

BECO'S
QUARTERLY
MAGAZINE

Local Public Agencies & Subrecipients



*The Most Wonderful
Time of the Year*

December 2021

ADOT



EDITOR'S NOTE

Welcome to the December 2021 issue of BECO's Quarterly Newsletter.

For this winter issue we have selected beautiful Arizona winter imagery, taken from the pages of "Arizona Highways Magazine".

Look for the American DBE Magazine article "Catalyst for Change" on pages 8-12 about Mae C. Whiteside, founder and president of CKL Engineers in Chicago, Illinois.

On page 14 you will find an article from ADOT's Deputy Director, Dallas Hammit, on "Know Snow", driving safety in Arizona's winter conditions, including a handy link to ADOT's updated road and weather conditions app.

And as you have now come to expect, we're once again introducing more ADOT team members from groups that work directly with your agency from time to time.

You'll find information on AZ state highway road closures over the holidays, some history on the Hoover Dam, and article on how ADOT has achieved national recognition, and information on how the FTA is seeking input to update key transit civil rights policies.

Hope you enjoy this issue. Happy Holidays, and a happy, healthy and successful 2022!

Melanie Peterson
ADOT LPA/SR Program Manager



The sun shines between two ponderosa pine trunks during winter in the Apache-Sitgreaves National Forests of Eastern Arizona.
Photo by David Muench

Arizona WINTER TIME

Winter snow is not a luxury belonging only to northerners. In Arizona, the Santa Catalina Mountains around Tucson, the White Mountains, the Mogollon Rim, Flagstaff and the San Francisco Peaks, Payson, Pinetop-Lakeside, Strawberry, Pine and Prescott are all native to snow. It falls on the Four Peaks, so that even Phoenix residents may be offered a fleeting vision

of the winter dream. Once, on a winter trip to the White Mountains to look for wolves, I passed by the Sunrise Park Resort ski area. There was a great deal of snow that year, and the ski area, owned by the White Mountain Apache Tribe, was in full swing. Farther up the road, a herd of elk wound in and out of the forest. Although we saw no wolves, we found wolf tracks

along the road. We were going their direction, which strikes me as the right direction. It was winter when I made my first hike to the bottom of the Grand Canyon. Snow capped some of the Canyon's higher formations visible from the South Rim, as well as the whole of the South Rim itself. It stayed with us down a fair number of turns on the South Kaibab Trail

until, suddenly, winter simply dissolved. In temperature and trail conditions, it was as if there was an edge between winter and summer, with no intervening spring — a new way for a northerner to understand seasons. Grand Canyon National Park, along with a number of other sites in Arizona and around the world, is a member of the

International Dark Sky Places Program — administered by the International Dark-Sky Association, which is headquartered in Tucson. These are places where artificial light does not interfere with the night sky, rendering star views extraordinary in all seasons. Still, the difference between summer and winter plays out in heaven as it does on Earth. In summer, the Northern Hemisphere faces the center of our galaxy, where billions upon billions of stars, galactic dust and moisture formed by the season's heat often render the night sky hazy. But winter, when the Northern Hemisphere looks away from the center of our galaxy and toward one of its spiral arms, is a time of great clarity. With a smaller amount of interference from all the other stuff going on out there, winter "starscapes" are spectacular. Although the arm, known as the Orion Arm, is one of the Milky Way's lesser arms, the constellation Orion is one of the sky's most prominent, visible from everywhere. There may be fewer stars in winter, but there are, most likely, as many as anyone needs.

Because Arizona's skies are relatively free of light pollution, it hosts a number of observatories, some not far from ski areas. They're normally open to the public in winter, but with COVID-19 still causing changed schedules, this winter it would be wise to check. Lowell Observatory, in Flagstaff; Kitt Peak National Observatory, on the Tohono O'odham Nation, 56 miles from Tucson; Mount Lemmon SkyCenter, near Tucson; and Apache-Sitgreaves Observatory, in Heber-Overgaard, are all near snow country. (Although even I have to admit that snow

isn't a necessity when looking at stars.)

Stars are guides. Early cultures identified them with gods and spirits, related them to seasons, then let the stars guide them to the necessities of those seasons. Mariners crossing oceans charted courses by them. So did explorers wandering unknown landscapes. Perhaps the most famous of star guides is the one leading the three kings to Bethlehem.

