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**NORTHEAST FLORIDA
ENGINEERS WEEK**

ENGINEERS WEEK:

FEBRUARY 18 - 24

2024

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2024

EVENTS

FRIDAY
02.09

FES MATHCOUNTS
UNF UNIVERSITY CENTER
6:00 AM – 3:30 PM

MONDAY
02.12

SCHOLARSHIP GOLF TOURNAMENT
DEERCREEK GOLF & COUNTRY CLUB
10:30 AM – 5:30 PM, 1:00 PM Tee-Off

FRIDAY
02.16

KICKOFF SCHOLARSHIP LUNCHEON
UNF UNIVERSITY CENTER
11:30 AM – 1:30 PM

WEDNESDAY
02.21

HAPPY HOUR SOCIAL HOSTED BY JEST
DAVE & BUSTER'S
5:30 PM - 7:30 PM

FRIDAY
02.23

AWARDS BANQUET
SAN JOSE COUNTRY CLUB
5:30 PM - Until



CO-CHAIRPERSON'S MESSAGE

NICOLE BOHACZYK, PE | USACE

As proud members of the engineering community, we share a unique bond that stems from our collective passion for innovation, problem-solving, and shaping the future. I would like to emphasize the crucial role each of you plays in not only advancing our profession but also in fostering a vibrant and dynamic engineering community. Our growing community in Jacksonville presents us with both opportunities and responsibilities. The demands on our profession are increasing, and it is through collaboration and shared knowledge that we can meet and exceed these expectations. By actively engaging in our local engineering community and supporting young and aspiring engineers, we can create a network of support, knowledge-sharing, and mentorship that will not only benefit us individually but will also contribute to the overall strength of our profession. Let us stand united in our commitment to engineering, innovation, and the betterment of our community. I encourage each of you to actively participate, share your expertise, and inspire the next generation of engineers who will carry our legacy forward.

Thank you for your dedication to the engineering profession and for being an integral part of the thriving engineering community here in Jacksonville.



CO-CHAIRPERSON'S MESSAGE

SAMANTHA HANKE, EI | MOTT MACDONALD

Thank you for joining us for the Northeast Florida Engineer's Week of 2024. I want to first start by thanking the E-Week committee comprised of volunteers from various civil backgrounds that dedicate their time to put on these great events to celebrate the engineering community and show appreciation to our profession and colleagues. Since I was in undergrad, I have always shared a passion for bringing together like-minded people and engaging our future generation into the world of engineering. As a young engineer, I find my passion for engineering has catapulted me into leadership positions I did not believe I was ready for but throughout each experience, I have gained knowledge, friends and great memories that will stick with me throughout my career. Being in the water and wastewater discipline, I have learned how vital water is to our community which can be taken for granted at times but teaches me to understand the value of giving back even when others do not recognize it. I believe this is true for most of the engineering world and is why I am grateful for E-week and eager to celebrate the underdogs. Reflecting on the past year, we have continued to see growth in all disciplines and with their fair share of challenges. I hope that through every endeavor, each of you find the humor in situations because laughter can always brighten someone's day. I would lastly like to thank all of the sponsors, mentors, students, engineers, and everyone else within the community who encourages us to keep growing and striving to be better every day. A special thank you to Nicole Bohaczyk who is the real star of this E-Week!

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US Army Corps of Engineers

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JVC exists to build a world-class startup ecosystem in Jacksonville. This 2-day event is happening in Jacksonville on March 12 & 13, 2024 at the West Club in EverBank Stadium. The event will include the live venture capital pitch competition, thought leadership presentations, panel discussions, community spotlights, and a live student pitch competition. The event will be surrounded by investor education curriculum for corporate venture participants and happy hour events.

This event drives important innovation and collaboration in Northeast Florida by bringing together thought leaders, investors, and start-up companies. Start-ups looking for a place to thrive will soon view Jacksonville as one of the best cities in the Southeast to base their business. Access to early-stage capital is vital for any growing startup ecosystem and crucial for a thriving community of founders and investors.

