

SUMMER 2025

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Matt Hall**

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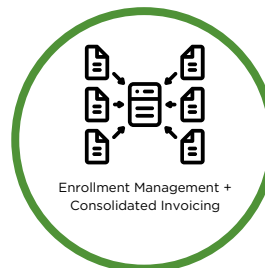
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with  
Speaker Matt Hall

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## NEW MITA MEMBERS

### New Contractor Members

R.L. Morris & Sons Construction  
Cal's Excavating

### New Associate Members

V&S Detroit Galvanizing

## Welcome Aboard



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# KITCHEN SINK TIME!

Are you tired of reading about our efforts to secure stable, long-term funding for the industry? You should be. It is abhorrent to me that the condition of our roads doesn't seem to be enough to convince at least the Senate that immediate action is needed. Many of them proclaim that this is not a priority. MITA polling indicates that an incredible 87% of voters believe long-term road funding is important. I can connect those dots, and I'm a simple man from Haslett. Electability

will hinge on the importance of properly funding all infrastructure. When that happens, some of our legislators may get off their single-issue platforms and look at the state's issues collectively. Fortunately, MITA has a strong PAC that works hard to ensure we are not forgotten.

#### Here's the latest on our efforts!

**Pothole Payback:** A monthly contest from the MITA-sponsored Fix MI State campaign. Every month, Michiganders



**Rob Coppersmith**

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517-347-8336

are forced to pay the price for the state's crumbling infrastructure. From blown tires to bent rims, the real cost of Michigan's potholes adds up fast. Through Pothole Payback, the Fix MI State campaign is giving drivers a platform to speak out—and a chance to get compensated. Each month, Fix MI State will award five drivers up to \$758 for the most impactful

*Continued on page 8*

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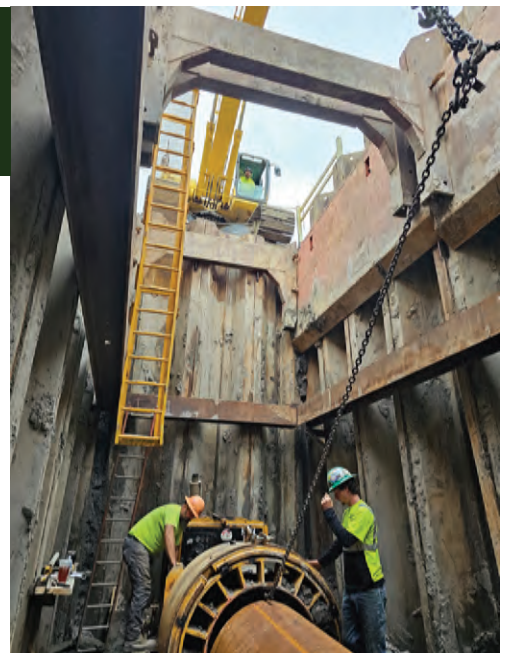
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*Continued from page 6*

pothole-related incidents reported across the state. Why \$758? According to the 2024 TRIP report, that's the average annual cost a Michigan driver pays in car repairs due to roads in poor condition. The state won't pay to fix the roads, so we're stepping in to help cover the cost.

This promotion proves there is a cost to doing nothing! The winners will be announced and promoted via local news and media. It will help MITA churn the issue and gain a lot of earned media coverage. It also has a contact your senator component that takes individuals to the FixMiState site, and with a couple of simple clicks, you could be sending a Fund My Roads message to your elected officials.

**Bad Roads Demand Big Solutions!** Commercial targeted campaign with ads ranging from 15 -30 seconds. This is currently a 1M ad campaign (paid for by MITA and industry partners) that targets the road funding issue as a legislative problem. If needed, the ads can be updated to target individual senate members. Let's hope we don't need to.

**Grass Roots** - MITA regularly meets with and shares information among dozens of industry leaders, lobbyists connected to our industry, trade groups, chambers, and



Watch the ad here

other associations to engage a broader audience around our shared challenges. We've also provided the MITA Board and its members with a comprehensive set of materials, including polling results, answers to common questions, and a request to contact and schedule meetings with their senators. The underlying theme tells your story and how the lack of funding impacts your business or will in the long run.

**Media in General** - MITA had amassed 14 pages full of links to news articles and interviews at the April Board meeting. An estimated 5M in earned media credit which simply means that's what it would cost to pay for to garner that much attention. There will be no end to this, and we at MITA will continue to look for any and all opportunities to discuss our funding issue. Always remember what's good for a contractor and their employees is AWESOME for Michigan.

In closing, our governor has been pushing the Senate to handle road funding by the summer break. Like many of our members, we feel that her support and pressure are the most effective way to reach legislators who are unwilling to tackle this issue and that we need her to do more pushing. Until a long-term funding solution is signed into law, there will be no rest, and I'm not sure what color hair comes after grey, but I will have it. **CS**

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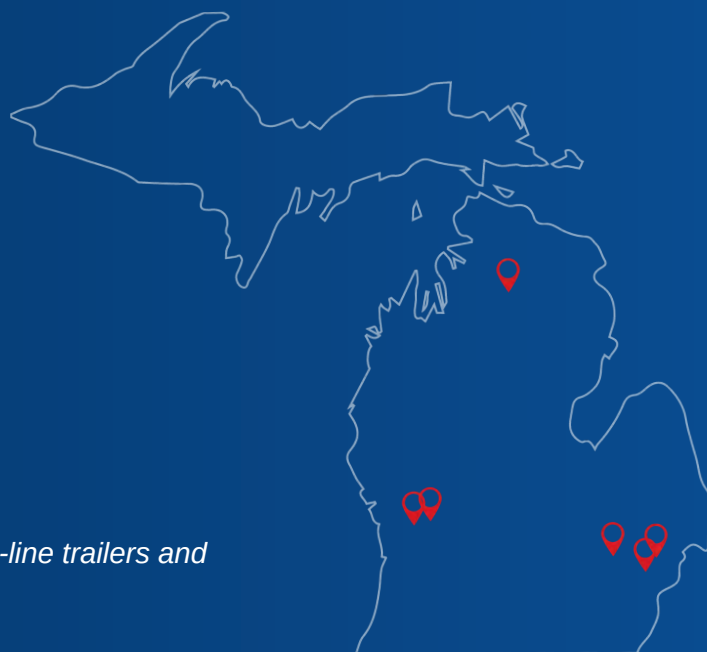
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# ROAD FUNDING STAND-OFF

The road funding debate has been a political football in Michigan since the 1980s, and it might be at its worst currently. Under the leadership of House Speaker Matt Hall, the Republican-controlled House has passed a \$3.1B annual road funding plan. The Michigan Democratic Governor has proposed a \$3B annual investment increase, but can't convince the Democratically controlled Senate to move on anything of substance.

On March 19, the House passed its road funding plan in a bipartisan manner, which raises an additional \$3.1B for Michigan roads and bridges. The revenues under the House plan come from a shift in the sales tax on motor fuel, which raises \$1B, and a dedication of \$2.2B from revenues derived from the Corporate Income Tax (CIT).

Under the House plan, money is distributed differently than the normal funding distribution the state has had since 1951. Under the current law, revenues are divided as such: 39% to MDOT, 39% to County Road Commissions and 22% to cities and villages. Under the House-passed road funding proposal, the sales tax swap revenues would go through the normal distribution formula, but the \$2.2B raised from the CIT would be split the following way. 50% to county road commissions, 40% to cities and villages, and then 10% to state trunkline roads. For clarification, this is all additional revenue. Current revenues from the gas tax and registration fees would continue to flow through the traditional funding formula. In addition, the House passed a separate measure that takes \$375M from the corporate income tax and establishes the neighborhood roads fund, which would distribute that money annually to cities and townships in Michigan to fix neighborhood streets with no matching fund requirements.

Around the same timeframe, Governor Whitmer proposed her "MI Roads Ahead" plan, which would raise an additional \$3B for roads and bridges. The Governor's plan raises additional revenue through new sources, including an increase in the marijuana tax, digital advertising taxes, potential corporate income tax increases, redistributing \$500M from corporate incentives, and



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the sales tax swap the House plan includes. Her proposal also changes the way money is redistributed and would put more emphasis on funding our local transportation network.

Having two of the three leaders on similar pages is very positive for our success. The two proposals agree on half of the revenues they raise. Both proposals suggest making sure all revenues from motor fuel taxes go towards maintaining and building our transportation network and redistributing at least \$500M from corporate incentives.

Meanwhile, Senate Democrats don't believe that properly funding roads and bridges in Michigan is a priority. There is no proposal from the Senate, no conversations with the House, or a counter-recommendation on how to raise revenues. Senate Democrats are concerned that the House plan would put the state at financial risk and require the state to cut several programs.

The issue will likely run alongside the budget negotiations. Constitutionally, the budget isn't required to be finalized until October 1 each year. However, there is a statute that requires the legislature to finalize a budget by July 1. House Republicans don't feel an obligation to finalize the budget until the fall, but would like to work on their roads package before then. Senate Democrats would like the two to run side by side, arguing that they cannot pass a budget without knowing where potential cuts need to be made to add additional revenue for roads.

We continue to encourage the Senate to come to the negotiating table and hammer out a long-term funding solution. Part of that push is through a media campaign that our members will see front and center throughout the summer. In addition, constant contact with individual Senators and staff is occurring from MITA staff and members. I encourage everyone to reach out to their elected officials, especially the Senate, and let them know what the impact of doing nothing will have on your business. You can easily look up your Senator by going to [www.senate.michigan.gov](http://www.senate.michigan.gov). **CS**





Be a part of the solution! Last year, the MITA PAC raised over \$500k and propelled MITA into the limelight in Lansing. To be effective with our legislative efforts, we need to maintain the momentum. We've got the legislature's attention... now we need to keep it!