The deepest winter, the time of lengthening nights culminating in the winter solstice, is, for so many of Earth's peoples, a sacred time. It is as if what is most sacred is born of long, dark nights — of the movement of the sun away from warmth, then back toward it, a reassurance the darkness is not permanent. Perhaps it is the long nights that bring us in relation to the spiritual, the cold that allows us to notice our survival, the density of starlight that turns our eyes toward heaven. Perhaps it is simply the miracle of light that engages us in the darkness of winter. Stars, moon, the sparkle of snow when light falls on it, the cold glitter of ice, the spray of light issuing from a winter cabin, a warming fire at a winter campsite or in our own fireplace, the dancing lights on decorated trees and houses and windows in celebration of the season — all these are beacons in the wilderness of dark.

The hours of darkness reverse. The hours of sunlight grow.

In the miracle of a renewing sun, we see our own renewal. ■

Article by Ruth Rudner, AHM



Clouds fill the Grand Canyon during a winter sunset, as viewed from the South Rim's Yavapai Point. On average, the South Rim receives nearly 5 feet of snow per year. Photo by Derek von Briesen

South
Rim's
Yavapai
Point

Catalyst for Change

DBE Power Player

CKL Engineers, LLC CEO Whiteside Inspires as a Catalyst for Change

Mae C. Whiteside, founder and president of CKL Engineers, LLC. (Photo courtesy: CKL)

Raised in the homeless shelters of Chicago, Mae Whiteside drew upon the resilience she learned as a child to grow CKL Engineers from a one-person shop to a multidisciplinary architecture and engineering firm. “It wasn’t always easy,” Whiteside said. “I started CKL during a recession and almost lost my home multiple times. But you know, when you grow up homeless, there is nothing that can get you down. If you can look up, you can get up.” Founded in 2009, CKL provides civil construction engineering services for airports, transportation infrastructure, energy projects, roadway and airport construction management, and erosion control inspection projects. CKL Engineers is a certified DBE and is one of the few African

American female-owned engineering firms in the nation. The company’s main clientele are globally recognized architectural and engineering firms servicing local government agencies. Scott Rodseth, P.E., vice president of Interra, an engineering, inspection and testing firm in Illinois, has worked with CKL Engineers since 2016. Rodseth said that he was immediately impressed with Whiteside when they met and that their companies complimented each other well.



Mae Whiteside (right) and Yousef Anbar, P.E., Senior Construction Engineer for Pinpoint Precision Engineering celebrate their DBE partnership winning a prime opportunity for the Illinois Tollway in September 2021. (Photo courtesy: CKL Engineers/Facebook)

“CKL has an energy about it that is always fresh and focused. They stand by their work, no matter the circumstance, and always do what is in the best interest of the project and client,” Rodseth said. “Ultimately, our collaboration paid dividends as CKL has since won prime

curiosity. Whiteside said that her mother often took her to the Chicago Museum of Science and Industry and for walks on the Illinois Institute of Technology campus. Those experiences were a key to her successful future, allowing Whiteside to visualize herself at-



contracts with multiple agencies, with our firm supporting them along the way.”

Whiteside’s passion for science and engineering comes from her mother, who, despite challenges, provided her daughter with textbooks and experiences that would foster

tending college and pursuing a career in the sciences from an early age. Whiteside enrolled in the Illinois Institute of Technology in 1999, with her sights set on a degree in environmental engineering. At that time, the Institute did not offer an environmental engineering degree, so Whiteside

pivoted, diving headfirst into a civil engineering program. “Here I was, this treehugger wanting to clean the environment and save the world, and suddenly I’m learning how to construct airport runways and bridges!” Whiteside said. “But I went with it and challenged myself. In time, I realized that civil engineering could be an enormous catalyst for change.”

Whiteside remembers growing up “in transportation segregation,” where people often did not have the necessary transportation access to better their lives. “I remember that as a teenager, I lost a job opportunity because there was no bus that ran the route on weekends,” she said. “Civil engineering is the most public-facing discipline. We build highways, bridges, and roads. We connect communities and improve lives.”