At JVC we stand to promote women in the start-up and investment ecosystem. We promote diversity of people and views. We bring a platform to non-profits that are working hard to build community.

Our JVC 2024 sponsors include Silicon Valley Bank (previously First Citizens), the Jacksonville Jaguars, Jacksonville University, JAX Chamber, PRI Productions, Bootleg Advisors, Dysruptek (by Haskell), The Church of Eleven22, and Chang Industrial.

Our keynote speakers this year include Laura DiBella, CEO of Enterprise Florida; Daniel Davis, CEO of JAX Chamber; Joey Sanchez, CEO of ION Houston; and Brittain Ladd, Thought Leader.

JVC 2024 will serve as an educational and networking event to catalyze the formation of a new and robust investor/start-up community in Jacksonville and award the distinguished start-up with their spot in a formal investment from our syndicate of venture capital firms led by VentureSouth. This event is for individual angel investors, early-stage start-ups, and the Jacksonville business community.

Learn more or buy tickets at www.jaxvc.com.

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ARTIST WALK

BY DANIEL WEBER, VICE PRESIDENT, VIA CONSULTING SERVICES, INC.

The city of Jacksonville has broken ground on its newest addition to the 30-mile-long “Emerald Trail,” which includes a shaded public plaza, featuring an artistic skate park. The Artist Walk located under the west end of the Fuller Warren Bridge, is a three-block-long public space with landscaping, sculptures, seating and a stylized skate plaza with three different spaces for various skill levels. The \$8.8 million park is located across Riverside Avenue from the site of the weekly Riverside Arts Market and will be connected to the Fuller Warren Shared Use Path and Emerald Trail. It was designed to serve as a visual gateway between Riverside and Brooklyn. The project, which is expected to take about two years to complete, is being funded by the city and the Florida Department of Transportation. The skating area was designed by California Skateparks, which has built more than 500 skateboarding facilities around the world. These new parks, along with a number of other infrastructure projects, are a key element of the Downtown Master Plan to further activate and energize Downtown. They’ll enhance the Downtown experience for residents and workers, improve property values and strengthen Downtown as an attraction for local residents and out-of-town visitors.



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FULLER WARREN SHARED USE PATH

BY JAMES GREENE, PE, FDOT, TURNPIKE PAVEMENT MATERIALS ENGINEER

The I-10/I-95 Operational Improvements project increases safety through improved capacity and operational function of the interchange. Construction of the Fuller Warren Shared Use Path, a key feature of the project, furthers FDOT's goals of improving safety and enhancing mobility by providing Jacksonville residents and visitors with pedestrian and bicycle connections between the vibrant Riverside and San Marco communities. Joining the Main Street Bridge and the Acosta Bridge, the Fuller Warren Shared Use Path has become a third point of access for pedestrians and bicyclists to cross the St. Johns River in Jacksonville. Current FDOT numbers show over fourteen thousand users enjoy the Shared Use Path each month.



Spanning the St. Johns River at 4,654 feet long and 12 feet wide, the Fuller Warren Shared Use Path includes two 6-foot lanes for east/west traffic and features two observation areas featuring panoramic views of the St. Johns River. Users can access the Shared Use Path from Riverside Avenue in Riverside, from Palm Avenue in San Marco or from the sidewalk adjacent to the river behind Nemours Children's Hospital.



Performing the honorary ribbon cutting duties for the Shared Use Path was Caleb Prewitt, a Special Olympics Athlete and Jacksonville native. Caleb, 16, made history in 2023 by becoming the first person with Down syndrome to complete the Gate River Run 15K. An avid runner and athlete, Caleb is also the youngest person with Down syndrome to complete a full sprint triathlon; he won a silver medal at the 2022 USA Special Olympics and is an ambassador for the USA Triathlon Foundation.

