

The MLICA Scoop



Summer 2014



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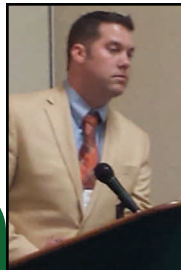
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From the Lead Plow, Mike Pennington, President MLICA

Save the date: August 22 or 23. That is when we plan on hosting a **MLICA Contractor Field Day near St. Johns, Michigan.**



This is the year MLICA was supposed to have our every other year field day. Two years ago down by Hillsdale and before that in Elkton. For a number of reasons, this year we are not going to do that. We never could find the right location to do it on the scale we normally have.

However, we thought there was no reason that we couldn't find a MLICA member with a project and all show up to watch him work. Also ask some of our equipment friends to bring some of their toys for us to play with.

So, that's what we are going to do on Friday August 22 and Saturday August 23rd. We hope you and anyone actively involved in the drainage industry can make it.

Best Wishes,



MLICA Contractor Field day, Make Reservation

Friday August 22:

Choose to tour Agro-culture Liquid Fertilizer either at 8:30 AM OR 1:30 PM, and join us for lunch at 12 NOON sponsored by Michigan Cat at Agro-culture Liquid Fertilizer headquarters, St. Johns.

Visit the drainage demonstration site on Price Road 1 1/4 miles East of Old 127 in either the morning or afternoon opposite the Agro-culture tour of 3 hours.

Saturday August 23:

Visit the drainage demonstration site all day, join us for lunch at 12 Noon, at the Demonstration site, sponsored by AIS Equipment.

Make your reservation by calling Martha at: **517-377-0808.**

There is no charge or fee for attending this event

The MLICA Scoop



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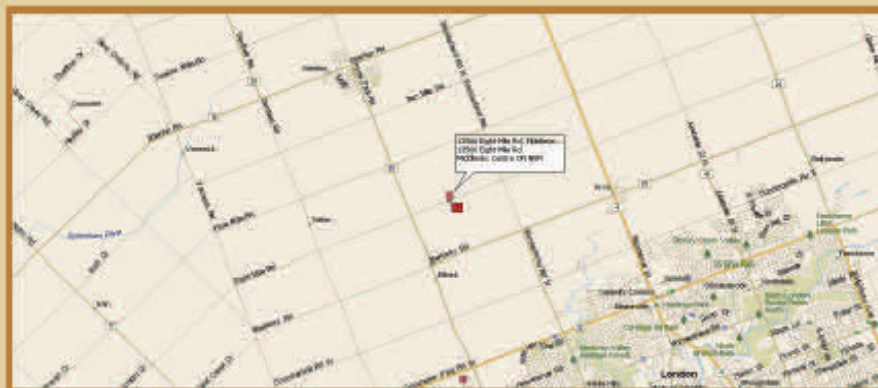
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House Minority Leader: Package Must Include Higher Overweight Truck Fees

According to the House Minority Leader Tim Greimel (Auburn Hills) he cannot support any gas tax increase unless it was linked to legislation that increases overweight truck fees.

Greimel says the state must make sure "heavy trucks pay their fair share." His caucus was concerned during the Senate's road funding debate when the Republican majority opted against moving legislation that would have raised \$8.6 million by increasing two-to-five times permit fees for overweight trucks.

Heavy trucks contribute most to the depreciation of the state's roads, he said. Greimel and many House Democrats supported HB 5452, which doubles the single trip \$50 fee for overweight trucks to \$100 and jacks up the multiple-trip \$100 overweight truck fee to \$500.

"It's absolutely wrong for the Legislature to ask ordinary passenger cars to pay more without asking for more funding from the heavy trucks that do much of the damage to the roads," Greimel said.

Democrats were in a negotiating position in both the House and the Senate on the issue of coming up with the roughly \$1.5 billion annually to repair the regular deterioration of the state's streets. The Republican majorities in both chambers are too split over what to do about the problem (if it's even seen as a problem) to pass something without Democratic support.

When the Senate broke for the summer without completing a road repair package, House Democrats were vocal about not adjourning until a plan was passed.

Greimel acknowledged that the \$450-\$500 million road funding package that passed the House was a first step and didn't rule out the possibility of approving additional dollars for roads through higher gas taxes.

The House Democratic leader also was open to the idea of raising the corporate income tax rate from 6 to 8 percent with the increase going to the roads, a proposal the Senate Democrats have taken up.

But after the Republicans eliminated and lowered several income tax exemptions to cover the a \$1.7 billion deficit caused by the creation of the new Corporate Income Tax, Greimel said "coming backing and piling on more taxes on everyday people" is not something he'd support without "corporate interests and heavy trucks" paying their "fair share."

"Without those ingredients being a part of a package, I would be a 'no', absolutely," he said.

The House Minority Leader said his caucus also strongly supports HB 5460 which requires MDOT, county road commissions and city road departments to have warranties for all pavement and reconstruction projects. County and local road departments must pass along their warranty programs to MDOT for approval.

MDOT notes that Michigan compares to Florida as far as strong warranty requirements among the states.

MDOT is supporting the additional legislation that would make the warranties required.

