

SUMMER 2024

CROSSSECTION



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On The Cover
60" storm sewer
installation
on Dunigan's
Montgomery Drain,
Michigan Ave/Homer
project in Lansing.
Photo courtesy of
Dunigan Bros., Inc.



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Welcome Aboard

For Cross-Section Magazine advertising or editorial inquiries, contact Danielle Coppersmith at 517-347-8336 or email her at daniellecoppersmith@thinkmita.org.

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Rob Coppersmith

To contact Rob Coppersmith, email him at roboppersmith@thinkmita.org or call the MITA office at 517-347-8336.

MITA is off to a very busy start to 2024 as you are with your projects! The Future Leaders Program is up and running with 27 students from a variety of disciplines. We had to save about 10 applications for next year's program due to high demand. Training has been steady, and I'm proud that the vast majority of our members stuck to their training commitments even when many projects were kicking off early with the interesting weather pattern we experienced in the late winter and early spring.

Legislative Activity

With any luck, Camera Enforcement could be a reality by the time you read this or not. I went out on a limb during my WZSAW comments just as things were starting to heat up again concerning the legislation. Many discussions are ongoing, but the legislature seems to want to get this done. I certainly hope we can bring you a full update in our next issue. Last year, over 7,200 crashes occurred in Michigan work zones with an accompanying 20 deaths (2 from industry). This is unacceptable. The 23 states that have Camera Enforcement are experiencing a 20 to 37 percent

YOU SHOULD KNOW

reduction in injuries and fatalities! MITA will continue to work hard to bring this effective safety tool to your workers.

Long-term Sustainable Funding solutions are still at the top of our legislative list. We've asked for your support via the "Contact your Legislator's Effort" and the "Give Us Your Job Site" for legislative visits, and thus far, the membership is stepping up for our PAC! All are linked below if you've been neglectful in any of these efforts. MITA cannot do this alone; it will take a group effort to accomplish this important goal.

For the record, MITA will and or have: Presented at the Mackinaw Policy Conference with the MDOT Director in front of legislators about Michigan's infrastructure needs and developed legislative district maps to educate on the condition of roads in each lawmaker's district. Is providing educational opportunities to new legislators concerning how infrastructure is actually funded and why the state is facing a funding cliff. MITA meets regularly with the Michigan Infrastructure Office to discuss potential funding solutions. MITA has ongoing meetings with legislators as well as key staff in the Governor's office all to move our agenda forward with

hopes for good outcomes this fall. MITA is also working with EPIC-MRA on public polling questions to determine what types of funding options are palatable to the public. In short, it is a whirlwind every day.

I cannot state enough how important it is for members to convey to lawmakers what will happen to their own organizations if we don't solve the funding problem. Your employees will head to other states. Trade workers seldom move to other industries. Proper funding will allow for proper planning and projections so we can turn jobs into careers. The list goes on and on, and you all have your unique perspective when it comes to this issue. Please share it with your representatives. It's a heavy lift but the legislature needs to feel that the tides have turned and those that don't support infrastructure funding have the most to lose. The reverse has been in play far too long; it is time to rewrite the script!

In closing, the membership remains strong and, for the most part, united on the majority of the issues our industry faces. Please feel free to reach out to me with any questions, concerns, or ideas that you may have concerning the health of our industry. **CS**



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Q: What are your selling points? What do you have to offer?

A: We have the tools, team, and experience that gets the job done on time and on budget. We don't just take orders, we look to add value and to work with our customers to find better, more efficient solutions that make a positive difference. We move you ahead by delivering what others can't.

Q: What products are you most proud of or most important to you?

A: LMM offers a full range of machinery moving services tailored to meet your specific requirements. From heavy rigging and turnkey solutions to crane services, we provide comprehensive, efficient, and safe solutions for your industrial projects.

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Q: What's Your Mission Statement?

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Q: What do you want members to know about your company?

A: No matter the situation, we're always on the job to get you up and running as quickly as possible safely, efficiently, and precisely. We're built from the ground up, our team gets it, and we don't quit until the job is done.

Q: How does being a member of MITA benefit your business?

