



DBE News & Events

October 18, 2018

Arizona Governor Doug Ducey Creates Institute For Automated Mobility In Arizona

By Arizona Commerce Authority

Phoenix, AZ (October 11, 2018) — Arizona Governor Doug Ducey today announced that he has signed an Executive Order creating the Institute for Automated Mobility (IAM), a new consortium of private sector companies, public officials and university research faculty that will collaborate on state-of-the-art research in Arizona.

“The Institute for Automated Mobility will bring together global industry leaders, a public sector team and the brightest minds in academia, focused on advancing all aspects of automated vehicle science, safety and policy,” said Governor Ducey. “Arizona is committed to providing the leadership and knowledge necessary to integrate these technologies into the world’s transportation systems.”

IAM will be overseen by the Arizona Commerce Authority and brings together the Arizona Department of Transportation, the Arizona Department of Public Safety, all three Arizona universities - Arizona State University, University of Arizona and Northern Arizona University - and private industry, with Intel Corporation serving as the first private-sector founding partner.

“Automated vehicle technologies have incredible potential to improve transportation safety and efficiency, saving lives, time and money,” said Sandra Watson, Arizona Commerce Authority President & CEO. “IAM will conduct groundbreaking industry-led research and development supporting the establishment of uniform standards and smart policy around these technologies.”

Intel Corporation played a key role in defining the structure and mission of IAM as a Founding Partner, and has research efforts already underway related to self-driving car safety and standards. Their responsibility sensitive safety (RSS) model is an open and transparent technology neutral model for the safety of AV decision making that can serve as a foundation for IAM research.

“The Institute for Automated Mobility is the culmination of many months of groundbreaking collaboration between Intel, ASU, and public agencies in Arizona,” said Doug Davis, senior vice president at Intel Corp. “We look forward to working with industry partners, the state, and the universities on safety technologies, standards and policies – such as responsibility sensitive safety (RSS) – as we collectively aim for autonomous transportation solutions that are safe and impactful.”

At full build out, IAM will consist of facilities designed for complex research and testing scenarios, with a simulation lab as well as technology-neutral physical infrastructure offering multiple route configurations, intersections, signage, and traffic signals. A Traffic Incident Management center designed and run by the Arizona Department of Transportation and the Arizona Department of Public Safety will integrate law enforcement and first responders with automated vehicle technologies unlike any other location in the country.

Governor Ducey has named Dr. Sethuraman (Panch) Panchanathan as his Advisor for Science and Technology. In this role, he will manage IAM’s corporate engagement strategy, helping partners to identify their research areas and define projects, then directing those projects to teams of faculty from Arizona’s public universities.

“I am honored to serve Governor Ducey, the State of Arizona and IAM in the role of Advisor for Science & Technology,” said Dr. Panchanathan. “IAM will provide a concierge style service designed to help partners easily and effectively execute their R&D projects. The truly comprehensive operating model combined with a commitment to sharing data and best practices will ensure projects are able to achieve intellectual, economic development and societal outcomes.”

Companies interested in joining IAM as partners may contact IAM@azcommerce.com or [visit azcommerce.com/IAM](http://visit.azcommerce.com/IAM).

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\$225M Tucson Park Bond Has No Formal Opposition

By Joe Ferguson for Arizona Daily Star

There is no formal, organized opposition to the (Tucson)-backed plan to spend \$225M on parks and trails over the next decade.

Roughly six weeks before the general election, Tucson's Proposition 407 flies under the radar in a white hot political season as various political groups focus on federal and statewide races.

City leaders are quietly optimistic about the proposal, fueled in part by the public support for two city proposals that successfully came before it: 2012's Prop. 409, a bond for road repairs, and last year's Prop. 101, a temporary sales tax increase to pay for road repairs and public safety equipment and facilities.

However, Prop. 407's greatest selling point may be what it isn't promising to do — fix the entire city's parks and recreation system. Because of the bond package's limited size, it won't raise taxes.

The \$225M simply isn't enough to bring improvements to all of the city's 128 parks, would only reopen two of the city's closed pools and would not address massive and entrenched problems with city golf courses.

The reason for this specific price tag is the limit on how much the city can sell in bonds over the next nine years without having to raise the city's secondary property tax rate. If the measure passes in November, the new debt would be sold as the city pays off old bonds.

The \$225M contains a list of projects that would be spread throughout the city, making big changes to some parks as well as building new paths for pedestrians and bicyclists.