More on MLICA Contractor Field Day, Mike Cook, SWMS, Westphalia, MI

So far It's been a wet summer for most of Agriculture in Michigan. It's one of those years where Farmers really appreciate their Drainage Contractor.

So, as President Mike said on the front page, MLICA Contractor Field Day is August 22 and 23rd, near St. Johns. And me and my crew are the ones that everyone will be coming out to watch work. I will have my two plows running, both my "old" 2014 Bron 450 and my new 2014 Bron 550. Plus, probably some others I need to invite yet.

We are billing this as a MLICA Contractor Field Day as opposed to a full blown inviting the public. This event is first and foremost about appreciating all of the MLICA members. And second, to try to recruit some new ones. So, please invite anyone you think would be interested and that will consider becoming a MLICA member. Contractor, Associate or Supporting member.

Don't forget to make a reservation with Martha at 517.377.0808. This is so we know which Agro-culture Liquid tour you would like to take, either in the morning or afternoon of Friday August 22nd, and so we can plan on lunch numbers. No tours of Agro-culture Liquid on Saturday, so if you plan on attending on Saturday, please make a reservation so we can plan on how many for lunch. If you need to leave a voicemail, please provide this information.

At the site, we should have lots of things to see and do. It's a 60 acre field where we will be getting rid of some pot holes, putting in mains and laying a lot of tile. So, looking forward to seeing you all there.

Again, please invite others to attend and we would like to garner some new members out of this event. We need people who believe drainage is important and are willing to join our organization to promote and advocate for the drainage industry in Michigan

Michael A Cook



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RICHMOND TOWNSHIP, MACOMB COUNTY, MI. Two men were injured on June 3, 2014 when a natural gas supply line was ruptured by a drainage plow.

The following pictures show what the Bron Drainage plow looked like after hitting the 20 inch gas main.

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Increasing Overweight-Oversize Fees



Before the legislature adjourned for the summer, finding funds to fix the roads was a very hot topic.

However, in the end, not enough votes existed to increase taxes . . . for now.

One bill, HB 5452 is of high interest to MLICA members. It proposes to allow counties to increase Overweight/Oversized permit fees from \$100 to \$500 per year, per vehicle.

Many legislators are hearing from constituents that they need to do something about, *“all of the overweight trucks that are responsible for damaging the roads.”*

In response, HB 5452 received overwhelming support in the House but stalled in the Senate.

The fact is, this bill almost passed, the deal was cut with HB 5452 being part of the deal but the whole thing fell apart for political reasons.

However, it still sitting on the Senate floor and the road funding issue may not be over.

When legislators return after the Primary Election, they could take it up. If they don't take it up after the Primary Election, then the real danger is *Lame Duck* . . . Following the General Election in November.

Lame Duck is the legislative session that takes place after an election wherein some legislators will not be returning. This *Lame Duck* Session includes both the Speaker of the House and the Senate Majority leader not returning, (they are term limited out) so you never know what can happen.

As you know, it's campaign season and MLICA members must be communicating with the candidates about this issue.

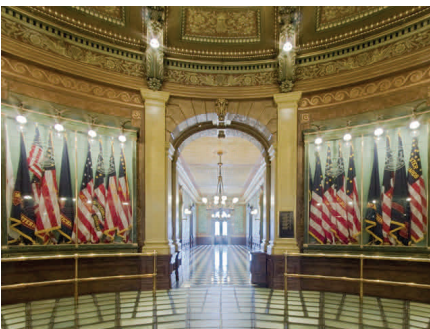
It is my opinion that what people are really talking to their legislators about are lots of trucks on the road and knowing we have a 164,000 max weight in Michigan, double most states.

That's “really” what people are telling their legislators, it's not about the overweight/oversized permit trucks hauling equipment around.

If you get the chance, make sure candidates understand the situation on this.

More to come on this issue.

Scott Everett, MLICA
Legislative Consultant



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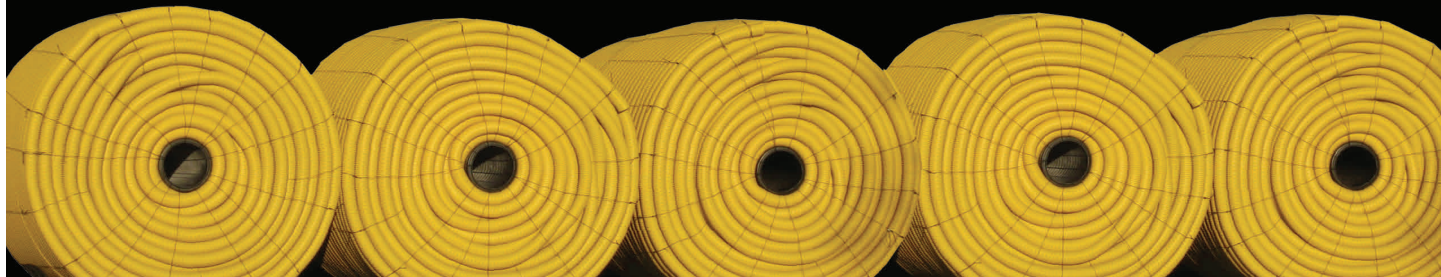
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