A: MITA membership provides unparalleled access to a network of industry leaders and experts, granting us exclusive insights into cutting-edge technologies and emerging trends. This affiliation fosters collaborations, driving innovation and propelling our business growth. **CS**



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MITA MEMBERS CAN HELP GET LONG-TERM FUNDING DONE

One of the most effective ways to get an issue on a lawmaker's radar screen is if they hear from the people who live, work, employ workers, and vote in their districts. Earlier in the year, MITA launched an outreach program for its members to contact their State Representative and State Senator with a simple message that Michigan desperately needs more investments in its infrastructure. These grassroots efforts can go a long way in convincing lawmakers on specific policy issues. It reminds lawmakers of their responsibility to solve this crisis and that people in their district demand that they do.

In addition, it takes away the tired old excuse from legislators claiming a lack of feedback from the district. We can monitor what letters have been sent to what offices so we know, in fact, that they are hearing from their constituents. We encourage all members to send multiple letters, even with the same message. As this magazine gets delivered, you will notice a new message that MITA is encouraging its members to send to their legislators. It is necessary to change up the message as the political winds change throughout the year. Even if you've previously communicated the original message to your lawmakers, we encourage you to also transmit the updated message.

So, if you haven't done so, we strongly urge you to screenshot the barcode at the bottom of this article. It will take you less than 3 minutes to fill out your name and address, enabling us to locate your State Representative and State Senator. A prewritten letter will be sent on your behalf expressing the need for additional funding and how it impacts you, your family, and your friends. This simple action is perhaps the most effortless and time-efficient contribution you can make toward supporting the industry's

efforts to secure long-term, equitable, and sustainable infrastructure funding.

Some MITA members have taken it a couple of steps further and have reached out in additional ways to their elected politicians. Several members have sent personalized letters to their State Rep. and State Senator. Sending a more personalized letter can go a long way and often will generate more attention from the legislator and their staff.

If anyone needs help locating their State Representative or State Senator, we are happy to help at the MITA office. We suggest getting to know your lawmakers on a personal level and some members have invited them to their main offices or a specific job site.

If this interests you but you don't know where to start, PLEASE contact me at the MITA office, and we can discuss the best approach.

Every summer, MITA, and its members host various job site visits, giving lawmakers a firsthand look at how critical projects are built and why proper funding is essential to prevent our system from further decline. Legislative job site visits are the most impactful and effective way to communicate to elected officials exactly what goes into building our infrastructure in Michigan and the importance of proper funding in order to get the job done correctly. If you're interested in hosting a legislative job site visit this summer or fall, we are eager to offer our assistance. Please contact our office, and we will gladly collaborate with you to organize a visit that effectively communicates the importance of infrastructure funding to our lawmakers.

Legislators are hit with countless issues from a number of advocate groups constantly. Establishing connections within the legislative offices beyond just

Continued on page 40

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16-MILE I-94 PROJECT UNDER WAY

By Aram Kalousdian



Temporary bridges are constructed on the I-94 project in Calhoun County. Photo courtesy of Anlaan Corporation.

An approximately \$159 million project that includes reconstructing and resurfacing approximately 10 miles of Interstate 94 in Calhoun County began in 2022 and is expected to be completed in 2025. C.A. Hull Co., Inc./Anlaan Corporation Joint Venture is the prime contractor on the project.

The 16 mile-long project runs from west of Helmer Road to 17-½ Mile Road and includes reconstruction of nine bridges, rehabilitation of eight bridges, rest area parking lot reconstruction, culvert replacement, drainage improvements, profile changes at the Capital Avenue interchange in order to improve under-clearance, guardrail upgrades and Intelligent Transportation System (ITS) improvements along the corridor.



Grading takes place on the I-94 project in Calhoun County. Photo courtesy of Hoffman Bros., Inc.

The design-build project includes construction of four temporary bridges in order to facilitate crossover movement to allow for full width bridge reconstruction, drilled shaft foundations for bridges over the Kalamazoo River and an aggressive construction schedule with 95 percent of the work taking place in 2023 and 2024.