Where The \$225M Would Go

Prop. 407 calls for nearly \$128.2M to be set aside for aquatic facilities and for park improvements to recreational centers, sports fields and lighting.

Another large section of the bond is for linear parks, with the city proposing to set aside \$24.6M to build elongated parks, designed for cyclists and pedestrians, that connect parts of town.

Plans also include \$67.1M for what the city calls "connectivity" — which includes items like new bike boulevards, pedestrian safety improvements and protected bike lanes.

Another \$5.2M would be set aside for minor improvements to the Randolph Park and El Rio golf courses.

Brent Dennis, the director of the city's Parks and Recreation Department, acknowledges it won't fix everything.

For example, the creation of three new parks does little to meet a goal of having a park within walking distance for all Tucsonans.

Promises Made, Details Can Change

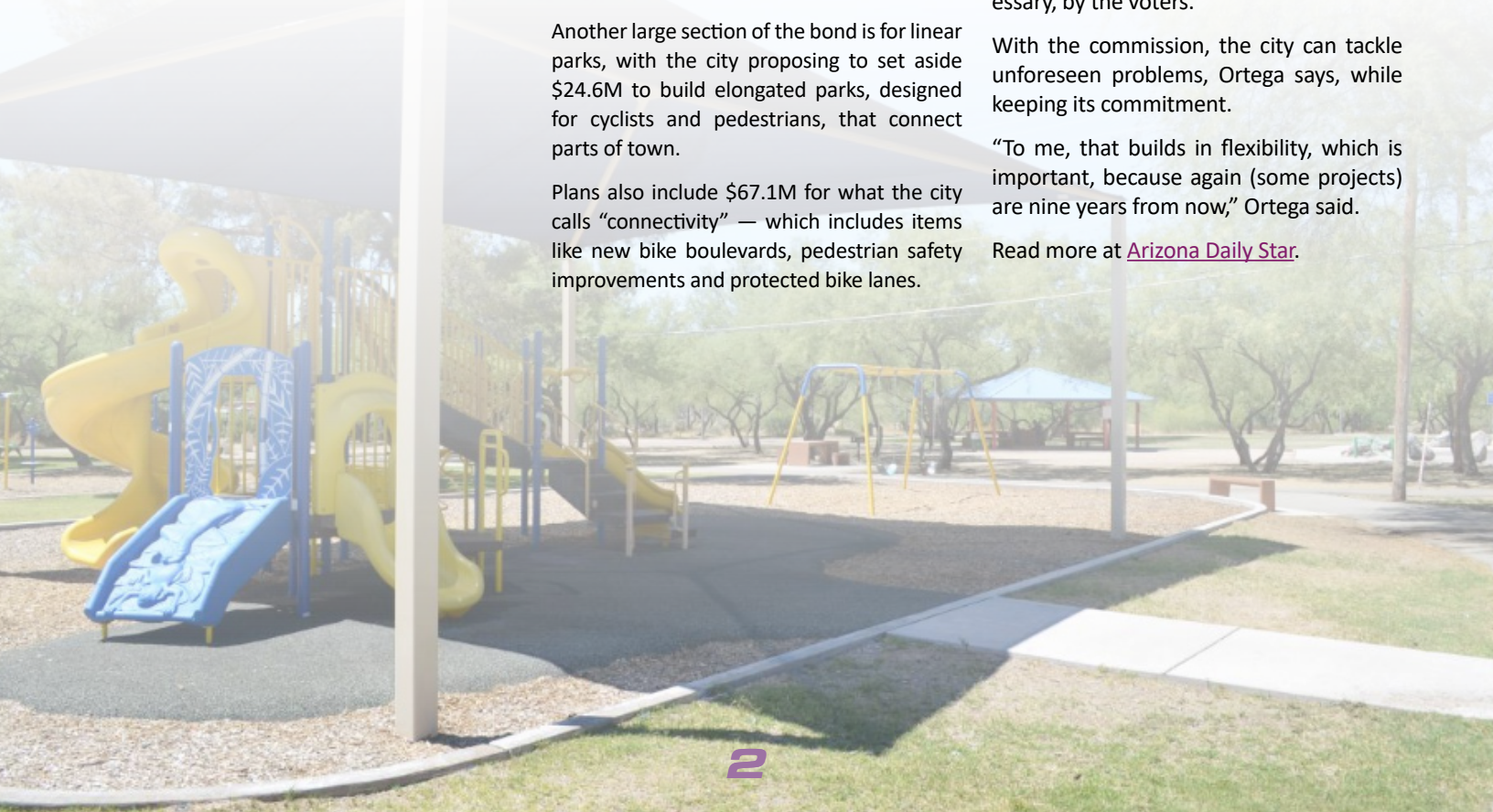
City Manager Mike Ortega says while city planners worked nonstop this summer to best sketch out how much individual projects would cost and where the money would be spent, there is only so much that the city can do to predict the costs.

