

GDOT Newsletter

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Volume 76



SUPPORTIVE SERVICES

- Estimating Training
- Building Capacity
- Mobilization Financing
- Bonding Assistance
- Marketing Plan Development
- Creating a Business Plan
- Building a Website
- Plan Reading



Georgia Electric Vehicle Infrastructure Deployment Plan Approved by Federal Highway Administration

Plan points to future investment in statewide electric vehicle charging

The Georgia Department of Transportation (Georgia DOT) announced Georgia is one of the first 35 states in the nation to receive approval from the Federal Highway Administration (FHWA) for its National Electric Vehicle Infrastructure (NEVI) Plan. With this approval, Georgia DOT can proceed with designing implementation to ultimately obligate its apportionment of approximately \$130 million in federal funds for electric vehicle charging infrastructure over the next five years.

"After careful planning and investment through strong public-private partnerships, Georgia is now a national leader in the electric mobility industry, with auto manufacturers, battery manufacturers and recyclers, and other supporting businesses announcing record-breaking jobs and investments in our state," said Governor Brian Kemp. "As we work to remain at the forefront of this emerging industry, I'm confident the efforts of Georgia DOT will play a critical role in building infrastructure to support this growth."

"The approval of Georgia's plan is another important step in the state's work as a leader in electric mobility," said Georgia DOT Director of Planning Jannine Miller. "Complementing Georgia's success in attracting significant automotive and manufacturing investments, this early approval lays the groundwork for the state to use NEVI program funds to help fill gaps in DC fast charging for the traveling public, primarily in rural and underserved areas."

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Managing Supply Chain Disruptions in the Construction Industry *Strategies for overcoming snags & coming out on top*

Seemingly relentless volatility and disruption — driven by so many unexpected circumstances (COVID-19, labor shortages, geopolitical conflicts, war) — have caused significant hardships for supply chains. This has been true for every industry, but few have been as broadly affected as the construction industry.

The strength of a construction supply chain heavily depends on other industries — manufacturing, distribution and even retail-commerce — that siphon critical products to contractors and developers. Any compromised link in that chain can hamper the industry, and, over the past few years, all those links have been weakened.

But, though today's specific circumstances are new to the world, supply chain disruptions themselves aren't. (Lindsay Moore of TechTarget [lists 15 such "snafus,"](#) stretching from 1973 to today.) For construction businesses to stay afloat and remain competitive in the current global market, they must learn the steps necessary for managing supply chain disruptions. We'll talk about a few of those steps today.

Assess Vulnerabilities

Construction supply chains are naturally complex, and the operating principles that worked in the pre-COVID-19 marketplace may not be as successful today. So, to make future-focused problem-solving decisions, construction firms should step back and revisit the basics of their businesses to find and address vulnerabilities.

Begin this assessment by asking yourself four main questions.

- Where in your supply chain are disruptions occurring?
- Which suppliers are you relying on?
- How "healthy" do those suppliers seem to be?

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About The GDOT

The goal of the DBE Supportive Services Program is to increase the number of DBEs participating on GDOT 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.



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