“Design-build projects are a true team effort,” said Dave Turner, vice president at C.A. Hull. “We established a strong team of contractors and designers to pursue the project and we look forward to successfully completing the design and construction together. Along with combining our resources to execute the project, having a joint venture partner allows us to take advantage of our collective experience to develop the best approach to the project.”



A Cat D6T dozer works on the I-94 project in Calhoun County. Photo courtesy of Hoffman Bros., Inc.

“During the bidding phase, our team was able to brainstorm cost-saving ideas throughout the process,” said Jay Desai, director of design-build at C.A. Hull for the joint venture.

Challenges on the project have included schedule constraints, demolition of multiple complex structures, erection of 240-foot-long by 104-inch-tall plate girders over the Kalamazoo River and maintaining I-94 traffic throughout construction.

The project includes approximately 15,000 cubic yards of substructure and superstructure concrete. Subcontractors on the project include Hoffman Bros., Inc., of Battle Creek (site grading and drainage work) and Michigan Paving & Materials Co. (asphalt paving). Engineering firms on the project include Fishbeck and AECOM. **CS**



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ARTIFICIAL INTELLIGENCE: INROADS IN THE TRANSPORTATION & INFRASTRUCTURE INDUSTRY

Artificial Intelligence (AI) has captured the attention of business leaders, politicians, and popular media in recent months. High-profile figures from around the world are raising the alarm and advising the entire industry to halt innovation for fear of unintended consequences.¹ On the other hand, some think it's all an elaborate marketing strategy to jump-start a belabored tech industry. Wherever your opinion lies between these extremes, there's no doubt the effects of this technology will eventually make its way into the transportation and infrastructure industry- in some cases, it already has.



AI has been around for a while, but real progress is occurring in the machine learning or deep learning part of

the technology. This area can simplistically be understood as the ability of the model to “learn” and interpret never-before-seen variables and inputs based on limited past exposure without being directly programmed.² This is a substantial leap from simply increasing computing power or language model development, although both play a role.

If you're like most people and still get lost while sharing your screen on Microsoft Teams, this might seem too obscure to even be concerned about. However, obscurity has never been a good excuse for ignoring new technology. Those who can properly interpret where it might fit into their business or organization will differentiate themselves in an increasingly competitive world. Here are a few areas to pay attention to when thinking about where AI might make some of its first inroads in our industry.

The first obvious entry is self-driving or autonomous vehicles. One limit of development for autonomous vehicles has been object recognition. This is the ability to differentiate between old pavement markings in a construction zone, a traffic barrel-controlled lane, or a worker giving directions at a flagging operation. With enhanced software relying on deep-learning processes, some of the hurdles associated with this process can more easily be overcome. The technology could also impact construction zone safety, where speed enforcement is a common issue. Using AI, autonomous vehicles could identify workers and equipment and maintain appropriate speeds to prevent incidents.

Supply chain and material procurement processes incorporating AI technology are on the rise in several industries. Digibuild is one of the first start-up companies to use AI in the construction industry's supply chain. Robert Salvador, CEO of Digibuild, observes:

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Continued from page 18

*"Instead of spending multiple hours probably getting a hold of maybe five or six suppliers, ChatGPT can find 100 of them and even automate outreach and begin communications with those 100 suppliers and say, 'Hey, we're DigiBuild. We need to find this type of door, can you provide a quote and send it back here?' We can talk to 100 suppliers in one minute versus maybe a handful in a couple hours."*³

In transportation-related infrastructure, the amount of suppliers may be more constrained, but the principle remains the same: automated outreach and predictive communication can expedite the supply chain and material procurement process. AI could also quickly reveal regional procurement blind spots that hinder the industry.

In federal and state projects, material procurement and logistic information can be rapidly analyzed and vetted with high accuracy using AI. DOT agencies and contractors can use this information to make contract agreements with more certainty.

In engineering & design, there are countless ways AI could have an industry impact. AI could outsource mundane calculations and the initial research burden using a series of prioritized parameters. Alternatives could be taken from concepts to the engineering judgment stage at a staggering pace, allowing an unprecedented level of optimization to be achieved. Finite element numerical methods and capable software revolutionized the ability of system evaluations by engineers. AI will once again redefine how engineering & design are done.