Depending on the size and the scope of the issue, solutions can be decided by an independent citizen-run bond oversight commission, by the City Council or, if necessary, by the voters.

With the commission, the city can tackle unforeseen problems, Ortega says, while keeping its commitment.

"To me, that builds in flexibility, which is important, because again (some projects) are nine years from now," Ortega said.

Read more at [Arizona Daily Star](#).



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Phoenix Transportation Needs Hit Funding Reality

By Arren Kimbel-Sannit for Phoenix New Times

Walter Gray is straddling a divide, and it's a divide that looks an awful lot like a pothole.

The self-described community activist from west Phoenix wants better, smoother streets — Council District 7, where he lives, will within five years have 91 miles of major roads the city considers unworthy of a “good” rating, according to the Street Transportation department.

But there's only so much money in Phoenix's coffers, and the city says it would require around \$1.6B to overlay the pavement on major, minor, and residential streets in the next five years — a total of 4,085 miles — until they reach the “good” rating.

Of the 4,085 street miles the city wants to overlay, only 519 are major roads, out of 872 major road miles in the city total. But the arterials have an outsized impact on the cost of the undertaking; bringing those roads up to a “Good” rating over five years would cost \$519M alone, the city says.

The Phoenix City Council is scheduled to vote on some combination of funding options that would reallocate state funds to pay for street maintenance over the next five years.

The options include using funding tagged for new and expanded streets for street maintenance, advancing funds from the voter-approved Transportation 2050 plan, advancing money from the state fund made up of car and gas taxes, advancing T2050 transit funds, and delaying planned light rail expansions to free up short-term funding.

Most of the options could account for between \$150M-\$200M each over a five-year period, so even if the council approved all of them, a sizable street maintenance deficit would remain. And none of the options comes without a catch.

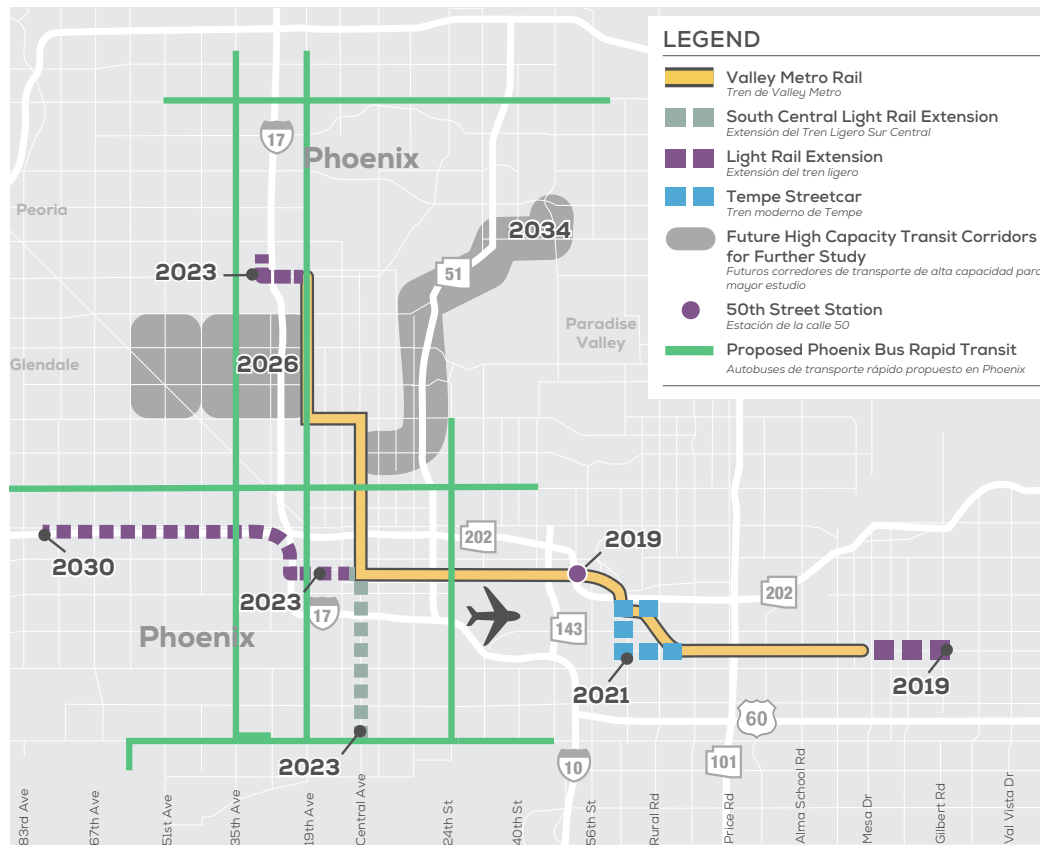
The fifth option is the most controversial, given the city council politicking required to continue the South Central Light Rail Expansion as planned. It would delay two major light rail projects — an expansion northeast toward Paradise Valley Mall, and one to the west, toward the Phoenix-Glendale border — until after 2050.

