training and safety efforts, construction employees often have to report to work in less than favorable conditions. Daily the industry is faced with an apathetic driving public that tends to focus on how they have been inconvenienced by

construction work being performed on their behalf. Many workers during their training sessions talk of the distractions that

drivers exhibit on a daily basis: swerving, texting, applying make-up, eating breakfast, reading newspapers, not to mention the more depraved act of drunk driving which our workers are facing on a regular basis as more night work is being performed in an effort to appease the traveling public. But, I ask you: to what end? The construction industry offers a good living to those who work in it; however, how long will the industry be able to attract good help if met with a constant threat of poor driving and your prize at the end of the day is getting a section of highway named after you once you've paid the ultimate sacrifice for being a construction worker. The construction industry is doing its part; however, train-



*MITA's Rob Coppersmith was a featured speaker during a workzone safety press conference, held in April at the Capitol.*



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# Focus Safety: Underground

ing and traffic control devices and monitoring can only do so much. After that, we need the driving public to step-up to the challenge. No more racing to the head of a lane merge to save what amounts to a minute or two; no longer engaging in any behavior that could cause a distraction; and view construction workers as people with families that need them to come home at the end of the day.

"It is my sincere hope that we can leave here today with a positive message for the construction industry, one that tells construction workers this: that the people they are performing work for will no longer curse construction work but understand that Michigan has underfunded our road resource to the point of decay and that it will take time, proper funding and some inconvenience to put us back on track; that drivers will change their driving habits before more laws have to be introduced; that the driving public is committed to just giving road workers a brake. Thank you."

*MITA hosted a Dig Safely Spring Kick-Off event for MISS DIG on April 5 at the MITA offices in Okemos to promote safe excavation practices and greater awareness of the 811 number. The event included a press conference,*

*which was covered by the media, at which MISS DIG and utility distribution companies spoke about the importance of smart digging. In addition, the 811 bike was on display. The custom motorcycle, built by Paul Jr. Designs, travels the country to promote the "call before you dig" program.*