Industry visualization & drafting could also see major changes from AI. From autonomous drone surveying to predictive CAD, the options are endless. One idea is the ability to load in a topographic information file and type in a quick prompt, such as, "2 span girder bridge", and an AI software could 3D draft a geometrically optimized bridge fitting the given information. In the old days, drafting took a room full of artisans at the ready to finish drawings on time. Today, it only takes a couple of skilled CAD drafters to complete hundreds of detailed sheets. Conceptualizing how drafting might look with an AI that can perfectly draw and detail in a few seconds could be revolutionary.

Despite the mounting possibilities AI has opened up in recent years, significant hurdles still stand in the way. Without proper data, the usefulness of AI is limited. Because of this, data will become an even bigger player on the economic stage, incurring all the economic and political hardships that occur with most resources. As with most new technology, municipalities and governments will grapple with numerous

societal implications and may briefly leverage regulations and laws that will stifle AI's ability to grow in many sectors.

The ideas and possibilities of what may come with AI and how it will change our industry might make some feel overwhelmed or even suspicious. The key is to learn from past technological advancements by being adaptable and unafraid to rethink what you may feel most expert in, and above all, to remain human.

If you have thoughts about AI and its progress in our industry in Michigan, reach out to MITA—we'd love to hear from you.

1. Future of Life Institute (2023, March 22). Pause Giant AI Experiments: An Open Letter. Futureoflife.org. Retrieved May 15, 2023, from <https://futureoflife.org/open-letter/pause-giant-ai-experiments/>
2. Brown, S. (2021, April 21). Machine Learning, Explained. MIT Management Sloan School. Retrieved June 12, 2023, from <https://mitsloan.mit.edu/ideas-made-to-matter/machine-learning-explained>
3. Dumas, B. (2023, April 26). AI Set to Transform Construction Industry. FOXbusiness. Retrieved May 15, 2023, from <https://www.foxbusiness.com/technology/ai-disrupt-construction-industry> **CS**



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CONSTRUCTION CAREER DAYS



Glenn Bukoski and Jeremiah Leyba represented MITA at the annual Construction Career Days Event in Howell, where hundreds of students get a glimpse of what it would be like to work in the construction industry.

MISSDIG PODCAST



MITA Safety Director Greg Brooks (far left) was a guest on the MISS DIG 811 Podcast, "Digging In" hosted by Eric Urbain (center) and Nick Bonstell of MISS DIG.

CONSTRUCTION SCIENCE EXPO



ACEC's Kathy Vanzee (left), and MITA's Jeremiah Leyba pose at the Construction Science Expo Event.

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Together with other industry representatives, MITA's Rob Coppersmith spoke at the National Work Zone Awareness Week kickoff event hosted at Dow Diamond in Midland, urging motorists to do their part to keep workers in work zones safe.

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Accurate Excavators, your achievement of maintaining zero injuries throughout the year 2023 is truly commendable. This is a significant milestone that underscores your commitment to safety and sets a high standard for our industry! [CS](#)

Thanks again to MITA for sending the hats for our crew. We had our monthly crew safety meeting Monday morning, during which we distributed the caps you sent. The crew also received the cup as a reward and reminder of their accomplishments. Thanks again to Greg and the rest of the MITA organization for what you do for our industry.

*Jeff Lindell, Safety Director
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By (l to r):
 Scott D. Garbo
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IS THE END OF DBE PROGRAMS AS WE KNOW THEM NEAR?

Many public entities, including MDOT, have adopted Disadvantaged Business Enterprise (DBE) programs to assist firms owned and controlled by minorities, women, and other socially and economically disadvantaged persons to participate in government contracts. However, in the wake of the United States Supreme Court’s decision last summer effectively striking down race-based affirmative action in Harvard’s admission process, a handful of lawsuits have challenged the constitutionality of other government programs—including the US Department of Transportation’s (USDOT) DBE program. The presumption that women and certain races automatically qualify for DBE status is now under scrutiny—and it’s realistic that court rulings could substantially affect these DBE programs. This article reviews recent federal cases impacting DBE programs, including the ongoing challenge against the USDOT’s DBE program.