The Citizens Transportation Commission voted 12-2 to not recommend any action, despite the protests of Commissioners Roy Miller and William Smith, who wanted to delay the light rail expansion to fund street repairs.

But inaction has its risks, and the council has made clear that it feels a sense of urgency on this matter, said Rick Naimark, who serves as the commission's transportation expert.

In the end, the commission hedged its bets, drafting a tiered recommendation to the council that called for options two and three — to advance long-term funding for street maintenance — as a contingency if the council decided to push the vote through. The commission also asked the council to explore other funding mechanisms that could “fill the rest of the gap and ... secure maintenance in future years,” Naimark said.

Read more at [Phoenix New Times](#).



DBE News & Events

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October

- 18
Insurance Requirements for ADOT Contracts
Location: ADOT BECO 1801 W. Jefferson St.
Time: 11:30am - 1:00pm
- 18
The ABCs of Starting a New Business
Location: 4520 N Central Ave, #550, Phoenix, AZ 85012
Time: 6:00pm - 9:00pm
- 18
Tax Reform Basics for Individual Taxpayers Webcast
Time: 2 p.m. Eastern; 1 p.m. Central; 12 p.m. Mountain;
11 a.m. Pacific; 10 a.m. Alaska; 8 a.m. Hawaii
- 22-24
Public Works Institute - Module 1
Location: 300 E. 6th Street, Mesa
Time: 8:00am - 4:30pm
- 24-25
Leadership and Communication
Location: 1661 N. Swan, #144, Tucson
Time: 8:00am - 4:00pm
- 24
Marketing Road Maps for Growth
Location: 3500 S Rural Rd, Tempe, AZ 85282
Time: 6:00pm - 8:00pm
- 24
The ABCs of Starting a New Business
Location: 18401 N 32nd Street, #117 Phoenix, AZ 85032
Time: 10:00am - 1:00pm
- 25
Tax Reform Basics for Employers Webcast
Time: 2 p.m. Eastern; 1 p.m. Central; 12 p.m. Mountain;
11 a.m. Pacific; 10 a.m. Alaska; 8 a.m. Hawaii
- 25
AMCA Spooky Fun Mixer
Location: High & Rye, 5310 E High St., Phoenix, AZ 85054
Time: 4:00pm - 7:00pm
- 25
Lead and Profit Acceleration
Location: 245 W 2nd Street, Mesa, AZ 85201
Time: 6:00pm - 8:00pm

November

- 1
Tax Reform Basics for Small Business Webcast
Time: 3 p.m. Eastern; 2 p.m. Central; 1 p.m. Mountain;
12 noon Pacific; 11 a.m. Alaska; 9 a.m. Hawaii
- 7
Breakfast & Learn: Safety Cultures For Owners
Location: 129 E Van Buren St, #100, Phoenix, AZ 85008
Time: 7:30am - 9:00am

November

- 7-9
Construction in Indian Country National Conference
Location: Wild Horse Pass Casino, Chandler
Time: 7:00am - 6:00pm
- 10
21st Annual Awards Banquet
Location: Sheraton, 40 N 3rd Street, Phoenix, AZ 85004
Time: 6:00pm - 11:00pm
- 11
IRS Series - Managing Your Payroll Taxes
Location: Burton Barr Central Library, Phoenix
Time: 2:00pm - 3:00pm
- 13
Construction DBE Task Force Meeting
Location: ADOT BECO 1801 W. Jefferson St. Phoenix
Time: 1:30pm - 3:00pm
- 14
Second Annual Small Business Master Class
Location: 245 East Jackson Street, Phoenix, AZ 85004
Time: 8:00am - 2:00pm

ADOT/BECO Events

FRIDAY FORUMS

Digital Marketing

Oct. 19 - Social Media Success

Oct. 26 - Email: The Digital Marketing Secret Weapon

All Friday Forum workshops are 9am – 11am and start on time.