At a cost of approximately \$20 million and significant construction challenges, construction of the Fuller Warren Shared Use Path is a testament to FDOT's commitment to the community and its mission of enhancing mobility for all Floridians. In addition to the experiments listed above, a new surface texture technique combining longitudinal diamond grinding and grooving known as the Next Generation Concrete Surface was placed in parts of the passing lane. Longitudinal diamond grinding, the standard surface texturing method on FDOT concrete pavements, was performed on the entire travel lane.



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JACKSONVILLE HAILS ARRIVAL OF LARGEST CONTAINER SHIP TO EVER CALL AT PORT

BY DAVID RUDERMAN, U.S. ARMY CORPS OF ENGINEERS, JACKSONVILLE DISTRICT

Less than one year since the completion of the Jacksonville Harbor 47-foot Deepening project, Jaxport marked a milestone with the arrival yesterday of the largest capacity container ship to ever call at the Blount Island Marine Terminal.

The MV One Stork, homeported in Tokyo, Japan, has a carrying capacity of 14,000 TEUs (20-foot equivalent units, a standard measure of shipping containers). The previous record container carrying capacity prior to the One Stork's arrival was 11,900 TEUs, according to Jaxport.

The Blount Island terminal's newly deepened, 47-foot turning basin, in conjunction with the deepened federal channel, provides the

water draft needed to accommodate vessels such as the One Stork, said Milan Mora, U.S. Army Corps of Engineers Jacksonville District, Project and Project Management Division Water Resources Branch Chief.

"The feasibility analysis, engineering design and construction of the Jacksonville Harbor project has been a sustained undertaking over many years, with exceptional input and support from our partners. This is a tangible sign of the benefit our collective efforts have accomplished and will continue to deliver for decades to come," he said.

In a sense, the One Stork's voyage was nearly 20 years in coming, added Mora.



Left: MV One Stork docked at the Blount Island Marine Terminal Wednesday, May 10, 2022 at JaxPort in Jacksonville, FL. (USACE photo courtesy of Jaxport)

Right: Jacksonville Harbor marks a milestone Wednesday, May 10, 2023, with the arrival of the largest capacity container ship to ever call at the Blount Island Marine Terminal



MV One Stork transits the 47-foot St. Johns River federal channel to reach Blount Island Marine Terminal on Wednesday, May 10, 2022 in Jacksonville, FL. (USACE photo courtesy of Jaxport)

The planned harbor deepening, a cost-shared partnership between Jaxport and Jacksonville District, was authorized by Congress in 2014. Years of study and design followed. Between February 2018, when construction began, until its completion in May 2022, USACE dredged some 12 million cubic yards of material to deepen the federal channel and widen sections to enable unencumbered, two-way passage of vessels.

The total project cost was \$350 million of combined federal and non-federal funding.

The deepened harbor cements Jacksonville's status as a top-tier port of call for global, 21st-century commerce and economic development, said Mora.

"The operational capabilities of Jacksonville's harbor to accommodate vessels of this size make Jaxport a great fit for us," said Louis Ferrer, an operations director for shipping line Ocean Network Express, which operates the One Stork, according to published reports.

The consortium which includes the One Stork links ports in Thailand, Vietnam, Singapore and Sri Lanka with American and Canadian Atlantic ports via the Suez Canal. Commercial and logistics activity associated with Jacksonville port operations contribute tens of billions of dollars and tens of thousands of jobs to the Jacksonville and regional economy.

"We are pleased that our customers will continue to benefit from direct service and efficient transit times between Asia and the Southeast U.S.," Ferrer said.

As part of the project, USACE has undertaken significant mitigation in the form of conservation land purchases to offset minor impacts to wetlands and submerged aquatic vegetation, and will continue environmental monitoring for up to 10 years, said Mora.

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USACE, STATE PARTNERS CELEBRATE MAJOR MILESTONE FOR THE BISCAYNE BAY COASTAL WETLANDS PROJECT

By JP Rebello, U.S. Army Corps of Engineers, Jacksonville District

The U.S. Army Corps of Engineers (USACE) Jacksonville District and South Florida Water Management District (SFWMD) celebrated a major milestone for the Biscayne Bay Coastal Wetlands Project in Miami-Dade County today. The S-709 Pump Station, a component of the L31 Flow-Way, is complete and will contribute to the restoration of Biscayne Bay.