But more importantly, the dollars raised allowed for epic pre-election spending last September, putting our and the state's funding issues on every lawmaker's radar.

A big thank you to those of you who donated! **CS**

Name	Company	Amount
George Verscheure*	C. A. Hull Co., Inc.	\$110.00
Ken Wolverton*	Give 'Em A Break Safety	\$50.00
Jeff Irvin*	Action Traffic Maintenance, Inc.	\$125.00
Robert Hentkowski	Dan's Excavating, Inc.	\$500.00
Joe Goodall	Dan's Excavating, Inc.	\$500.00
Dennis Rozanski	Dan's Excavating, Inc.	\$500.00
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Justin Peyer	Dan's Excavating, Inc.	\$2,500.00
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Name	Company	Amount
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Sean Friel	Ajax Paving Industries	\$100.00
Robert Liddell	Ajax Paving Industries	\$500.00
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Chris Edwards	Ajax Paving Industries	\$200.00
Ryan Crowley	Ajax Paving Industries	\$150.00
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Justin McLachlan	Ajax Paving Industries	\$300.00
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Pete VandenBos	Pete's Contracting, Inc.	\$1,000.00
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Ryan O'Donnell	Anlaan Corporation	\$12,000.00
Nick Baker	Anlaan Corporation	\$12,000.00



# ARE YOU AN ISSUES DONOR OR INDUSTRY SUPPORTER?

I'm hoping for the latter when it comes to supporting the MITA PAC. Last year, the PAC raised a record amount, which I am sure partly due to the moment our industry had heading into the lame-duck session and the hope for funding it brought. We all know how that ended, and our industry doesn't have the luxury of getting stuck in that moment. The clock is ticking hard for a funding solution, and continued PAC support is needed.

The reality is that the dollars raised certainly played a role in the 3.1B House-passed road funding package of bills. Your efforts have kept our issues alive and at the forefront in Lansing! The clout the MITA PAC brings to the industry is impressive. It is opening doors on both sides of the aisle in an impactful way. The MITA PAC plays a crucial role in advocating for the interests of our state and industry, and for those of you who have already donated, MITA thanks you!

It won't always be just about road funding. MITA is involved with clean water groups concerned about our drinking water and regularly engages in issues impacting our industry. We have an epic election cycle headed our way that includes a Governor's Race, a U.S. Senate race and control over the state

House and Senate! For MITA to be successful legislatively, we need what we've been asking for: long-term, stable funding! It's the difference between being relevant rather than a crier on single issues.

Do you know that feeling when you show up at a party and realize you were supposed to bring a gift? Having a weak PAC is very similar in nature. MITA, your voice, relies heavily on the generosity of individuals like you to continue our important work. Plain and simple, dollars equal power.

Our philosophy is working and more donations from upper and middle management industry professionals has been critical to our success. Every contribution, regardless of size, makes a difference. Your support is greatly appreciated and helps us achieve our shared goals. Don't forget the PAC can take donations from a related LLC!

Thank you for your consideration and generosity. There are many ways to give, and the most challenging part, is just getting started.

Rob

*Thank you*



Thank you to everyone who has contributed to the MITA PAC this year. The money raised will be spent judiciously with input from the MITA PAC Board and also the entire MITA Board of Directors.

MITA PAC funds are given to political candidates who support initiatives that are important to the heavy highway/underground industry and to combat those candidates who are against our goal of long-term, sustainable infrastructure funding. The more these funds are targeted to the right candidates, the more our industry will thrive.

If you have any questions about how your PAC contributions are being spent, feel free to email MITA's Executive Vice President Rob Coppersmith ([roboppersmith@thinkmita.org](mailto:roboppersmith@thinkmita.org)), or MITA's Vice President of Government Affairs Lance Binoniemi ([lancebinoniemi@thinkmita.org](mailto:lancebinoniemi@thinkmita.org)).



## Long-Term Sustainable Funding Campaign 2025

The MITA Political Action Committee (PAC) is a strong contributor to the overall political voice of Michigan's heavy construction industry. MITA PAC is the most effective tool our industry has to support candidates who will fight in favor of contractors in the Michigan legislature. Your personal financial support of the MITA PAC gives all of us who care about the future of heavy construction the opportunity to have a strong influence in the political process.





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# SPEAKER OF THE HOUSE: MATT HALL

**Q: How has your variety of experiences, in and out of Government, helped you in your role?**

**A:** When I first came to the Capitol, I chaired the Oversight and Tax Policy committees. In that role, I took a very critical eye at government spending and state programs to make sure the people of my community got the results they deserved and value for their tax dollars. We're not getting that with our roads from state government. People pay a lot of money, but the problem persists year after year. Now I'm the Speaker of the House, and we are pushing major transparency and accountability reforms. We are holding state government's feet to the fire to get better results. And we finally passed a real road funding plan after a decade of empty promises. If we're going to fix the roads, fix them correctly, and do it without unnecessary new tax hikes, our state government is going to need to do a much better job than it has been. That's where experience digging into the facts and fighting for better value comes in.

*Speaker of the House, Matt Hall (middle) and Lance Binoniemi (right), listen as AnLaan's Preisident, Ryan O'Donnell (left) explains the scope of construction on 94.*

**Q: What are you most proud of in your first two terms as a state legislator?**

**A:** We just passed a historic \$3.1 billion road funding plan, which directly tackles Michigan's most pressing infrastructure challenges. Everyone has made promises about fixing the roads for years, but nobody else can get it done, even though everyone wants a solution. Everyone in Michigan is sick and tired of hitting these potholes and swerving to avoid chunks of concrete, but nobody can get votes for a plan or even introduce one. But I took on the special interests and built a plan that works – that's why we got it done. We even got bipartisan support for it on the House floor, and the governor publicly endorsed major parts of it. That's a big win that just happened last month. I'm also very happy about the success we've had increasing transparency in government with the Hall Ethics and Accountability Transparency (HEAT) plan. We made earmarks public, shut down the legislator to lobbyist pipeline, created a powerful new Oversight committee, and banned secret backroom deals for corporate welfare. Those are the sorts of things everyone at the Capitol says you can't do, but we did it.

*Continued on page 16*







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**Q: What legislative priorities do you have for the 2025–2026 legislative cycle?**

**A:** Our top priorities for the 2025–2026 legislative term are clear. First, we are finally fixing Michigan’s roads, bridges, and underground water infrastructure. Our bipartisan \$3.1 billion road plan is the only real plan on the table. It would fix our roads and do it without tax hikes. We are also advancing policies that strengthen our schools and give every student access to quality education and resources with new, real-world course options and science-backed reading classes. And we are enhancing public safety with the Public Safety Trust Fund to invest in our local police to fight crime and stop drug trafficking. We also put a stop to all the anti-police and pro-criminal bills of the past two years, finally putting victims and families first in our state. Those are the issues we told the state we would prioritize when we ran for office last fall, and those are issues we are making a priority now that the people have trusted us to lead. The House Republicans know that making progress in these critical areas will lead to safer communities, reliable infrastructure, and greater opportunities for success for every Michigander.

**Q: House Republicans, under your leadership, passed a \$3.1B road funding plan earlier this year. What do you believe the Senate will do with the House plan?**

**A:** Michigan’s roads and bridges are falling apart. It’s been almost a decade since the last real road funding plan. Our plan passed with strong bipartisan support. And the governor has already endorsed about half of our plan. With all of that, I would think the Senate would vote on it ASAP and let our road builders finally start filling these potholes. But unfortunately, they are choosing a different route. They held a hearing where they claimed we didn’t really need that much road funding, and then they passed a budget that included no new funding for roads. That’s the wrong path, and it’s out of touch with the needs of our state. I’m going to keep working with the governor to try to get the Senate on board with our plan and do what we can to fix this long-term problem.

**Q: Looking into the future, what changes, if any, would you make in the way we fund our infrastructure in Michigan?**

**A:** People hate when they pay a lot in taxes, and they see basic services falling apart. Even worse, they don’t know where their money goes – they just know it doesn’t end up where it should. That’s why my plan puts all of the taxes paid at the pump toward road and bridge repairs, instead of divvying it up between a bunch of different things. We need to make things clearer and simpler to understand. That’s good for people who want to know where their money goes, and it makes government more transparent and accountable when their basic functions aren’t getting done. Under this plan, we will all know where the road funding is going and why it isn’t working.

**Q: What has been your reaction to the public’s calls for increased underground infrastructure investment in Michigan?**

**A:** That’s a big part of people’s frustration. We pay a lot of money in taxes for our roads, we have to deal with constant construction hassles for years on end, and then the roads and highways still flood every time it rains. We don’t just need to fix our roads – we need to fix our crumbling bridges and the sewer and storm drain systems that have been letting us down for years. For the communities that keep dealing with flooded homes and washed out streets, investing in water and sewer infrastructure is not optional—it is essential.

**Q: What lessons, if any, can we learn from Flint and Benton Harbor’s water crises?**

**A:** Those situations show the severe consequences of neglecting oversight and delaying responsiveness. The local, state, and federal governments let those communities down, and politicians are still trying to figure out how to respond and prevent the next disaster. That’s not right. And that’s why I am leading the way with the Hall Ethics Accountability and Transparency (HEAT) Plan. I support much more transparent government programs, infrastructure funding that comes with accountability, and increased public scrutiny on handpicked government projects. We all deserve more accountability and transparency, especially when our families’ health and safety are on the line.