Challenges are Focusing on How Eligibility is Determined

Last summer in *Students for Fair Admissions, Inc. v. President & Fellows of Harvard College*, the United States Supreme Court effectively held that the race-based admission process at Harvard was unconstitutional. This landmark decision ignited multiple lawsuits challenging

Continued on page 34

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Continued from page 32

the constitutionality of analogous government programs involving federal contracting and financial assistance.

First, in *Ultima Services Corp. v. US Department of Agriculture*, a white female businessowner successfully argued in a Tennessee federal court that the Small Business Administration's (SBA) Business Development Program violated her Fifth Amendment rights to equal protection based on her position that she was a victim of reverse discrimination. The SBA automatically presumed groups like Black Americans, Hispanic Americans, Native Americans, and Asian-Pacific Americans were "economically disadvantaged," but people of other races were required to qualify to be eligible. The Court found that the SBA's presumptive disadvantage determination could not survive the strict-scrutiny analysis required by the US Constitution because the SBA could not establish that the rebuttable presumption of "economically disadvantaged" was narrowly tailored to achieve a compelling governmental interest.

In another blow to federally sponsored affirmative action efforts, a federal district court in Texas found another government program racially discriminatory, and barred the use of race and ethnicity in eligibility. In *Nuziard v. Minority Business Development Agency*, the MBDA presumed an applicant to be a "socially" or "economically disadvantaged individual" if they were Black, Hispanic, Native American, or Asian—while other races or ethnicities were ineligible for MBDA programs. The court found that determining an applicant's eligibility for preferential programs based on race or ethnicity was racially discriminatory and violated the US Constitution's Equal Protection Clause. As a result, the Court granted a nationwide injunction, barring the MBDA from allowing only certain minority groups access to some of its programs.

The USDOT's DBE Program is Now in the Crosshairs

While USDOT's DBE program was initially signed into law under the Reagan Administration, the 2021 Infrastructure Investment and Jobs Act mandated that 10% of all new surface transportation funding "be expended through small business concerns owned and controlled by socially and economically disadvantaged individuals." To qualify as a DBE with the USDOT, the applicant must have: (A) at least 51 percent ownership controlled by one or more individuals who are socially and economically disadvantaged; and (B) management and daily business operations controlled by one or more of the socially and economically disadvantaged owners. Any applicant may qualify as socially and economically disadvantaged on a

case-by-case basis, but the following groups are presumed to be socially and economically disadvantaged: (a) Black Americans; (b) Hispanic Americans; (c) Native Americans; (d) Asian-Pacific Americans; (e) Subcontinent Asian Americans; and (f) Women. These presumptions may soon be changing, though, based on the recent lawsuits.

In *Mid-America Milling Company, LLC v. US Department of Transportation*, Mid-America Milling sued the USDOT challenging its DBE qualification standards—making similar arguments to those used in *Nuziard* and *Ultima*. Mid-America Milling is seeking a ruling that the race and gender-based presumption of DBE eligibility is unconstitutional. The lawsuit is currently pending, so no final decisions have been made yet by the Court. If Mid-America Milling prevails, the result will not necessarily invalidate the entire DBE program. Instead, like in *Ultima*, the USDOT may be barred from applying a rebuttable presumption of social disadvantage—requiring individuals to prove they have been socially disadvantaged as a condition of being certified as a DBE. Thus, over the next year, rulings by the Court could significantly change DBE programs as they currently exist. **CS**



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The G2 team will be celebrating with a party for our team, clients, and partners in September.



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G2's summertime family outing at Jimmy John's Field.



Photo of founders in 1997: Bruce Wilberding, Mark Smolinski, & Noel Hargrave-Thomas.



Photo of founders in 2023: Mark Smolinski, Noel Hargrave-Thomas, Bruce Wilberding.

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ACEC/MICHIGAN ELECTS NEW PRESIDENT AND BOARD OF DIRECTORS



The American Council of Engineering Companies of Michigan (ACEC/Michigan) has announced Richard Chelotti, PE, from Colliers Engineering and Design as its 2024-2025 President.