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# Legislative Bill Update

| BILL    | BILL SPONSOR         | DATE      | LOCATION  | SUMMARY   | STATUS                                | POSITION |
|---------|----------------------|-----------|---|---|---------------------------------------|----------|
| SB 6    | Sen. Proos - R       | 1/16/2013 | Senate Appropriations Committee                 | Establishes the distribution of a percentage of the sales tax collected on motor fuel to be earmarked to transportation funding in 2013 and each year thereafter.                               | Referred to committee on 1/16/13.     | Support  |
| SB 84   | Sen. Casperson - R   | 1/30/2013 | Senate Appropriations Committee                 | Authorizes recreation improvement account to receive portion of 2 percent sales tax dedicated to transportation.  | Referred to committee on 1/30/13.     | Support  |
| SB 86   | Sen. Pappageorge - R | 1/30/2013 | Senate Appropriations Committee                 | Modifies vehicle registration fees.   | Referred to committee on 1/30/13.     | Support  |
| SB 87   | Sen. Kahn - R        | 1/30/2013 | Senate Appropriations Committee                 | Modifies motor fuel tax and implements a tax rate based on the average price of gasoline.   | Referred to committee on 1/30/13.     | Support  |
| SB 88   | Sen. Kahn - R        | 1/30/2013 | Senate Appropriations Committee                 | Modifies vehicle registration fees.   | Referred to committee on 1/30/13.     | Support  |
| SB 148  | Sen. Kahn - R        | 2/5/2013  | Senate Appropriations Committee                 | Eliminates flat tax rate and establishes an 18-month limitation period for filing refund claims.  | Referred to committee on 2/5/13.      | Support  |
| SB 157  | Sen. Meekhof - R     | 2/6/2013  | Senate Government Operations Committee          | Eliminates requirement of paying prevailing wages on state projects.  | Referred to committee on 2/6/13.      | Oppose   |
| SB 158  | Sen. Meekhof - R     | 2/6/2013  | Senate Government Operations Committee          | Eliminates reference to repealed law. Tie barred with SB 157.   | Referred to committee on 2/6/13.      | Oppose   |
| SB 159  | Sen. Meekhof - R     | 2/6/2013  | Senate Government Operations Committee          | Eliminate hours and wages reference to repealed law. Tie barred with SB 157.  | Referred to committee on 2/6/13.      | Oppose   |
| SB 164  | Sen. Casperson - R   | 2/6/2013  | Senate Appropriations Committee                 | Provide for supplemental funding for dredging of waterways.   | Referred to committee on 2/6/13.      | Support  |
| HB 4172 | Rep. Price - R       | 2/5/2013  | House Commerce Committee                        | Eliminates the requirement of paying prevailing wages on state projects.  | Referred to committee on 2/5/13.      | Oppose   |
| HB 4173 | Rep. MacGregor - R   | 2/5/2013  | House Commerce Committee                        | Eliminates reference to repealed law. Tie barred with HB 4172.  | Referred to committee on 2/5/13.      | Oppose   |
| HB 4174 | Rep. Jacobsen - R    | 2/5/2013  | House Commerce Committee                        | Eliminates reference to repealed law. Tie barred with HB 4172.  | Referred to committee on 2/5/13.      | Oppose   |
| HB 4179 | Rep. Pscholka - R    | 2/5/2013  | House Natural Resources Committee               | Allow tax increment financing for dredging of harbors.  | Referred to committee on 2/5/13.      | Support  |
| HB 4251 | Rep. Cotter - R      | 2/13/2013 | House Transportation & Infrastructure Committee | Provide for requirement for competitive bidding by county road commissions on certain projects involving townships.   | Referred to committee on 2/13/13.     | Neutral  |
| HB 4358 | Rep. Schmidt - R     | 2/28/2013 | House Transportation & Infrastructure Committee | Establishes an 18-month limitation period for filing refund claims and eliminates the flat tax rate.  | Referred to committee on 2/28/13.     | Support  |
| HB 4359 | Rep. Schmidt - R     | 2/28/2013 | House Transportation & Infrastructure Committee | Implements a wholesale tax and modifies the motor fuel tax.   | Referred to committee on 2/28/13.     | Support  |
| HB 4410 | Rep. LaFontaine - R  | 3/12/2013 | House Natural Resources Committee               | Establishes a marina dredging loan origination program.   | Referred to committee on 3/12/13.     | Support  |
| HB 4515 | Rep. Zemke - D       | 4/9/2013  | House Education Committee                       | Include transportation under purposes for which sinking fund may be used.   | Referred to committee on 4/9/13.      | Support  |
| HB 4539 | Rep. Schmidt - R     | 4/11/13   | House Transportation & Infrastructure Committee | Eliminate collection of sales tax on gasoline.  | Referred to committee on 4/11/13.     | Support  |
| HB 4571 | Rep. Schmidt - R     | 4/16/2013 | House   | Excise tax on aviation fuel; repeal and impose wholesale tax.   | Awaiting second reading in the House. | Support  |
| HB 4572 | Rep. Schmidt - R     | 4/16/2013 | House   | Exempt aviation turbine fuel and aviation gasoline.   | Awaiting second reading in the House. | Support  |
| HB 4579 | Rep. Shirkey - R     | 4/17/2013 | House Natural Resources Committee               | Authorize deposit of certain revenues from leases for the extraction of nonrenewable resources on state land.   | Referred to committee on 4/17/13.     | Support  |
| HB 4608 | Rep. Shirkey - R     | 4/23/2013 | House Transportation & Infrastructure Committee | Provide for a fee increase for certain vehicles powered by electricity or fuels not subject to the motor fuel or diesel fuel tax and make other general revisions to the Michigan vehicle code. | Referred to committee on 4/23/13.     | Support  |
| HB 4630 | Rep. McCready - R    | 4/25/2013 | House Transportation & Infrastructure Committee | Modify registration fees.   | Referred to committee on 4/25/13.     | Support  |
| HB 4632 | Rep. Schmidt - R     | 4/25/2013 | House Transportation & Infrastructure Committee | Increase registration tax and create new registration tax for hybrid and alternative fuel vehicles.   | Referred to committee on 4/25/13.     | Support  |
| HB 4634 | Rep. Schmidt - R     | 4/25/2013 | House Transportation & Infrastructure Committee | Change expiration date to January 1 for trailer registration.   | Referred to committee on 4/25/13.     | Support  |
| HB 4677 | Rep. Potvin - R      | 5/2/2013  | House   | Earmark portion of sales taxes revenue to transportation fund.  | Awaiting second reading in the House. | Support  |





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## Member Voice

Continued from pg. 37

ees and an assessment of full time equivalents. Small groups will face rating changes that hit younger groups hardest, along with premium costs that will now vary for each employee! Large groups need to strategize NOW with employee counts, wages, hours and qualifications for offering benefits as soon as January 1 to avoid penalties (which are NOT deductible as a business expense). Employers also need to talk to their collective bargaining agreement partners to ensure compliance with PPACA, particularly around the issue of initial and ongoing eligibility, minimum value and affordability as the employer is ultimately responsible for any penalties.

Leslie Loftus  
Veritas Benefits Group LLC

It seems we have a shortage of qualified staff to meet increased project demand if more dollars become available.

Dan Fredendall  
OHM Advisors

Each of these topics must be looked at individually! To do so will create better understanding of options and costs that may be available to one topic, but not to another. Careful consideration should be given on how to blend options where a spouse is employed and may have some of these coverages for healthcare and pensions. The use of outside consultants in these areas would help us learn what is available.

Mike Kelleher  
Eastern Michigan Kenworth

Workforce needs, ban on hand held cell phones while driving through a construction site.

Susan Kandell  
Michigan Paving and Materials



## Where Has Your MITA Hat Been?

Members of the Pro-Tec Equipment team visited the BAUMA trade show in Germany recently, and Joshua Thorne took along (and wore) his MITA hat. Pictured with Joshua are Ron Wey (on the left) and Joe Cook on the right.

## New MITA Members

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