**Q: What are your thoughts or comments on your relationship with MITA and the heavy construction industry?**

**A:** We’re on the same page when it comes to fixing Michigan’s outdated and aging infrastructure. It needs to get done, and it needs to get done now. This is a top priority for your members, for me, and for everyone who lives in Michigan and has to drive on our roads. Too many families have to plan trips to the doctor around a closed and unsafe bridge. Too many parents have to take time off work to get a tire fixed because of a pothole. And too many homeowners have to file insurance claims when their basement or garage floods after a rainstorm. We need to get this stuff fixed now. MITA has been helpful in getting that done by providing a lot of the expertise, history, and facts and figures that we all use at the Capitol to understand this issue and how to address it. I would encourage everyone to keep reaching out to your local legislator and keep that dialogue going so that we are all ready to act.

**Q: How can our MITA members better advocate for their industry and encourage the Legislature to act on increased investment for our infrastructure?**

**A:** MITA did some great work getting the word out about our bipartisan roads plan and the need to get this done. That’s helpful, moving the ball forward and making sure the entire state knows what options are out there. Hopefully, those conversations are helpful in moving the state Senate to act,



# Public Opinion Snapshot: Michigan Road Funding & Infrastructure

March 2025 Poll Takeaways



## Overview

A March 2025 survey commissioned by the Michigan Infrastructure & Transportation Association (MITA) reveals overwhelming voter concern about the condition of Michigan's roads and strong bipartisan support for long-term infrastructure investment. The poll, conducted among active and likely Michigan voters, highlights a growing sense of urgency around long-term, sustainable road funding solutions.

The poll shows strong support for the Speaker of the House's road funding plan, which awaits action in the Michigan Senate following House passage last month. With 67% of voters supporting the Speaker's plan, the overwhelming public approval signals a clear mandate: Michiganders want action – and leaders now have a rare opportunity to build consensus around a long-term solution for Michigan's roads.

### Infrastructure Funding Attitudes

- **Long-Term Planning:** 87% say a long-term road funding plan is **important** (41% "critically important")
- **Use of Gas Sales Tax for Roads:** 54% support directing all \$1.1 billion collected from Michigan's 6% gas sales tax to roads and bridges.
- **Electric Vehicle (EV) Funding Fairness:** 62% say EV owners should **pay more** to fund road upkeep.

### Condition of Michigan Roads & Bridges

- **Statewide Perception:** 80% rate roads and bridges **negatively** with just 19% offering a positive rating.
- **State & Federal Highways:** 50% rate them **positively** while 47% rate them **negatively**.
- **Local Roads & Streets:** A staggering 71% rate local roads negatively.

## The Top 3 Most Convincing Arguments for Action

The most persuasive messages among supporters of a long-term road funding plan resonated with large bipartisan majorities:

- **Triple Threat** – The most convincing argument, convincing to 80% of voters, was "Michigan is faced with a triple threat where jobs will disappear, costs incurred by drivers will skyrocket, and the cost to fix our roads will soar if our elected officials continue to delay and do not approve one of these plans."
- **Projected Road Decline** – The second most convincing argument, at 79%, was "Without significant additional road funding, the quality of Michigan roads is expected to go from 33% of roads being in fair or poor condition to 46% by 2034."
- **Economic Competition** – The third most convincing argument with 77% support, was "Michigan is already losing business investment to states like Indiana, Ohio and Kentucky, which spends much more per capita on roads. According to a 2023 TRIP report, without investing in additional road funding, Michigan faces a potential loss of 1.9 million full-time jobs that are dependent on a reliable transportation network."

## Overall Assessment

**The poll confirms what many Michiganders already experience:** deteriorating roads and bridges are a top concern. Voters across party lines strongly support developing a sustainable, long-term funding strategy – and expect state leaders to act before costs and consequences spiral further.



# STATE PREVAILING WAGE - STATE PROJECT REGISTRATION



**Jeremiah Leyba, P.E.**

[jeremiahleyba@thinkmita.org](mailto:jeremiahleyba@thinkmita.org)

517-347-8336



State prevailing wage is back in full effect, now with some new requirements to keep us all on our toes. Act 10 of 2023, the act which reinstated state prevailing wage, was amended in July of 2024 to include language for a state project registration requirement. Contractors and subcontractors looking to bid or perform work on state-funded projects must now obtain and renew their state project registration every year to stay in the game. The title of this new requirement may throw some off, but it's simply an annual contractor registration tied to the contractor, not any one project.

In early discussions with Michigan's Department of Labor & Economic Opportunity (LEO), MITA asked about the timeline for registration implementation and if it would be tied to its new requirement for tracking certified payrolls through an online database. MITA was told that there was no timeline associated with when the registration piece of the act would be implemented, but that it would be based on actions by the legislature. The department also stated it has until March of 2026 to have its online databases and payroll tracking systems in place, which is reflected in the act.

Through a bit of luck in early April, MITA staff got wind that LEO was already getting ready to implement the registration process. LEO did not have any plans to formally communicate

that the registration system was going to be up and running by the end of that same week; they stated that it would be up to the letting agencies to inform.

The department originally thought it might have until March of 2026 to get the registration piece in place, but according to the attorney general's office, it needed to go into effect in early April of 2025. This left the department with about a month to get something implemented. It is safe to say that many important details were not considered during the rollout.

Some of the details are out of LEO's control, like having an application with specific information and having a fee to implement the act. But other details are more ambiguous, and LEO can affect major aspects of the bidding process if they choose to implement things in a restrictive manner. One detail would be the implementation of a hard deadline. The act outlines that the commissioner shall establish a renewal date for the annual registration, but it doesn't say this date needs to be a fence; in fact, the same paragraph outlines the option for prorated fees, indicating the possibility for registration to occur throughout the year. A hard deadline would be detrimental to the bidding process for state-funded projects, as it would shrink the pool of eligible bidders based on nothing more than some interested parties missing an arbitrary date in the past.

The fee amount can also act as a barrier to bidders on state-funded projects, particularly for subcontractors on smaller jobs. While writing this, the fee is stated to be \$500.00, for a smaller sub whose line item may only be a few thousand dollars, this can represent a substantial percentage of their overall number. The "just add it to the bid" mindset doesn't lend itself to the line items and subcontractors that this will impact most. That added resistance might be enough to push a subcontractor to choose to service a different project rather than eat the cost of the registration fee. Compound this atop a shrinking pool of available subcontractors in crucial areas, and state-funded projects will soon see fewer bidders overall and higher numbers at the end of the day. **CS**





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## SAFETY DIRECTOR COMMENT



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*Greg Brooks, Director of Safety & Compliance  
& Matt Moody, Safety Coordinator*

# STATE OF MICHIGAN IMPLEMENTS NEW PENALTY STRUCTURE FOR ASBESTOS-RELATED FINES

## PUBLIC ACT 17 – 4185 - IMPLEMENTATION DATE – MARCH 12, 2024



*Public Act 17 of 2024*

Per Public Act 17 of 2024, Amended, asbestos-related violations shall not reduce civil penalties by more than a total of 95% or by more than the corresponding percentage for each of the following:

- a. In considering the size of the business, 70%
- b. In considering the good-faith efforts of the employer, 25%
- c. In considering the history of previous citations, 10%

As an example, under the new penalty system for a gravity-based penalty (GBP), if a contractor were to be cited for a serious violation for \$7,000, the contractor would only be able to appeal up to 95% of that penalty, or \$6,650, for a reduction of \$350. Previously, contractors could appeal up to 80% of a GBP for \$5,600 or a reduction of \$1,400. Along with the new penalty structure, this increases the duration of asbestos-related violations to 5 years from the standard 3-year duration in construction.

This new fine structure is a great reminder and incentive to stay compliant when performing any work with asbestos-containing materials or presumed asbestos-containing materials on job sites, and always to keep worker safety in mind. In addition to this new structure, be sure to perform a NESHAP

(National Emission Standard for Hazardous Air Pollutants) survey, commonly known as an asbestos or materials survey. This survey must be completed before any demolition or renovation work for any structures, buildings, or installations. Some of our most cited member violations for asbestos are not having a NESHAP survey done and working with or removing asbestos pipe for underground utility work. It is also a great reminder that when working with asbestos, Michigan OSHA and Michigan EPA, or EGLE (Environment, Great Lakes, and Energy) division, can govern, regulate, and cite any work with asbestos-containing materials that may be out of compliance.

In addition to NESHAP surveys, if asbestos is determined to be present on a job site, be sure to have a respiratory protection program for workers, air monitoring for any employee working with asbestos, proper decontamination procedures, protective clothing, and work area regulation, along with appropriate medical surveillance. If you decide to work with or abate any asbestos on the job site, you must be properly trained and accredited through Michigan's asbestos program.

*Continued on page 58*



# CONSTRUCTION'S FATAL FOUR

## PROTECT YOURSELF ON THE JOB

Did you know? The Fatal Four—falls, struck-by incidents, electrocutions, and caught-in/between hazards—are responsible for over half of construction-related deaths each year. MITA is here to help you stay safe with essential training.

Learn the leading causes of construction injuries and how to prevent them.

Prioritize safety and contact MITA's safety director, Greg Brooks, to book your training.

[gregbrooks@thinkmita.org](mailto:gregbrooks@thinkmita.org)



Training is made possible by a grant from MIOSHA



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# MORE HANDS, MORE HELP: GROWING MITA'S SAFETY SERVICES

MITA is proud to announce an exciting addition to its safety team: Matt Moody, who officially joined the organization in April, has nearly a decade of specialized experience as an Industrial Hygiene Specialist, and brings a wealth of expertise to the team—particularly in the critical areas of silica, lead, and asbestos safety. His background in industrial hygiene not only strengthens MITA's safety capabilities but also enhances the support we can offer our members throughout the state.

Matt's arrival marks an important step in the ongoing expansion of MITA's safety services. His deep understanding of hazardous materials and regulatory compliance will play a key role in helping members navigate increasingly complex workplace safety requirements. Whether it's conducting on-site assessments, advising on mitigation strategies, or providing

targeted training, Matt's insight will be a significant asset to our members.