Rick Chelotti, PE, is a Senior Principal and Division Director of Infrastructure Services for Colliers Engineering & Design with over 24 years of industry experience. In his current position as Division Director, he oversees the Highway, Bridge, Rail, Water, CEI and Traffic Planning disciplines nationally.

Formerly the Senior Vice President of Bergmann, a national architecture, engineering and design firm headquartered in Rochester, NY, Rick's career advanced by holding many leadership positions within the company until the firm was acquired by Colliers Engineering & Design in 2021.

Along with a passion for his corporate responsibilities, Rick has fostered an extensive commitment to council members, having served on ACEC/Michigan's board of directors for 7 years before taking over as the 2024-2025 President. Dedicated to improving infrastructure throughout the State of Michigan, he supports the Governor's Growing Michigan Together initiative along with Ron Brenke (ACEC/Michigan Executive Director) and the rest of ACEC/Michigan.

A graduate of Michigan State University and resident of DeWitt, Michigan, Rick and his wife Erin volunteer, coach, and lend support within the community while raising their three extremely active children (daughter Analise and twin boys Rickey and Will) who are all now in high school. Their daughter will be attending MSU (both Rick and Erin's alma mater) in the fall as a freshman to pursue a major in Chemical Engineering. [CS](#)

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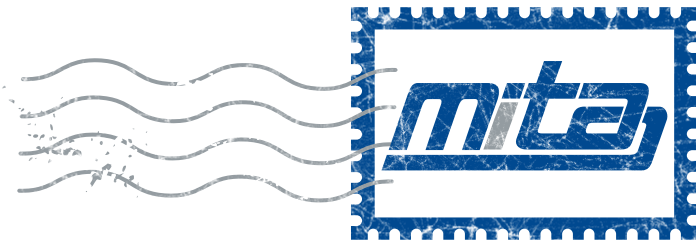
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LETTERS TO MITA



Rob,

I just want to recognize Greg for the commendable presentation he put on at the Fonson safety kick-off meeting yesterday. He was clearly knowledgeable and informative, but most importantly, his demeanor allowed him to effectively engage and connect as one of the guys. He held their attention, and coerced conversation – no small feat with this group.

This is why we like to use him every year. A great MITA service.

Eamonn Dwyer
Vice President

Scodeller Construction, Fonson Company

Continued from page 12

MITA staff is vital to our collective success. It's crucial for them to hear from business owners, employees, families, and voters in their districts, and you play a significant role in making that happen. It takes very little effort to fill out the contact your legislator information that the QR code will send you to. Writing out a simple email explaining the business you represent, how it impacts your community and our state, and how legislative decisions affect your livelihood is even more impactful.

The success of securing proper funding impacts our entire industry's success. Don't be intimidated or hesitant if you don't know exactly how to reach out; we are here to help. If you're interested in any of these opportunities to engage with lawmakers but would appreciate some guidance, please don't hesitate to contact our office. We're here to support you in making your voice heard. **CS**

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MITA STAFF LIST

ROB M. COPPERSMITH EXECUTIVE VICE PRESIDENT

roboppersmith@thinkmita.org

Rob oversees all operations, staff and services at MITA. In his role as Executive VP, he implements policy based on his interaction with the MITA Board of Directors and membership. He prudently manages the organization's resources within approved annual budget guidelines. Rob also oversees all of the services that are offered to MITA members.

LANCE T. BINONIEMI VP OF GOVERNMENT AFFAIRS

lancebinoniemi@thinkmita.org

Lance coordinates the political and legislative efforts for the association. Contact him regarding contributing to MITA's Political Action Committee, talking points to use when meeting with legislators, and questions regarding MITA's political strategy with federal, state and local officials, regulatory agencies and key policymakers.

RACHELLE VANDEVENTER P.E., VP OF ENGINEERING

rachellevandeventer@thinkmita.org

A licensed professional engineer, Rachelle provides professional expertise in many areas. Contact her regarding resolving construction issues related to publicly and privately funded projects, working with utility companies to minimize construction impacts and delays, advocating with other industry organizations, and issues related to MDOT, FHWA, USDOL, MDEQ and county/local agencies.