Visit [the website](#) and “Select Events” today!

FRIDAY FORUMS

DBE TASK FORCE MEETINGS

Oct 23 - ~~Professional Services Task Force~~
ADOT BECO 1801 W. Jefferson St. 101, Phoenix
Time: 9:00am-11:00 am **CANCELLED**

Nov 13 - **DBE Construction Task Force**
ADOT BECO 1801 W. Jefferson St. 101, Phoenix
Time: 1:30 pm -3:00 pm

DBE TASK FORCE



Project Opportunities

October 18, 2018

Links

- [ADOT Current Advertisements](#)
- [ADOT Engineering Advertisements](#)
- [ADOT Public-Private Partnership Initiatives](#)
- [ADOT Advertised Alternative Delivery Projects](#)
- [Bidding Opportunities Around the State](#)

Did you know?

ADOT has been working actively in the industry to increase the availability and capacity of DBE certified firms. Through combined efforts, this could result in a market place where DBEs and small contractors are regularly used in ADOT projects without using DBE contract goals. To see more, view the **Just One More Campaign** video [here](#).

! ADOT Bid openings after January 1st, 2017 will require prime contractors to submit DBE affidavits within 5 calendar days from bid opening. This is two days less than the current requirement. For example, if bid opens on Friday, the DBE Affidavits will be due to BECO, from the prime contractor, by Wednesday before 4:00 PM. Therefore, this is reducing the time DBEs and prime contractors have to prepare, sign and submit the DBE Affidavits to BECO. DBEs are urged to consider this new time restriction when working with prime contractors to complete and sign the DBE Affidavits in order for them to be submitted to BECO by the 5th calendar day from bid opening.

Featured Federal-Aid Projects

General/Sub Contractors Opportunities						
Due Date	Project Valuation	DBE Goal	Solicitation/ Project Number	Type	Project Owner and Description	Contact
10/30/18 4pm	\$500K - \$1M	10.37%	192038; SP04; U-2017-005; SL73201C	IFB	City of Tucson - Construction of Liberty Bicycle Boulevard . Pre-bid conference is scheduled for 10/16/18 3pm.	Gary Wittwer at 520-837-6618 or Dan Longanecker, Principal Contract Officer, at 520-837-4125 or Dan.Longanecker@tucsonaz.gov
11/28/18 4pm	\$450K	9.51%	SRS-PRS-0(207)T; SF02901C	IFB	ADOT - Construct Sidewalks, Coronado Ave - Park Ave to Country Club Dr, Prescott . The work consists of constructing sidewalks, sidewalk ramps, curb & gutter, signing & striping.	David Do, Engineering Specialist, at DDo@azdot.gov or Kara Lavertue, Construction Supervisor, at KLavertue@azdot.gov
11/30/18 11am	\$2.6M	7.19%	STPG-NHPP-089-B(215)T; H872001C	IFB	ADOT - Bridge Replacement, Meath Wash Bridge, Prescott-Ash Fork Hwy (US-89) . The work consists of removing & replacing an existing bridge, reconstructing existing bridge approaches & replacing pavement markings.	Mohammed Patwary, Engineering Specialist, at MPatwary@azdot.gov or James Bramble, Construction Supervisor, at JBramble@azdot.gov
12/14/18 11am	\$8.5M	2.77%	STBG-BR 163-A(201)T; H845501C	IFB	ADOT - Bridge Replacement, Laguna Creek Bridge STR #20088, Kayenta-Utah State Line Hwy (US 163) . The work consists of removing existing bridge & constructing a new concrete girder bridge, removing existing pavement & replacing it with asphaltic concrete pavement, constructing guardrail & striping.	David Do, Engineering Specialist, at DDo@azdot.gov or Carl Ericksen, Construction Supervisor, at CERicksen@azdot.gov

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