The USACE and SFWMD were joined by elected officials and key regional stakeholders to usher in the completion of this major milestone.

"Today's ribbon cutting is a testament to the U.S. Army Corps of Engineers and its partners' commitment to Everglades restoration," said Col. James Booth, commander of the U.S. Army Corps of Engineers Jacksonville District. "The S-709 pump station is an important piece of infrastructure near the southern end of the L-31 East Flow way, whose completion and use puts



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us one step closer to restoring conditions in the coastal wetlands and ultimately in Biscayne Bay.”

“I’ve said it before and I’ll say it again, Biscayne Bay is our crown jewel, it is our Mount Rushmore, it is our Central Park, and we need to take care of it. Today’s ribbon cutting moves us one step closer to a revitalized Biscayne Bay,” said South Florida Water Management District Governing Board Member Charlie Martinez. “A few months ago, we celebrated the groundbreaking of the Cutler Wetlands Component of the Biscayne Bay Coastal Wetlands Project and today, we celebrate the completion of a new pump station, which will start restoring the southern wetlands that are part of the L-31 East Flow way. I’m thankful for the incredible support from Governor Ron DeSantis, and our strong partnership with the U.S. Army Corps of Engineers and Miami-Dade County. The restoration of Biscayne Bay is absolutely critical to our way of life in South Florida, and I look forward to celebrating the completion of more Everglades restoration projects that will benefit Biscayne Bay in the future.”

The S-709 structure was designed to be a 40 cubic foot per second (cfs) pump station, located north of the C-103 canal on the L-31E canal. When operational, the S-709 will pump water from the C-103 canal and discharge to the north into the L-31E canal using two 20 cfs submersible pumps. Pump station S-709 will also have a sixty-inch culvert with a slide gate to pass flows during emergency

situations. The S-709 pump station is one of five like it and an element of the Biscayne Bay Coastal Wetlands Project (BBCW); a component of the Comprehensive Everglades Restoration Plan (CERP) and is cost-shared between USACE and SFWMD. BBCW is one of the “second generation” CERP projects.

“Construction is finished and endurance testing will last about a month before we move to the operational testing and monitoring phase,” said James Hourican, project manager for the USACE Jacksonville District. “This is a period of time where the facility is operated in conjunction with our partners at the SFWMD where data is collected to ensure the pump performs in accordance with design specifications and law before transferring it to the custody of the SFWMD for full operations and maintenance,” he continued.

The purpose of the BBCW project is to rehydrate coastal wetlands and reduce damaging point-source freshwater discharge to

Biscayne Bay and Biscayne National Park. The BBCW project will restore wetland and estuarine habitats and divert an average of 59 percent of the annual coastal structure discharge into freshwater and saltwater wetlands instead of direct discharges to Biscayne Bay and Biscayne National Park. The project will rehydrate coastal wetlands and reduce point-source discharges into Biscayne Bay by replacing lost overland flow and partially compensating for the reduction in groundwater



The U.S. Army Corps of Engineers and the South Water Management District celebrated the completion of the Biscayne Bay Coastal Wetlands Project S-709 Pump Station project with a ribbon cutting ceremony Aug. 22, 2023, in the Biscayne National Park in Homestead, Fla. The project is to rehydrate coastal wetlands and reduce damaging point-source freshwater discharge to Biscayne Bay and Biscayne National Park. The BBCW project will restore wetland and estuarine habitats and divert an average of 59 percent of the annual coastal structure discharge into freshwater and saltwater wetlands instead of direct discharges to Biscayne Bay and Biscayne National Park.

seepage by redistributing, through a spreader system, available surface water entering the area from regional canals. The proposed redistribution of freshwater flow across a broad area is expected to help restore saltwater wetlands and nearshore bay habitat.

