

Georgia DOT's Transportation Investment Act (TIA) Program Reaches Halfway Mark of Project Delivery



As we celebrate National Infrastructure Week, the Georgia Department of Transportation's Transportation Investment Act (TIA) program reaches the midway point for fund collection and project

delivery. In 2012, voters in three regions – River Valley, Central Savannah River Area and the Heart of Georgia Altamaha – approved a 10-year one percent sales tax to fund regional and local transportation improvements. TIA is now in the fifth year of a ten-year program and has accelerated and delivered 432 projects – over 50 percent of the approved list – with 75 more under construction.

“The TIA program has had a major influence on the sustainability and safety of our state’s rural infrastructure and provides an incredible opportunity for communities and local representatives to choose how their own tax revenue is spent,” said Kenneth Franks, State TIA Administrator. “Whether it’s completing an overpass that allows emergency personnel to respond without waiting 20 minutes for a train to pass, or creating access to real estate that will become an industrial park whose tax proceeds will provide over \$400,000 to support local schools, TIA

has helped communities attain the transportation projects they need to accomplish their goals regardless of broader nationwide funding concerns.”

TIA supports state and local goals by delivering a large percentage of the program that is on the state and federal roadway system. Of the revenue collected, 75 percent is used for construction of approved projects in each region, while the remaining 25 percent is disbursed to the region’s governments for discretionary use on other local transportation related efforts. So far, nearly \$180 million has been redistributed to local communities. Band One projects were delivered \$21.3 million under the estimated budget.

Georgia Tech conducted a study of the impact the TIA program has had on the three regions that approved it in 2012 – 94.1 percent of respondents said they would recommend TIA to a region that had not originally passed it, and 92.4 percent said TIA was a good thing for their region.

As the TIA program completes the remaining five years of the planned infrastructure improvement projects across the three regions, communities will be able to plan growth around the projects their local representatives selected.

To See More, Read Excerpt: <https://us13.campaign-archive.com/?u=80dbe14272ec0b5e1a1bf5b4e&id=ccce69ec3e>

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About the Program

The Construction Estimating Institute (CEI) works with GDOT as the statewide provider of the federally fund Disadvantaged Business Enterprises (DBE) Supportive Services Program.

We want to increase the number of certified DBEs participating in highway and bridge construction, as well as assist DBEs in growing and eventually becoming self-sufficient.

Additionally, CEI provides supportive services by assisting prime contractors and consultants with identifying DBEs for subcontracting opportunities on priority projects.

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Taking Ownership of On-Site Safety

How encouragement from project owners, technology & design can make jobsites safer



Safety has long been a touchstone in the construction industry, but new trends offer exciting possibilities to improve the well-being of construction

workers. “Safety Management in the Construction Industry 2017 SmartMarket Report,” a recent study by Dodge Data & Analytics, in partnership with The Center for Construction Research and Training (CPWR) and United Rentals, offers insight into new technologies and processes with potential to transform the pursuit of safety on construction sites. The study is the third in a series since 2012 that examines safety management. All three asked contractors what benefits they have experienced from safety-related investments. These benefits have consistently included the betterment of project outcomes, such as higher quality, reduction in reportable injuries and substantial business benefits, like improved reputational standing, increased ability to contract new work and higher levels of staff attraction and retention.

In addition to looking at the prevalence of top practices and trends in training, the latest study also looks at two areas with the potential to dramatically alter safety practices and outcomes—the impact of new technologies and the emerging trends of prevention through design (PtD). With a two-pronged approach, the 2017 study looked at the impacts of technology on safety.

First, it asked questions about the safety impacts of building information modeling (BIM)—the same questions asked 5 years earlier in the 2012 study—to test how those results have evolved. Second, it benchmarked the use of newer technologies like drones, wearables and laser scanning along with the degree to which early adopters are seeing safety-related impacts from their use.

Emerging Technologies

Recent years have seen a plethora of new devices and tools enter the marketplace with promising safety applications. Contractors were asked about several of these, and while most respondents (62 percent) reported that they are not using any of these technologies yet, enough were using three in particular for the study to provide meaningful data on their safety-improving potential:

- *Drones*—Twenty-one percent of contractors use drones on-site. Among those using drones, 70 percent report that they have a positive impact on site safety.
- *Laser scanning*—Fourteen percent of contractors use laser scanning on-site, and 76 percent of them report a positive impact on site safety from this use.
- *Wearable devices*—Thirteen percent of contractors use technology, such as smart helmets and badges with coded information, and 82 percent of them say that these devices improve safety on-site.

Right now, only early adopters—mainly large contractors with 500 or more employees—are using these products.

Read Excerpt: <https://www.constructionbusinessowner.com/taking-ownership-site-safety>

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