GLENN J. BUKOSKI P.E., ENGINEERING CONSULTANT

glennbukoski@thinkmita.org

A licensed professional engineer, Glenn brings to MITA over 49 years of transportation-related experience in the areas of construction, design, specifications, materials testing and research. Contact him with questions related to engineering, project administration, prevailing wage, competitive bidding or prompt pay, and issues regarding DBE's, MDOT, and bridge operations.

JEREMIAH LEYBA, P.E., DIRECTOR OF ENGINEERING

jeremiahleyba@thinkmita.org

Jeremiah Leyba is MITA's newest staff member and, as Director of Engineering, is responsible for meeting the needs of MITA members in a wide variety of areas within the association and across the industry. As a licensed professional engineer in the state of Michigan, he will be responsible for supporting members with challenges related to construction specifications, field issues, various governmental rules and regulations, utility conflicts, and other technical matters.

GREG BROOKS DIRECTOR OF SAFETY & COMPLIANCE

gregbrooks@thinkmita.org

Greg's certifications include Red Cross First Aid/CPR Trainer, and OSHA approved instructor for OSHA 10 and OSHA 30 courses. Contact him regarding job site inspections, safety training, MIOSHA appeals, compliance issues and utility locating issues.

DANIELLE R. COPPERSMITH MANAGER OF COMMUNICATIONS AND EVENTS

daniellecoppersmith@thinkmita.org

Danielle manages and organizes each of MITA's many social, leadership and education events in addition to managing MITA's quarterly magazine. Contact her regarding event registration and questions, MITA website technical issues, placing paid ads in the MITA weekly e-bulletins and articles, photos and ads for MITA's magazine.

SARA J. SCHAIBLY MANAGER OF ACCOUNTING AND LABOR INFORMATION

saraschaibly@thinkmita.org

Contact Sara with questions related to accounts payable and receivable. Sara also handles wage rate updates and labor meeting notices.

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The banner features a green background with white and pink text. On the right, there is a circular inset photograph showing a group of people at an outdoor event with purple flowers in the foreground.

MITA'S SUICIDE PREVENTION EFFORT

MITA and MIOSHA working together to prevent deaths in the construction industry.

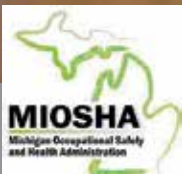
The goal is to provide training activities through:

- Jobsite Presentations
- Technical Assistance
- Disseminate Information at all Safety Trainings

The intended outcome is to saturate the industry about this new initiative and the importance of mental health. These efforts will help to prevent self-inflicted fatalities.

Be a step ahead and schedule your training today. Contact MITA Safety Director, Greg Brooks at gregbrooks@thinkmita.org.

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MITA 2024 Calendar of Events

January

- 4 - 7 Ski Weekend, Boyne Mountain, Boyne Falls
- 8 - 11 OSHA 30 Training, MITA Office, Okemos
- 17 - 18 MITA Annual Conference, Soaring Eagle Casino and Resort, Mount Pleasant
- 29 - Feb 1 OSHA 30 Training, MITA Office, Okemos

March

- 2 - 9 Management Conference, Secrets Moxché, Playa Del Carmen, Mexico

June

- 6 MITA Western Golf Outing Boulder Creek, Grand Rapids



visit thinkmita.org/events for the latest updates

July

- 17 Metro Golf Outing, Twin Lakes Golf Club, Oakland
- 25 - 28 Summer Conference, Crystal Mountain, Thompsonville

August

- 22 Central Golf Outing, Eagle Eye, East Lansing

September

- 12 Northern Golf Outing, **The Bear, Traverse City**
- 25 MITA Wild Game Dinner, Palazzo Grande, Shelby Twp.

December

- 10 Western Holiday Party, **The BOB, Grand Rapids**
- 12 Metro Holiday Party, Somerset Inn, Troy
- 13 Central Holiday Party, Joe's On Jolly, Okemos

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-  Less Time Lost
-  Free Staff Training

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