The Biscayne Bay Coastal Wetlands Phase I Project was authorized under Section 7002 (5) (5) of the Water Resources Reform Development Act (WRRDA) of 2014.

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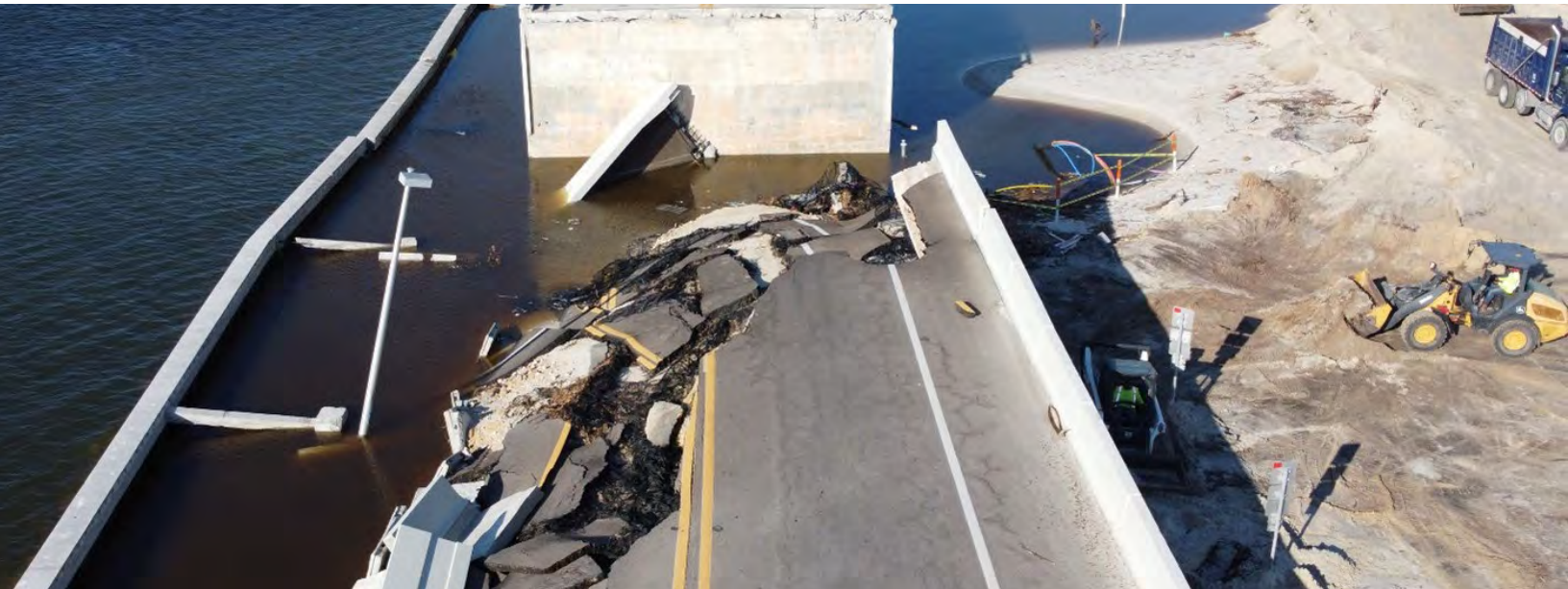


FDOT FOLLOWING HURRICANES IAN AND NICOLE

BY FDOT STAFF

Hurricane IAN

As Hurricane Ian barreled toward southwest Florida in late September 2022, the Florida Department of Transportation (FDOT) was already preparing for the deadly storm. Thousands of employees and industry partners had worked feverishly to shore up the state's infrastructure and facilitate evacuations from areas at highest risk of severe impact. But once the Category 4 hurricane made landfall on September 28—devastating communities up and down the Gulf Coast with winds of up to 140 mph and storm surges topping out near 30 feet—their efforts shifted into an even higher gear.



