

KYTC Newsletter

December 2023
Volume 90



SUPPORTIVE SERVICES

- Estimating Training
- Building Capacity
- Mobilization Financing
- Bonding Assistance
- Marketing Plan Development
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Kentuckians Advised To Avoid Visiting County Clerk Offices For Motor Vehicle Services In Early January During Statewide Migration To Improved System

Online vehicle registration will be unavailable starting Dec. 28; car owners due to renew registrations this year are encouraged to do so early

A major step forward in modernizing the state's vehicle information database is approaching as transportation officials migrate to a new, customer-centric system. All County Clerk offices will temporarily pause in-person and online motor and vessel-related services in early January to accommodate the transition. The suspension of services starts Jan. 1, 2024, lasts between 4 to 10 business days and may cause longer wait times when services resume in January.

The following services will be unavailable during the migration: vehicle and boat registration renewals, vehicle and boat titling and transfers, disabled parking permit issuance and license plate issuance. Vehicle owners due to renew in December are encouraged to do so early before holiday closures.

"This launch represents the culmination of years of behind-the-scenes work to modernize our robust system to better serve Kentuckians," said Department of Vehicle Regulation Commissioner Matt Cole. "KAVIS will streamline processes, improve customer service and enhance overall efficiency."

Administered by the Kentucky Transportation Cabinet (KYTC), the state's 40-year-old legacy system AVIS (Automated Vehicle Information System) will sunset this year, and the seventh and final module of the new KAVIS (Kentucky Automated Vehicle Information System) will be fully integrated by early January.



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What Contractors Should Know About the Build America, Buy America Act

Unpacking federal requirements for infrastructure projects

Battling back from the Great Depression, the Hoover administration passed the “Buy American Act” in 1933. The basic premise of the law was to revive and bolster the economy by requiring U.S.-sourced iron and steel mined or produced in the U.S. to be used in projects for the federal government.

In 1982 Congress passed the “Buy America Act,” which expanded the requirement that contractors utilize only U.S.-sourced iron and steel on state transportation projects receiving federal funding. The Buy America Act also expanded the items that must be U.S.-sourced to include manufactured items.

More recently, a further expansion, called the “Build America, Buy America Act” (BABA), was passed in 2021 as part of the Infrastructure and Investment Jobs Act (IIJA). Contractors need to be aware of how the law has changed and how it could affect their businesses in new ways.

Most significantly, BABA material requirements apply to all infrastructure projects receiving federal funding — not just IIJA projects — and not only where the federal government is the contracting party, but also on projects where a state or local government entity is the contracting party. Further, “infrastructure” projects are broadly defined to include:

- Roads, tunnels and bridges
- Railways (both passenger and freight)
- Dams, ports, harbors and other maritime facilities
- Airports
- Water systems
- Electrical transmission facilities and systems
- Utilities
- Broadband infrastructure
- Buildings appurtenant to all of the above, including train and bus stations, toll facilities and even office facilities

Here are some other facts you should know about BABA:

- Along with iron, steel and manufactured products, BABA’s requirements extend for the first time to construction materials, which must also be U.S.-sourced. Construction materials are defined to include commodities such as glass, drywall, fiber-optic cable, nonferrous metals like copper and aluminum, and PVC and other plastic or polymer-based products. Aggregates and cement are excluded.
- BABA incrementally increases the required domestic content threshold (by cost) of manufactured goods from 55% to 60% effective October 2022, up to 65% by 2024, and will top out at 75% in 2029. In certain instances, increases have been delayed pending review.

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About The KYTC

The goal of the DBE Supportive Services Program is to increase the number of DBEs participating on KYTC contracts and facilitate the opportunity for DBEs to obtain contracts. The services are designed to:

- Assist established construction firms to move them from bidding as a subcontractor to bidding as a Prime Contractor to produce sound bids.
- Provide access to training increases DBE expertise in handling of daily business operations.



SUPPORTIVE SERVICES EVENT

Thursday | December 14, 2023 | 9 AM to 1 PM
Location: Hilton Garden Inn Louisville Airport
2735 Crittenden Dr.
Louisville, KY 40209

Join us for food, beverages, and making connections.



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