MITA continues to demonstrate its commitment to workplace safety through measurable action. In Fiscal Year 2024 alone, our safety program delivered more than 14,000 man-hours of effective safety training and completed over 30 on-site hazard analysis visits across the state. With Matt now on board, we are confident in our ability to grow these efforts and reach even more job sites with comprehensive safety support, aiding in keeping our members safe and compliant.

Please join us in welcoming Matt Moody to the MITA team. His presence will help ensure that our members continue to receive the highest level of safety education, service, and support today and into the future. **CS**



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## ASSOCIATE MEMBER PROFILE



### NKE Safety Apparel

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#### ADDRESS

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#### THE KEY TO OUR SUCCESS

What sets NKE apart is our relentless focus on the people — both those who wear our gear and those who build it. Our team is driven by a shared mission to innovate for comfort, protect with purpose, and support the needs of workers across all industries. Our promise is simple: Work Safe, Home Safe, Play Safe.



#### Mission Statement

Our mission is to redefine how safety workwear is traditionally perceived by marrying quality, design, and comfort with affordability—empowering every worker to wear protective apparel with confidence and pride.





Founded in 2020, NKE Safety Apparel is a purpose-driven American workwear brand redefining how safety gear is designed, worn, and experienced. Headquartered in East Lansing, Michigan, and rapidly expanding nationwide, NKE is on a mission to build the leading Fire Resistant (FR) brand in the U.S. market—delivering high-performance safety apparel that seamlessly blends design, comfort, compliance, and affordability.

In its early years, NKE launched its initial product lines centered on High-Visibility (Hi-Vis) garments. Recognizing the growing need for advanced protection, the company quickly expanded into FR clothing, offering a full range of products tested to meet stringent safety standards.

Despite the challenges presented by the global pandemic and supply chain disruptions, NKE maintained steady growth by prioritizing innovation, customer feedback, and quality. In 2024, the company reached a major milestone with the opening of a new Distribution Center in Texas, significantly enhancing its logistical capabilities and positioning itself for broader national reach. Alongside this, NKE expanded its sales team to strengthen support across key U.S. regions.

Today, NKE continues its mission to lead the safety apparel industry by reshaping how protective workwear is designed, worn, and experienced—delivering products that seamlessly blend functionality, comfort, style and affordability under its motto, “Work Safe. Home Safe. Play Safe.”

*Continued on page 26*



*Continued from page 25*

**Q: What is your unique selling point?**

**A:** Our unique selling point lies in our ability to deliver superior-quality safety apparel at highly competitive prices — without compromising on performance, compliance, or comfort. We are committed to making high-performance, comfortable garments truly affordable, enabling more workers to stay safer and more comfortable on the job. Each product is thoughtfully engineered to balance functionality, durability, and wearability — guided by real feedback from workers in the field.

With both our headquarters and distribution center based in Michigan, we're well-positioned to serve MITA members with fast, responsive support. Through meticulous craftsmanship, relentless effort, and a deep sense of responsibility, we ensure that every garment we produce helps protect workers and send them work and home safely. By bridging quality, affordability, comfort, and purpose, NKE offers a safety solution that truly stands apart.

**Q: Which products or services are you most proud of?**

**A:** At NKE, we take pride in our expanding line of **Flame-Retardant (FR)** garments — especially our **New "Patriot Edition" series**, designed to celebrate and protect American workers. The standouts **Eagle Navy and Black Flag FR Knit Shirt (Style No. NKCNT-2002P)** features patriotic graphics on the back and is made from 100% cotton interlock fabric, offering both softness and durability. Available in black, navy, and burgundy, these shirts balance rugged protection with everyday comfort.







As a Michigan-based company, we are proud to support the local workforce not just with industry-leading products, but with personalized service and fast, reliable delivery. Our headquarters and distribution center are both located in-state, enabling us to be highly responsive to the needs of MITA members. Unlike larger national brands, we are able to prioritize real partnerships — offering flexible ordering, knowledgeable customer support, and a dedicated sales team focused specifically on Michigan's infrastructure and construction sectors. When you work with NKE, you're not just a number — you're part of a community we proudly serve and stand behind.

**Q: What would you like MITA members to know about your company?**

**A:** At NKE Safety Apparel, we are more than a supplier — we are a committed partner to the infrastructure and construction communities that drive Michigan forward. As a Michigan-based company, we understand the unique needs of MITA members and are proud to offer personalized service, reliable stock, and fast delivery from our local headquarters and distribution center. Our team is dedicated to making high-quality, comfortable safety apparel accessible for every worker, helping crews stay protected, work athletically, and take pride in what they wear.

**Q: How has your MITA membership benefited your business?**

Since joining MITA three years ago, we have had the privilege of connecting with many new customers and participating in numerous MITA events throughout the year. These experiences have allowed us to build strong professional and personal relationships with both MITA members and the MITA management team. We sincerely appreciate the opportunities the association has provided and are excited to continue supporting MITA members as part of your trusted safety apparel supply chain.

With a dedicated distribution center located in Michigan, NKE is uniquely positioned to offer fast, reliable shipping and customized solutions — including adding your company logos to your favorite NKE products.

NKE believes in and wants to thank its team members first and foremost, they reflect and drive and our core collective; "Effort and Enthusiasm" in customer service from our team of dedicated professionals, to your team of dedicated professionals.

As we begin celebrating our 5th anniversary, NKE Safety Apparel would like to extend our sincere thanks to all of our customers and vendor partners — especially the MITA members. We truly appreciate the way MITA has built a professional yet personal, family-like atmosphere within the industry. We are proud to be part of this community and look forward to many more years of growth and partnership together. **CS**



# MPSC ISSUES “FAILURE TO CONTACT MISS DIG 811 PRIOR TO EXCAVATION” LETTERS

The MPSC started a letter campaign for no-ticket gas distribution damages based on the 2024 data submitted to the department. In 2024, there were 739 “No ticket damages” by professional excavators. After a comprehensive review of those damages, there were 375 “Failure to Contact MISS DIG 811 Prior to Excavation”



The letters were addressed to the contractor individually and noted where the No Ticket Damage occurred. They also addressed the excavator requirements per Public Act 174 and warned of a possible \$5,000.00 fine if another incident occurred.

MITA does not believe the data to be 100% accurate, but close to it. Regardless, the industry must continue to focus on this area in order to protect our workers and communities. Here are a few reminders of your obligations while digging in Michigan.

- 4-foot tolerance, either side of marks.
- Work must start within 14 days.
- Polygons indicate work area.
- Utilities have 3 business days to mark.
- Michigan requires a Marine ticket placed through 811 if you are excavating or dredging in a body of water.
- Check the positive response website: [Posr.MissDig811.org](http://Posr.MissDig811.org).
- Expose facilities inside of the caution zone using soft excavation and as often as necessary when excavating parallel to a facility.
- Provide support or bracing of facilities or excavation walls for protection of assets.
- Provide notice and wait 24 hours if marks are destroyed.
- Provide notice requesting additional assistance if the location of a marked facility cannot be determined.

- Provide immediate notice to 811 & stop excavation in the immediate vicinity if excavator has reason to suspect the presence of unmarked facilities.
  - Visible evidence of facility with no Marks.
  - Lack of a positive response.
  - Positive response indicating presence of facility with no marks visible.
- If any contact is made to a facility, the excavator shall provide immediate notice to the facility owner/operator as needed.

If you have any questions, feel free to reach out to MITA Director of Safety and Compliance Greg Brooks at [517-507-2531](tel:517-507-2531) or [gregbrooks@thinkmita.org](mailto:gregbrooks@thinkmita.org) . **CS**

The image shows a red background with the company logo and contact information. The logo features the word "SPARTAN" in large, white, stylized letters with a black outline. Below it, "BARRICADING & TRAFFIC CONTROL INC." is written in smaller, white, sans-serif letters. To the right of the text is a white diamond-shaped logo containing a stylized sun and a road barrier. Below the logo, the phone numbers "(517) 244-1500" and "(734) 722-2488" are listed, along with the locations "MASON Main Office" and "ROMULUS".

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By Aram Kalousdian

# I-96 RECONSTRUCTION INCLUDES ZIPPER MOVEABLE CONCRETE TRAFFIC BARRIER

**A**n approximately 8-mile, \$105 million reconstruction project on Interstate 96 in Ionia County began in June 2024 and is expected to be completed in May 2027. Kamminga & Roodvoets, Inc., of Grand Rapids, is the prime contractor for the project.

Work in 2024 included preparation for reconstruction work in 2025. The preparation work included crossover construction, road widenings to maintain traffic, Detail 7 patch work, weigh station reconstruction (weigh-in motion scale), Jordan Lake Road Bridge over I-96 rehabilitation, tree clearing, and Park and Ride milling and paving.

"We had a very productive 2024 season with patchwork, crossover construction, and the widening of eastbound I-96. On top of that, we have a great line-up of

subcontractors on the project that should tee us up for another productive couple of seasons of construction," said Brendan Doyle, Kamminga & Roodvoets, Inc. project manager.

The 2025 work includes reconstruction of westbound I-96, four box culverts (part width), ramp reconstruction, permanent and temporary drainage, epoxy crack injection and carbon fiber wrap on the Jordan Lake Road Bridge.

Work in 2026 includes reconstructing eastbound I-96, four box culverts (part width), ramp reconstruction, permanent and temporary drainage, epoxy-coated injection, carbon fiber wrap on the Jordan Lake Road Bridge, and final grading the median.

The project utilizes a moveable concrete traffic barrier called the Road Zipper System manufactured by Lindsay Corporation. This system allows two traffic configuration options: one westbound lane and two eastbound lanes or two westbound lanes and one eastbound lane.