Damage to the Sanibel Causeway

From a transportation perspective, damage caused by the hurricane was concentrated in FDOT's Southwest Florida region. Major flooding, downed trees, and other large debris blocked roadways and made safe passage impossible. Widespread power outages rendered traffic signals and streetlights inoperable, adding to the challenges to the region's infrastructure.

The most severe damage occurred in Lee County, where the storm washed away several sections of the barrier island that compose the Sanibel Causeway, eliminating the only access to and from Sanibel Island for more than 6,000 residents. 10 miles north of Sanibel, Pine Island was cut off from the mainland in much the same way after the Matlacha Bridge approach was completely washed out.

Immediately after the storm passed, FDOT Crews responded to support recovery efforts. Across the state, FDOT employees mobilized to support their colleagues in the Southwest Region as they worked to restore access to impacted communities—most critically, to emergency responders, utility workers and vehicles delivering needed supplies such as water, food and fuel. Thanks to land provided by the Ft. Myers Airport, a “base camp” was quickly established in Ft. Myers to house up to 250 visiting workers, providing meals, showers, sleeping accommodations and even laundry services for the crews that arrived from every FDOT Regional Office.

FDOT's immediate actions after landfall, included deploying various teams and dozens of trucks, front end loaders, skid steers and other equipment to address the massive challenge of clearing thousands of cubic yards of debris from roadways to create a path for emergency vehicles, utility trucks, supplies and residents. Others teamed up to complete bridge inspections to ensure the structures were intact and safe to resume vehicular traffic. Still others faced the equally formidable challenge of restoring access to Sanibel Island and Pine Island as quickly as possible—an objective that could take weeks or even months to achieve in the best of circumstances.

Departmental dividing lines melted away as the team assessed the tasks at hand and developed a plan.

“I think the biggest point I would get across are the partnerships that came together,” said Mark Mathes, Southwest Florida's Traffic Operations Engineer. “When it comes to the EOC [Emergency Operations Center], I was part of a multidisciplinary force including Construction, Maintenance, Operations, also with our local partners like Lee County, law enforcement, FDOT Central Office, and the greater community who came together to make a difference.”



Ian's storm surge caused catastrophic failures along the Pine Island Causeway



FDOT staff faced the challenge of providing crews with essential supplies like ice, water, food and fuel, which were in high demand across the hard-hit region

While the bridges were largely undamaged by the storm, portions of the causeway which connect bridge structures together were washed away by Hurricane Ian, leaving the bridges unconnected to the mainland or the island. A project like this, under normal circumstances, could take months. However, FDOT, along with our law enforcement partners at the Florida Highway Patrol, Lee County and Florida Department of Emergency Management made use of strategic and innovative techniques to rebuild the causeways quickly.

Under Governor DeSantis' leadership, and thanks to the hard work of hundreds of FDOT employees and contractors, we were able to relink Sanibel Island to the mainland." The achievements of the team that responded to Hurricane Ian were nothing short of remarkable. In just over two weeks, FDOT staff, consultants and private contractors from across the state were able to complete projects that would take months under ordinary circumstances. Thanks to their singular focus on restoring access to thousands of displaced residents, crews were not only able to reopen the Sanibel Causeway and Pine Island Causeway, but also clear hundreds of tons of cubic yards of debris from hundreds of miles of state roadways.

As of December 2023, permanent repairs to the Sanibel causeway were substantially completed.

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State Road A1A in Vilano Beach shortly after landfall of Hurricane Nicole.

Hurricane Nicole

Less than a month after traveling across the state to aid their Southwest Florida regional counterparts, Central and Northeast Florida employees were making emergency repairs to State Road A1A after it sustained significant damage from Hurricane Nicole.

Hurricane Nicole made landfall as a Category 1 storm on Florida's Atlantic coast near Melbourne. Torrential rain and a massive storm surge impacted many counties in Northeast Florida, especially St. Johns, Flagler and Volusia counties. The corridor is even more vital during the fall and winter months, when thousands of tourists visit the region.

Washouts in three sections of coastal State Road A1A demanded an emergency response from crews. Crews began working simultaneously at three locations on A1A; from South 28th Street to South 7th Street in Flagler Beach; from Highbridge Road in Volusia County to South Central Avenue in Flagler Beach in Flagler County; from Wisteria Drive to Sunny Beach Drive in Ormond by the Sea; and in Vilano Beach and Marineland.

Within hours of the roadway washout, crews arrived onsite to begin emergency restoration efforts. Crews placed over 600 truckloads of sand – nearly 11,000 cubic yards – to make repairs and get the roadway open. Sand and debris were also cleaned from 14 miles of State Road.

A1A in Volusia and Flagler counties. Temporary repairs were completed within eight hours of the storm event, providing critical access to residents, business owners and visitors. An emergency contract was executed within 72 hours of the event, and permanent repairs were completed just nine days after the storm, just in time for the Thanksgiving holiday traffic rush. The milestone marked another remarkable response by the Northeast and Central Florida regional teams.

The FDOT crews' efforts did not go unnoticed as children from Salty Church in Flagler County presented members of FDOT with a handmade thank you banner for the hard work the team put in to restore access on A1A.



Salty Church in Flagler County Children Thank You Banner to FDOT

2023 Response to Hurricane Idalia

In August of 2023, with many Florida communities still in recovery, Hurricane Idalia made landfall in the Big Bend region as a Category 4 storm.

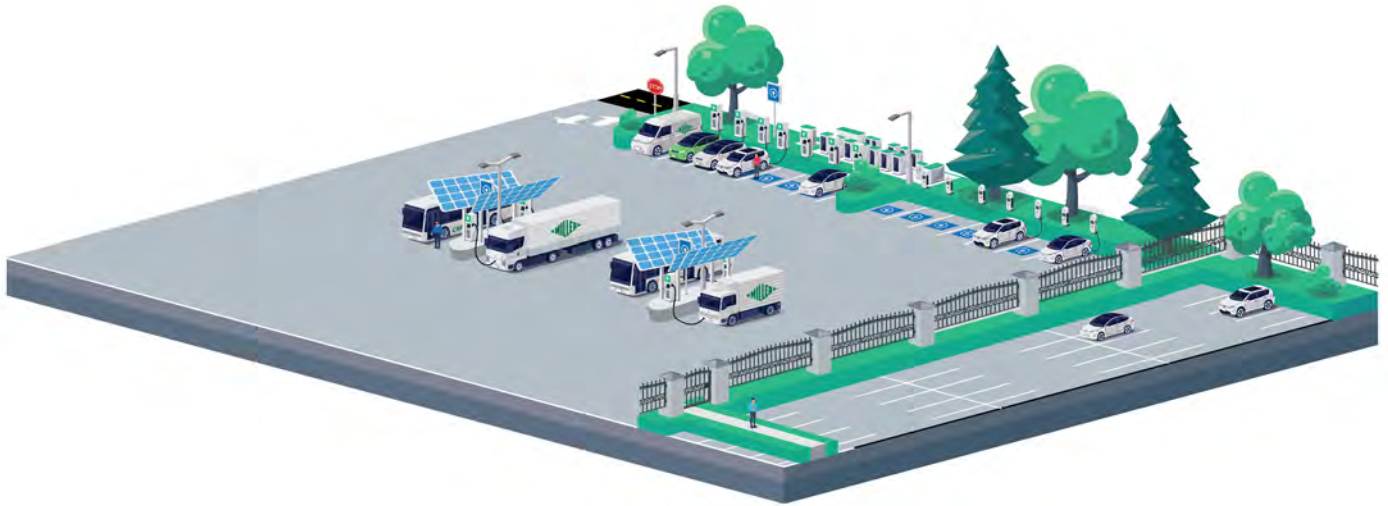
Prior to Hurricane Idalia making landfall, FDOT took action to ensure the safety of our Gulf Coast communities. At the direction of Governor DeSantis, FDOT suspended tolls to aid evacuation efforts and began pre-staging supplies, equipment, and nearly 700 team members who were ready to jump into action as soon as Idalia passed through. FDOT quickly set up a base camp in Gainesville to house 150 FDOT crews, and 100 Florida Highway Patrol Troopers deployed to respond to Idalia.