"The Road Zipper System allows for off-peak lane closures with a safe and secure

barrier separation that can help accelerate construction, improve traffic flow, and safeguard work crews and motorists through managed lanes. The Road Zipper System can transfer a 1-mile-long, high-performance concrete barrier up to two lanes in less than 10 minutes," according to the Lindsay Corporation website.

Subcontractors on the project include Rieth-Riley Construction Co., Inc., of Goshen, Ind. (HMA paving and Detail 7 repairs); PK Contracting, Inc., of Troy (pavement markings); Bella Concrete Construction, of Houghton Lake (concrete pavement, flatwork, curb and gutter); Nationwide Construction Group, of Richmond (high-tension cable barrier and guardrail); and Strain Electric Co., of Grand Rapids (electrical).

Additional subcontractors include Mettler Toledo, of Columbus, Ohio (weigh station controls); CHOP (tree removals and clearing); Lois Kay Contracting Company, of Carrollton Township (hot mix asphalt [HMA] milling) and S. Hayes, Inc., of LeRoy (seed and blanket slope restoration, plantings, fence, videotaping underdrain and drainage pipe).

Subcontractors on the project also include Opperman Grooving Inc., of Portland (shoulder corrugations); Give 'Em A Brake Safety (traffic control devices and





*Bella Concrete Construction is paving the ramp to the weigh station. Photo courtesy of Kamminga & Roodvoets,*

permanent signs); Anlaan Corporation, of Grand Haven (bridge rehabilitation, box culvert installation, and earth retention), and Surveying Solutions, Inc. (staking).

Additional subcontractors include Pneumatic Restoration Inc., of Fenton (surface coating, fiber reinforced polymer system, and structural crack repair of the Jordan Lake Road Bridge); Diamond Concrete Sawing, of Grand Rapids (saw cutting for removals) and Antigo (concrete breaking).

The design engineering firm on the project is Benesch. Weigh station inspection and maintenance of traffic (MOT) construction inspection have been done by HNTB and the Michigan Department of Transportation (MDOT). Rowe and MDOT are doing the main line construction inspection.

Material quantities on the project include 6,797 tons of 3EML HMA, 88,380 tons of 3EMH HMA, 33,619 tons of 4EML HMA, 29,969 tons of 4EMH HMA, 2,916 tons of 5EML HMA, 17,294 tons of 4EML HMA temporary pavement, 2,118 feet of curb and gutter removal and 8,675 feet of fence removal.

Additional material quantities include 175,521 square yards of pavement removal, 1,036 square yards of modified pavement removal, 15,006 cubic yards of compacted-in-place embankment; 2,565 cubic yards of channel excavation, 490,608 cubic yards of earth excavation and 8,250 cubic yards of Type II subgrade undercutting. **CS**



*A Kamminga & Roodvoets, Inc. removal crew. Photo courtesy of Kamminga & Roodvoets, Inc.*



*The Jordan Lake Road Bridge after Anlaan Corporation performed rehabilitation on it. Photo courtesy of Kamminga & Roodvoets, Inc.*

*I-96 Ionia County Reconstruction Story-4: Rieth-Riley Construction Co., Inc. is paving the west crossover. Photo courtesy of Kamminga & Roodvoets, Inc.*



# TARIFF TIMES: NAVIGATING THE EVER-EVOLVING LANDSCAPE OF TARIFFS.

*By: Scott Garbo, Adam Schnatz, and Josh Wilk  
Clark Hill*

Material price escalations are not a new phenomenon to the world of construction, but the volatility of these price increases caused by the most recent tariffs can be difficult to navigate for even the most prudent contractor. This article defines tariffs, addresses common contract clauses which allocate the parties' risks for these cost increases, and provides negotiation recommendations to contractually insulate against sudden pricing increases.

### **What is a Tariff?**

A tariff is a fee that is applied to specific materials—such as steel, aluminum, lumber, and copper—that are imported from other countries. Governments typically use tariffs to raise revenue, protect domestic materials and industries, and to regulate trade. Tariffs on imported materials also increase the demand for domestic materials, which in turn, increases domestic prices. As current events have demonstrated, a simple announcement to impose a tariff on a material from a particular country can impact the costs of that material before the tariff takes effect. Given the current mercurial state of tariffs, the importance for a contractor to review its relevant contractual provisions and proactively address these issues remains paramount.

### **Am I Responsible for the Risks of Cost Increases Imposed by Tariffs?**

Whether a contractor is responsible for the risks of cost increases imposed by tariffs principally depends on the contract documents. There are a number of potential contract clauses which may provide guidance, including a Material Price Escalation clause (discussed below), a Change-in-Law clause, a broad Force Majeure clause, a favorable clause addressing taxes, a delay clause, or the right to use a contingency for tariffs.

First, a typical Force Majeure clause may not be broad enough to be effective. Courts often do not equate “fees,” such as taxes and tariffs, to the unforeseen events against which a Force Majeure clause is traditionally intended to protect. However, this will depend on the specific terms in the clause. Even if the Force Majeure clause does apply, these clauses often only grant extensions of contract time, and not adjustments to contract prices. As such, they may not be of assistance to protect against sudden material price increases caused by tariffs.

Second, a Change-in-Law provision could be more helpful. These provisions generally allow for an adjustment of the contract price for certain changes in the law, e.g., a change in the local building code. While a tariff may count as a “change in law” for purposes of this provision, it will again depend on the specific language of your contract.

Third, a clause addressing responsibility for “taxes” may add clarification to the party responsible for increased costs from tariffs. However, this again depends on the specific contract terms and may not cover the indirect cost increases to domestic goods which can result from tariffs.

Fourth, there may be a right to use a project contingency for tariffs. However, this right yet again depends on the contract documents, and will otherwise reduce available funds for other project issues.

Fifth, a contractor may be able to rely upon a specific delay clause, or otherwise a delay not contemplated when entering into the contract. However, in addition to establishing a compensable delay, the contractor will likely need to demonstrate that the tariff costs would not have been incurred if not for the delay.

### **Insulation Against the Sudden Price Increases Caused by Tariffs.**

The best and most direct way to navigate the turbulence caused by tariffs is to negotiate a Material Price Escalation (“MPE”) clause into your contract. As the name indicates, MPE clauses allow contractors to shift the risk of increases in the cost of materials, despite agreeing to a fixed price or a guaranteed maximum price. Recommendations for negotiating these clauses include:

- (1) Specifying the materials to be included in the MPE clause. These materials should include those that have a significant chance of price volatility during the life of the project.
- (2) Identifying the base price or a specific index for the materials as a starting point to determine the extent of a price adjustment.
- (3) Determining the timing and manner of notifying the project owner of the price increase. This can inhibit a project owner's ability to reject your price increase due to untimely or improper notice.

*Continued on page 58*



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# INTRODUCING MATT MOODY, MITA'S NEW SAFETY COORDINATOR

MITA is pleased to welcome our new Safety Coordinator, who brings nearly 10 years of experience in the safety field, including work in industrial hygiene, compliance, training, and jobsite oversight.

Over the past decade, he has developed a strong foundation in workplace safety, particularly in construction environments. He holds several certifications, including Lead Inspector & Risk Assessor, Asbestos Inspector and Contractor/Supervisor, and OSHA 10 & 30. He also has hands-on experience with silica exposure monitoring and other jobsite hazard assessments.

In his new role, he plans to expand MITA's resources related to silica, lead, and asbestos—hazards that are still present on many construction sites today. He's committed to helping MITA members stay compliant and informed, and he looks forward to being a safety advocate for the industry.

He was drawn to MITA because it supports the construction industry, an area he's always been passionate about. "Being able to make a positive impact in my community and helping others understand their workplace safety rights is important to me," he said.

Matt lives in Lansing with his wife, Niki, and their German shepherd, Milo. They've been together for 11 years and married

for three. In their free time, they enjoy hiking, camping, and visiting National Parks. Matt also likes to golf and work on model trains.

His guiding principles— "treat others how you want to be treated" and "leave it better than how you found it"—reflect his approach to life and his work.

If you'd like to connect with Matt or have safety-related questions, you can reach him at [mattmoody@thinkmita.org](mailto:mattmoody@thinkmita.org).

Please join us in welcoming him to the MITA team. **CS**







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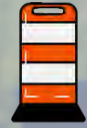
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By: Heidi J. Spangler, P.E.



*Innovation Engineer - Michigan  
Department of Transportation  
SpanglerH@michigan.gov*

The Michigan State Transportation Innovation Council (MI-STIC) is made up of representatives from all levels of the transportation community in Michigan to strategically consider innovation. MITA's staff attend meetings and keep up on the latest innovations. The STIC was originally chartered in 2012 and rechartered this year to focus on the current Michigan transportation infrastructure network.

**What is the STIC?** The STIC works to develop a culture where innovations are regularly shared and effectively implemented at all levels of Michigan's transportation network.

The STIC exists to facilitate the identification, evaluation, and

implementation of innovations among transportation professionals at all levels of government and private and non-profit sector to ensure smart, efficient investment in Michigan's multimodal transportation infrastructure network.

**How can YOU get involved in the STIC?** Participate in the biannual STIC Highlights virtual meeting which occurs in April and September each year. This meeting highlights new transportation innovations throughout Michigan. Does your company have an innovative transportation solution on a particular transportation construction project you would like to share? These innovations can also be shared on the MDOT Innovations

website.

The STIC also sponsors the STIC Incentive Program. This program annually provides up to \$125,000 of federal funding to qualifying state and local agencies (with a 20% State/Local match). The most current STIC Incentive Grant is to develop Michigan hot Rubber Modified Asphalt (RMA) chip seal construction specifications for local and primary roads. The project will also leverage experience from local agencies, as well as other states that have adopted standard specifications to contribute to our meta study analysis. And importantly, provide an option for the vast amount of recycled rubber generated in Michigan.