While the population of this area is less dense than other areas of the state, Idalia brought its own set of challenges by rendering I-10, one of the most critical components for supply chain and connectivity, impassable in a 15-mile stretch through Madison County. This area was significantly littered with debris and an estimated 10,000 downed trees. Within 12 hours, FDOT's cut-and-toss teams were able to clear the area and reopen the interstate, allowing first responders, supplies, and other assistance to reach the affected area.

Over 100 Bridge Inspectors were deployed throughout the state, quickly clearing over 1,000 bridges through the main impacted areas. Less than 18 hours after the storm hit Florida, all state-owned bridge assessments had been completed.

Perhaps the most enduring lesson from the 2022 and 2023 hurricane season is that no matter when or where a catastrophic storm hits, the men and women of the Florida Department of Transportation will do whatever it takes to protect, inspect and repair the critical infrastructure connecting communities throughout the Sunshine State.





MILLER ELECTRIC: THE EV INNOVATION DESIGN CENTER

A TRANSFORMATIVE HUB FOR SUSTAINABLE EV SOLUTIONS

Miller EV Solutions, a pioneering leader in the electrical and technology contracting industry, in partnership with CBRE, recently announced the launch of the Electric Vehicle Innovation Design Center (EVIDC). This groundbreaking initiative embodies Miller EV Solution's unwavering commitment to advancing electric vehicle (EV) technology, fostering sustainability, and creating a more connected future.

Jacksonville City Council President Ron Salem and other esteemed city officials were in attendance to mark this momentous occasion. The event served as an opportunity to introduce the EVIDC project to the public and showcase the transformative potential it holds for the future of electric vehicle charging.

With a history dating back to its founding in 1928, Miller Electric/Miller EV Solutions has consistently demonstrated its dedication to fostering cutting-edge initiatives aligned with the evolving landscape of sustainable energy and transportation. The EVIDC project reflects their commitment to embracing the challenges and opportunities presented by the electric vehicle solutions industry. The EVIDC is poised to revolutionize sustainable solutions for EV and set new benchmarks in the EV evolution. As a groundbreaking facility strategically located in Jacksonville, the EVIDC is more than just a physical space; it's a state-of-the-art facility of innovation that will transform the way we approach sustainability. It's a game-changer that will significantly reduce Jacksonville's carbon emissions by a staggering 8,390 tons annually.

The Project's Goals and Approach

The EVIDC project's goals include fostering the development of actionable plans for ensuring the continuity of EV charging infrastructure and establishing a standardized methodology for assessing charging station performance and reliability. By providing a real-world environment for collaboration, testing, and training, the EVIDC advances charging infrastructure. In close cooperation with CBRE, the site will provide a testing ground for a wide range of charging hardware, which will be managed on multiple EV charger management software platforms as part of CBRE's remote operating center. CBRE will also use the EVIDC extensively as a training facility for its service technicians and project engineers.

The project approach involves a collaborative effort with partners, including OEMs, software providers, Schneider Electric, Graybar, WB Engineers+Consultants and community partners such as North Florida TPO, the North Florida Clean Fuels Coalition, Jacksonville Transportation Authority, and JEA. These partnerships provide the essential equipment, expertise and customer feedback required. Miller EV Solutions, with its extensive experience in the electrical and technology contracting industry and a commitment to shaping a more sustainable future, is uniquely qualified to spearhead the EVIDC project. Their expertise, national reach, and collaboration with the IBEW and NECA position them well for this transformative initiative.

For more information about the EVIDC project, please visit: <https://MillerEV.com>



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