*Continued on page 38*



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This project is scheduled for completion in 2026. Most notably, the STIC Incentive Program also provided funds to install green auxiliary warning lights for safety on MDOT Maintenance vehicles for the safety of workers and motorists.

Another example of innovation highlighted at a recent STIC meeting is the use of temporary modular bridges for both permanent and temporary applications. Easy to erect,

disassemble and transport for use in different locations. The bridges are used as temporary detours to direct traffic around road construction sites during bridge replacement and repair, or in emergency situations. A temporary bridge special provision was created based on the experience during the collapse of the Edinville Dan in May 2020. This innovation and specification will allow these structures to be placed as

needed for emergencies or construction planning in the future.

Innovation is the cornerstone of growth, helping us overcome challenges and create solutions that shape a brighter future. Innovation inspires us to think differently and to push the limits of what we believe is possible. With creativity and perseverance, we can turn visionary ideas into reality. **CS**





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# NAVIGATION OF SURETY MARKET COMPLEXITIES IS IMPORTANT FOR UNCERTAIN CONDITIONS

*By Christian Coleman, HUB International*

Subcontractor defaults have been a growing problem in construction in 2023 and 2024, causing project delays or cancellations and sapping the construction industry's financial strength.

In a survey by Associated General Contractors of America (AGC), half the respondents pointed to the issue of defaults, paced mainly by financial pressures and lack of skilled workers. The trades most commonly affected are electricians, plumbers and concrete.

Such pressures are being felt by the industry as a whole, of course, even as it tries to balance them against an expected 7% increase in non-residential construction spending.

But those pressures also are being felt by the insurers and re-insurers that help construction firms protect themselves against the risks of turbulent times – like the many costs of subcontractor default. Re-insurers are experiencing losses which can be recaptured through pricing and retention increases on primary carriers. In this environment, underwriter scrutiny increases and appetite grows more discerning.

Working with a surety-specific brokerage is mandatory. Construction firms should sharpen their understanding of how sureties are important to their long-term success.

## **Surety bond basics**

Surety bonds have never been more important to contractors. A bonding program protects owners, customers and the business alike, providing the capacity to bid on larger projects, helping expand project backlogs and avoiding last-minute fire-drills when securing a bond.

They are a guarantee that a company or individual will deliver on an obligation, legally required of contractors, suppliers, subcontractors and project owners of all public construction projects in the U.S. and many in Canada. Demand recently has exploded, pacing government infrastructure spending. Inflation has driven up the total bond value.

But the current economic environment, with inflationary pressures and construction labor shortages, is boosting demand for surety bonds for private projects, too. One survey of private construction contractors ranked important benefits:

More rigorous prequalification and review was performed by bonded projects (96%)

versus non-bonded ones (61%).

Nearly five times as many respondents prioritized bonded versus non-bonded projects during financial difficulties.

Bonded projects tend to be finished ahead of schedule, five times as many public and private owners said.

They also reduce the risk of project default, ensuring business continuity and providing technical and financial assistance. Further, surety bonds ease the transition from construction-to-permanent financing by eliminating liens. They can even lower construction costs through improved bidding competition.

## **Bid, performance and payment bonds**

The three most common surety bonds for construction are:

**Bid bonds.** These are typically required for government projects and are required in order to submit a bid. They ensure certain requirements will be met, like entering into the contract in a certain time frame and providing performance and payment bonds. They also demonstrate a business' financial standing, an important pre-qualifier for larger and more complex projects.

**Performance bonds.** These are most common, providing a guarantee that work will be completed according to a contract's specifications. They are a recourse against defaults, whether by a principal or a subcontractor (which are often required to secure them).

**Payment bonds.** These guarantee the principal will pay all subcontractors, laborers and suppliers under the contract.

Pricing varies, according to aspects like contract scope and project duration. Payment and performance bonds usually are coupled as one, priced between 0.75% to 3% of the contract price.

## **Surety's 'Three C's'**

To qualify, contractors must measure up on three fronts – the three C's – used by underwriters for their evaluations:

**Character.** The applicant – or principal – must show a credit record and business history that reflect good character and integrity and a history of meeting obligations. Underwriters look at references and reputation, quality of relationships with primes, subcontractors and vendors, credit reports and bank records and often, even owner's personal financial statements.

*Continued on page 57*





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# G2 CONSULTING GROUP WORKING ON MARQUEE HIGH-RISE PROJECTS

G2 Consulting Group recently announced that it has been awarded “below the ground” work on two major high rise construction projects in southeast Michigan, the 711 Church Street student housing project in Ann Arbor and two high rise multi-family developments on Jefferson Avenue in Detroit.

The Ann Arbor project, owned by Texas-based real estate developer LV Collective, will be a 485,000 sq. ft. student apartment building offering 273 market rate rental units ranging from studio to six-bedroom units. The building, immediately adjacent to the University of Michigan campus, will be called “The Rambler” and, at 17-stories, will be one of the tallest buildings in Ann Arbor. It will feature a street level café and is being designed to blend with the neighborhood.

G2’s geotechnical and construction services include concrete and density testing, evaluation of auger cast piles and shallow foundations during construction and post tensioning testing and evaluations. G2’s Ann Arbor office has a material testing laboratory, helping area projects move forward quickly and efficiently without delaying construction.

The Detroit projects, at 7850 Jefferson Avenue, will consist of two identical 12-story buildings using a basement and podium deck with post tensioning in the concrete podium slabs to support the superstructure. Because the construction site is located near the Detroit River, specialized geotechnical considerations relative to sea walls, water table and other groundwater issues are especially critical.

“The projects are very different in many ways, but they both require the type of thorough, in-depth understanding of ground conditions and constructability specifications that G2 specializes in. With projects of this height and overall size, understanding and solidifying foundational issues is Job One. Nothing is more important during construction and for the long-term viability of the buildings,” said Mark Smolinski, P.E. and principal at G2.

G2 has been focusing on ‘everything below the ground’ since the company was founded 30 years ago. G2 has the people and experience, backed by state-of-the-art equipment and technology, to fully understand localized environments and then recommend and engineer the right, most cost-effective approach.

“Living up to our promise, ‘Smart. Results. Fast.’ is more than keeping us busy, but if we can help our clients to better

understand the challenges and better build their projects, that’s why we’re here. It’s an exciting time for us and an exciting time to be part of this industry,” Smolinski says. **CS**



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# C.A. HULL RECOGNIZED AS USA TODAY NATIONAL TOP WORKPLACE FOR THIRD CONSECUTIVE YEAR

In March 2025, USA Today released its list of National Top Workplaces, and for the third year in a row, C.A. Hull was honored among the best in the nation. The company earned recognition in the small company category, which includes organizations with 150–499 employees.

C.A. Hull was one of only eight companies nationwide in the Heavy Construction & Civil Engineering sector to receive this national distinction in the small company category, and notably, the only Michigan-based company in that sector to be awarded. The recognition is based entirely on employee feedback gathered

through a third-party survey administered by Energage LLC, which measures several aspects of workplace culture including alignment, execution, and employee engagement.

Fewer than 3% of eligible companies receive national recognition, making it a major distinction among peers.

"We are incredibly proud to once again be named a USA Today National Top Workplace," said Mike Malloure, C.A. Hull president. "This award is a testament to our team's dedication and commitment to fostering a safe, inclusive, and positive work environment." **CS**



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We are pleased to announce that Andy Thelen from Toebe Construction has been elected to the MISS DIG 811 Board of Directors. Andy fills the newly added Road Builder/Heavy Highway Contractor seat on the MISS DIG 811 Board of Directors.

Nick Bonstell, CEO of MISS DIG 811, said *"We are thrilled to welcome Andy to our Board and look forward to working with him to add depth and expertise in this important area of the damage*

*prevention process."*

Andy currently serves as the Vice President of Field Operations and Risk Management at Toebe Construction Company. He has worked on impactful projects such as the I-275/I-696/M-5 Reconstruction, Red Cedar River Flood Plain Expansion, and the 9 Mile Bridge over I-75 Emergency Replacement to name a few. Andy has collaborated on projects with MDOT, MITA, Red Cedar Development Group, General Motors Corporation, and PCL Civil Constructors, to name a few. He has experience investigating damage claims on all MDOT projects.

Andy has dedicated his career to fostering a culture of safety by focusing on accident prevention and risk reduction through the implementation and maintenance of safety policies and programs. He was the recipient of the Harry L. McKinley Safety Leadership Award at the 2015 Michigan Safety Conference.

Andy also participates on various boards to include: the Construction Association of Michigan Safety Committee, MDOT/MSP/MITA/MIOSHA Workzone Safety Committee, Construction Association of Michigan Safety Committee, the University of Michigan Construction Industry Alliance, and the Susan G. Hartwell Grant Committee.

*"I look forward to furthering the great mission of MISS DIG 811 with a focus on the ever-growing heavy highway industry. It's an honor to join such a talented and dedicated group of individuals as we further the advancement of public service and safety."* stated Andy Thelen.

The mission of MISS DIG 811 is to safeguard the public, environment, property, and member infrastructure through efficient educational outreach and the advancement of damage prevention processes for our members.

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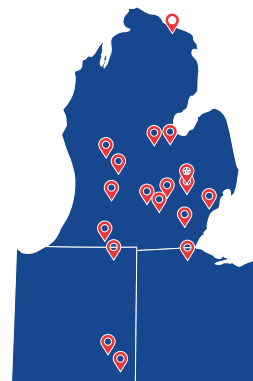
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## MEMBER NEWS

Purple Wave Auction is a leader in online, no-reserve equipment auctions serving the agriculture, construction, government, and fleet industries, providing opportunities for customers to buy and sell equipment with confidence.

We're proud to support and continue to grow our "Great Lakes Region" and district directors, Tim Keane and Wes Arnold are looking to hire territory sales managers in Michigan to provide services to associations like Michigan Infrastructure and Transportation.

### How does our growth benefit MITA?

Ability to Connect with Local Representatives

- While our online platform provides convenience, it's great to have an in-person connection for buyers and sellers to discuss their needs with a local representative.
- Tim and Wes can assist with showing you one-on-one how to navigate our website and walk you through the process of selling your equipment.
- We partner with our sellers to provide detailed equipment listings and market assets to a network of bidders. We handle all of the details from listing to final sale.

### Meet the Team

Purple Wave's district sales directors are here to build a team of territory sales managers in Michigan that are there to help guide you through the online auction process every step of the way.

"I'm excited to build a strong team, foster industry relationships, and expand Purple Wave's presence in the



region," said Tim. "The company's commitment to the communities we serve was a major reason I joined."

"At Purple Wave Auction, We set ourselves apart when it comes to our passion and commitment to our buying and selling community. We want people to rely on our Straight. Simple. Sold. method," said Wes.

Reach out today for your buying and selling needs! If you are interested in applying as a territory sales manager, visit our careers page. **CS**



**Tim Keane**

District Sales Director | [tim.keane@purplewave.com](mailto:tim.keane@purplewave.com)



**Wes Arnold**

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# **SCHRADERS SUPPORT MASON COUNTY'S FUTURE THROUGH PHILANTHROPY AND LEADERSHIP**

Todd Schrader, CEO of Hardman Construction—a MITA member—and a current MITA Board member, along with his wife Julie, have made a meaningful contribution to the Campaign for Mason County through their donor-advised fund at the Community Foundation for Mason County. Their gift helps the Foundation move closer to its \$5 million goal, which will triple its grantmaking capacity and expand support for education, workforce development, and quality of life initiatives.

Both long-time residents of Mason County, the Schraders have been deeply involved in building community

in every sense—physically, through Hardman Construction's transformative infrastructure projects in Ludington, and socially, through volunteer work and philanthropic leadership. Todd's company has played a key role in developing spaces like the Waterfront Park, Harbor View Marina, the Splash Pad, and the Skate Park.

Julie, a passionate community organizer, founded the "Love Ludington" initiative and has served on multiple local boards, including the Community Foundation's. Together, the Schraders have fostered a strong family culture of

giving and invest in shaping the next generation of givers by encouraging their children and local high school seniors to stay connected to and support their community.

Their unrestricted donation allows the Foundation the flexibility to address both current and future challenges—a forward-thinking approach that mirrors Todd's work constructing lasting infrastructure and their shared vision for a resilient Mason County.

To learn more or contribute, visit [mason-foundation.org/](https://mason-foundation.org/). **CS**

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# NATIONAL WORK ZONE AWARENESS WEEK

As part of this year's National Work Zone Awareness Week (NWZAW), MITA was proud to participate in Michigan's flagship event at Dow Diamond on April 28, 2025. The event featured a powerful address by MITA's Board President, Mike DeFinis, whose remarks underscored the vital importance of protecting the men and women who work every day to improve our state's infrastructure. We are honored to reprint that impactful speech in full in the following pages. Throughout the week, MITA also visited multiple active job sites across Michigan, engaging with crews to help raise awareness about work zone safety and the shared responsibility of keeping our roadways safe for all.

## Good morning, everyone.

It's truly an honor to be here today, especially alongside so many people who share a deep commitment to work zone safety.

As President of the Michigan Infrastructure and Transportation Association -better known as MITA - I have the privilege of representing over 500 Michigan companies that build and maintain the infrastructure we all rely on every day.

And as President of Iafrate Construction, I have the privilege of representing over 400 employees, and their families, who are just as committed to building and maintaining our infrastructure.

At MITA, safety is more than a slogan, it's a core value woven into everything we do and promote as an organization.

It's a culture built on responsibility, not just for our own teams in the field, but for every person traveling through our work zones.

That's why events like National Work Zone Awareness Week are so important.

They give us a moment to pause, reflect, and recommit to protecting lives.



Greg at Toebe 696 job for NWZAW

## Because the stakes are real:

In 2024 alone, Michigan experienced 6,097 work zone crashes—resulting in 16 lives lost and over 1,000 injuries. These aren't just statistics. They are mothers, fathers, children, coworkers, friends—people whose stories were forever changed.

That's why MITA was proud to champion the Work Zone Camera Enforcement legislation that was finally passed in Michigan last year.

This law allows for the use of automated speed enforcement cameras in active construction zones where workers are present—a critical tool to help address the increasing number of speed-related crashes in work areas.

## Here's why it matters:

Speeding continues to be one of the leading causes of work zone crashes.

*Continued on page 52*



*"Respect the Zone, So We ALL Get Home" — Greg Brooks brought the message straight to the crews in the field, while industry leaders—including Lieutenant Governor Garlin Gilchrist (left), our Board President, Mike DeFinis (middle), and MDOT's Greg Brunner (right)—joined forces at Michigan's National Work Zone Safety event.*



The legislation is not about issuing tickets — it's about changing behavior.

It encourages drivers to slow down and remain alert, especially in areas where crews are working just feet from live traffic.

It's a meaningful and necessary step forward, and a reminder that when government, industry, and community groups come together, real progress is possible.

The 2025 NWZAW theme, "Respect the Zone, So We ALL Get Home," couldn't be more fitting.

Work zone safety isn't just about protecting construction workers, it's about safeguarding drivers and passengers, too.

Every time someone speeds, gets distracted, or ignores a sign in a work zone, they're putting everyone at risk - on both sides of the barrel.

And as we all know, Michigan's need for increased road funding is more urgent than ever—but we're also closer than ever to securing sustainable, long-term solutions.

With that funding comes more projects—and with more projects, there are more workers on the roads, more active work zones, and unfortunately, more opportunities for risk.

That's why our commitment to work zone safety must not only remain strong—it must continue to grow. As industry expands, so must our vigilance and responsibility to protect every life in and around those zones.

At MITA, we're leading that charge—through training, education, and collaboration. We push for excellence not just in how we build roads, but in how we protect our employees and the motoring public, every step of the way, every mile after mile.

#### And to the motoring public, I'll say this:

We understand that road construction can be frustrating—the delays, the detours, the noise, and the inconvenience.

But those orange barrels are there for a reason. Behind every vest is a real person—someone who's just doing their job and wants to get home safely at the end of the day, just like you.

They want to make it to their child's sporting event, a birthday celebration, or that second-grade school concert. They have families, routines, and lives outside of the job site. They are just like you.

Unfortunately, we live in a world of immediacy—where everything is expected to happen quickly, on demand, and without delay.

But a work zone is not the place for urgency. It's not the place for

*Continued on page 58*



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## WHERE'S MITA BEEN LATELY

It's been a busy stretch for the MITA team! From the halls of the Capitol to the roads of the U.P., we've been out and about—meeting with members, supporting future leaders, promoting safety, and celebrating the great work happening across our industry. Check out some snapshots of where we've been lately!



MITA's VP of Engineering, Rachelle VanDeventer (right), poses with Ron Brenke, the Executive Director of ACEC of Michigan at the 60th Engineering & Surveying Excellence Awards Gala, which took place at the Air Zoo Aerospace & Science Museum in Kalamazoo on March 8, 2025.



MITA's Future Leaders had a great day at the Michigan State Capitol—connecting with legislators, learning about the policymaking process, and speaking up for the future of our industry.



MITA's engineering staff, MDOT officials, and our multiple northern Michigan members gathered to discuss current industry issues.



Greg Brooks doing what he does best—training crews, dropping knowledge, and keeping Michigan's road warriors sharp and ready!



## IN CASE YOU MISSED IT

# CONNECT YOUR COMMUNICATIONS TEAM WITH MITA – HELP SPREAD THE WORD

MITA is working to strengthen communications across our membership, and we'd love your help! It's vital to the industry that we share a standard message and theme to better address the issues we face regularly.

We're looking to connect with the people at your company who manage communications or social media—whether it's a communications/media manager, marketing team, or someone who posts to your Facebook, Instagram, or LinkedIn accounts.

### Our goal is to:

- Share essential updates like the MITA Scholarship and other valuable opportunities.
- Spread awareness around industry-wide initiatives, such as contacting legislators to support funding needs.
- Help promote your company's presence by following and engaging with you on social media.

Thank you for helping us build a stronger, more connected MITA membership.

Scan the code to get added to the list. **CS**



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# Upcoming events.

# 2025

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**24-27**

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Thompsonville

**SEPTEMBER**  
**24**

**WILD GAME DINNER**  
The Palazzo Grande  
Shelby Twp.

**DECEMBER**  
**12**

**CENTRAL HOLIDAY  
PARTY**  
Joe's on Jolly  
Okemos

**JULY**  
**16**

**METRO GOLF  
OUTING**  
Twin Lakes  
Oakland

**SEPTEMBER**  
**11**

**NORTHERN GOLF  
OUTING**  
Otsego Club  
Gaylord

**DECEMBER**  
**16**

**WESTERN HOLIDAY  
PARTY**  
The BOB  
Grand Rapids

**AUGUST**  
**27**

**CENTRAL GOLF  
OUTING**  
HawkHollow  
East Lansing

**DECEMBER**  
**18**

**METRO HOLIDAY  
PARTY**  
Somerset Inn  
Troy

FOR COMPLETE DETAILS & REGISTRATION INFORMATION VISIT: [WWW.THINKMITA.ORG/EVENTS](http://WWW.THINKMITA.ORG/EVENTS)



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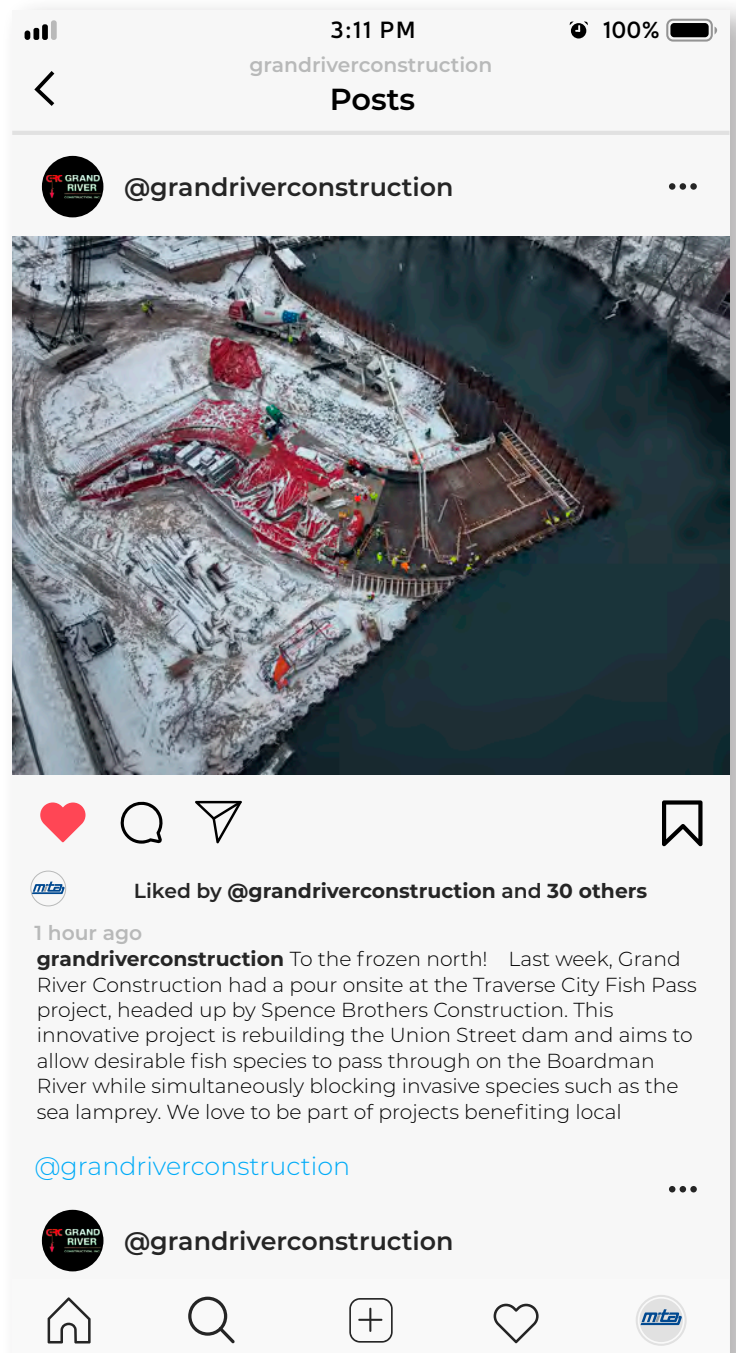
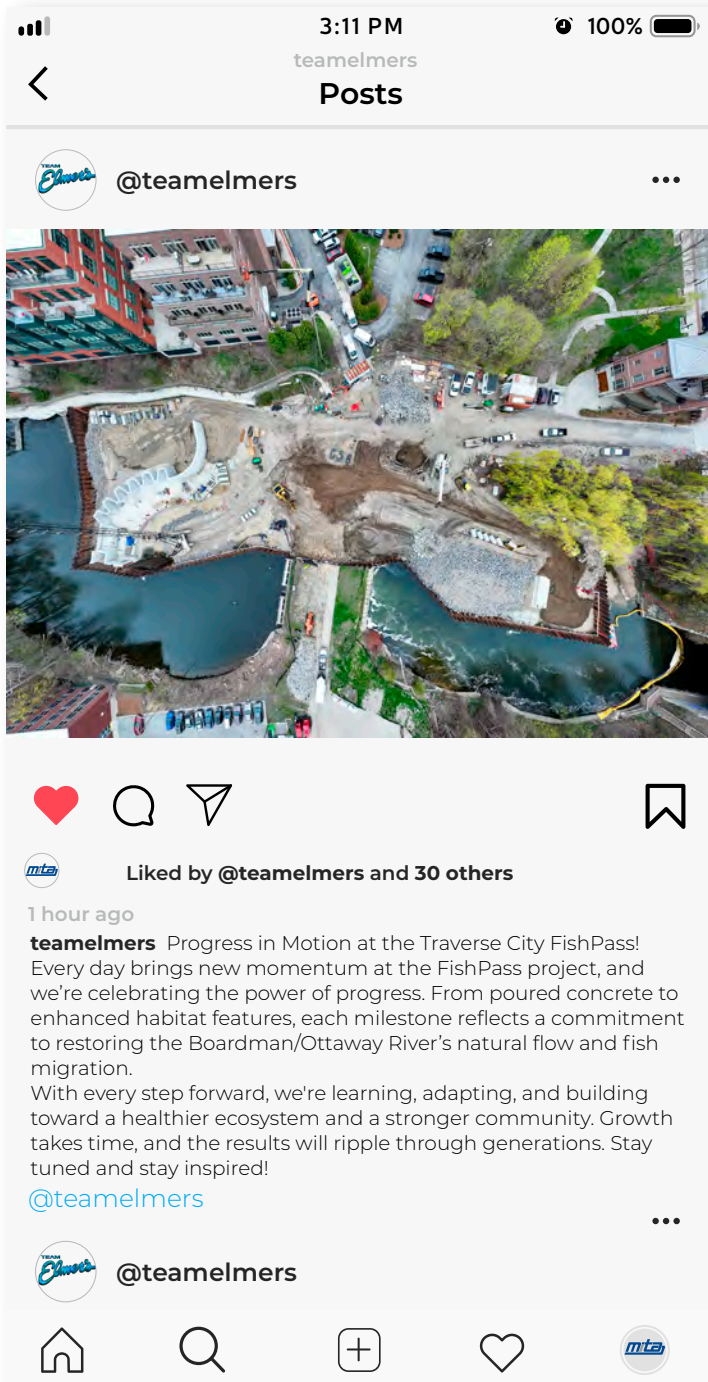
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Michigan's heavy construction crews are doing more than just building—they're documenting the process in creative, powerful ways. From sunrises over job sites to massive machinery in action, our members showcase the heart and grit of the work that keeps the industry and our state moving.

This space highlights those moments—raw, real, and straight from the field. These posts remind us that infrastructure isn't merely concrete and steel; it's also about people, pride, and progress. **CS**

**Want to be featured?** Tag us or use **#MIInstaStructure** on your next post!







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*Continued from page 40*

Capacity. The firm's principal must demonstrate it has everything in place to fulfill the contract. This encompasses everything from staff with the necessary skill and experience to the right equipment. The surety should be shown the history of successful projects, the backlog of new and existing ones, and contractual language. Continuity and succession planning are also examined, as are the project management systems and controls.

Capital. Financial strength must be evidenced to take on new projects while managing current obligations – and able to respond to unforeseen problems. This requires extensive current financial documentation, including a CPA-prepared annual report and interim financial statements. Also necessary are work-in-progress schedules, a bank line of credit and personal financial information.

Securing a surety bond can be an onerous business. A broker partner with surety experience and know-how is not just a guide through a rigorous application process but well-positioned to identify and remove potential barriers on the path.

### About the author

Christian Coleman is the Vice President of Client Strategies at global insurance brokerage Hub International Michigan. **CS**



**Construction Angels** is a national 501(c)3 Non-Profit Organization that provides **immediate financial assistance** and grief counseling to the **children and spouse** left behind when a construction worker is involved in a **work-related fatality**. Approximately **4.5 construction workers are killed per working day** in the USA.

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To make a one-time donation, please visit **www.ConstructionAngels.us**, or email us at **contact@ConstructionAngels.us** for more information.







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### Continued from page 20

Michigan's asbestos program ensures that those working with asbestos are properly trained and understand the rules and standards governing asbestos work. The program highlights abatement contractor licensing, worker accreditation, asbestos management plans, project notifications, and training course providers throughout the state. **CS**



Michigan Asbestos Program – Direct link to Michigan's asbestos program.



Michigan NESHAP Program – Direct link to Michigan's NESHAP program.



EPA NESHAP Program

### Continued from page 52

speeding, distracted driving, or frustration behind the wheel. It's a place for caution, patience, and respect. Because when even one moment of impatience turns into tragedy, there are no do-overs. So please: Respect the Zone, So We ALL Get Home. Together, let's make this construction season the safest one yet. Thank you—and be safe out there. **CS**

### Continued from page 32

While an MPE clause may be the most direct means to address the impacts of tariffs, there are a number of possibilities to explore within the contract documents. It is incredibly important during these times to directly negotiate the impacts of tariffs in new contracts and change orders, and to proactively address these risks for existing projects. As always, the experienced Construction attorneys at Clark Hill are available to provide guidance to help navigate these issues.

*This publication is intended for general informational purposes only and does not constitute legal advice or a solicitation to provide legal services. The information in this publication is not intended to create, and receipt of it does not constitute, a lawyer-client relationship. Readers should not act upon this information without seeking professional legal counsel. The views and opinions expressed herein represent those of the individual author only and are not necessarily the views of Clark Hill PLC.* **CS**

### Continued from page 16

since the Senators are sitting on the \$3.1 billion plan we sent them from the House last month. That's something MITA and MITA members can help us with, because we need to get the Senate Democrats to come to the table, introduce a plan, and take a vote. That is the best outcome for everyone. **CS**



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