The first project CKL won was constructing US-41, a local highway that connected a com-

Photo above: A CKL staff member works on the \$60 million Illinois DOT I-55 Improvement: I-94 to Lake Shore Drive Interchange Reconstruction Project. CKL Engineers partnered with Omega and Associates to provide CEI services to help remove and reconstruct three bridges. (Photo courtesy: CKL)

munity long cut off from downtown Chicago by the steel industry. This project created a pathway for residents to commute through Chicago, opening opportunities for real estate and businesses along the way. “When I finally figured out the economic part of civil engineering, I knew I wanted to be there,” Whiteside said. All of Whiteside’s childhood, education and CDOT experiences went into shaping her business. Today CKL Engineers is a diversified firm providing an array of professional services. Whiteside laughed and explained that the exhibits at the Chicago Museum of Science and Technology mirror the main areas of expertise at CKL Engineers. “When you walk into the museum, you see aviation, road and highway construction, engineering, and management. These are all the core pillars of my business today,” Whiteside said. “Clearly, the museum had a

profound impact on me!” Whiteside did not let her challenging childhood stand in the way of her successful career, but instead, drew upon it to shape how she defines management and success. “When you have a colorful background like mine, it makes you look at business differently,” she said. “I look toward morale to gauge my success rather than profit vs. loss. How can I keep my employees’ morale up and engaged? For me, success is not just profits; it is keeping my team together and choosing to be a job creator.” Whiteside strives to spark the same entrepreneurial spirit in her employees that spurred her to start her own company in 2009, by working with the team to identify projects they want and then outlining a path to secure them. In 2020, CKL Engineers was named one of the 2020 Best and Brightest Companies to Work For In the Nation based on

employee nominations. Another driving force within CKL Engineers is a dedication to diversity. CKL is one of the nation’s few African American female-owned engineering companies, and its staff is 45% women – 55% of whom are diverse. Whiteside also considers age diversity at CKL, where the current team ranges from ages 27 to 74. “Diversity benefits us because every person in the company brings something unique from their upbringing or background. Our diversity brings unique viewpoints and thought processes to projects,” Whiteside said. “When you apply that to engineering, you get a great cross-section of views and creative solutions in your project.” In 2009 there were few resources for women and minority-owned businesses, making the startup journey even more complicated. “I was, and still am, struck by this,” Whiteside said.

“Here we are, a group of individuals expected to fulfill a percentage of contracts, and there was no one and nothing to help us. I also learned pretty quickly that much networking goes on outside of 9 to 5 work hours. I had never been a part of or invited into these spaces, and [I] found myself missing many opportunities.” The disparities are even more significant as a woman-owned firm in a predominantly male-dominated forum. Whiteside created the Women STEM Entrepreneurs Breakfast Forum, bringing together a panel of successful women entrepreneurs to share their journey in the STEM (Science, Technology,

Engineering and Math) space and offer support and inspiration to other women in the industry. Whiteside also regularly convenes a group of black female civil engineers to network and support one another. “You see, women get things done,” she said. “We see an issue that needs addressing, and we stay on that issue until it gains momentum. Working together and supporting one another accelerates that momentum.” As for being a woman in a male-dominated industry, Whiteside has broken through gender barriers by building relationships that are based on honesty and trust. “I would say CKL’s colleagues have been

very supportive once they learn that I genuinely just want to build excellent infrastructure and that I always operate with honesty and trust at the forefront,” she said. “I believe that this has contributed greatly to our success.” Whiteside’s advice for other DBEs is to create alliances with the other firms and entrepreneurs who are interested in the company’s growth and build a team that supports the company’s growth as a whole. “Your team should be composed of people who demonstrate that they are true team players and have a real interest in the success of your firm,” she said. “Also, do not be afraid to pivot. If something is not working, find a new direction.”

The future for CKL is bright. Since 2009, CKL has expanded to operate offices in Atlanta and Indianapolis and is hoping to open another office in



Mae Whiteside (third from right) visits with CKL staff working on the Chicago Transit Authority 95th/Dan Ryan Station & Terminal Improvements Project. (Photo courtesy: CKL)



Texas. Whiteside hopes to have grown to be a national brand by 2023, while expanding to include additional environmental and design services. As it stands, President Biden’s “Build Back Better” plan also promises increased opportunities for CKL and other DBEs. “There is much potential with Biden’s plan, but we must engage communities traditionally left out of transportation dollars, and we must open more opportunities to DBE firms like myself to be involved.” ■

*By Sarah Magargee
American DBE Magazine*

Photo Left:
Construction crews work on the Chicago Transit Authority 95th Street Terminal Improvement Project in 2017. CKL Engineers was a subconsultant on the \$280 million project.

AMERICAN DBE

American Disadvantaged Business Enterprise Magazine



American DBE Magazine is your premiere networking resource for businesses, administrators, and stakeholders in the USDOT Disadvantaged Business Enterprise Program.

The mission of American DBE Magazine is to create and publish content to promote, inspire, inform, educate, and encourage diverse business owners and other stakeholders in diverse business development in the infrastructure design, construction and transportation industries.

FEATURES:

- DBE Business Opportunities
- Industry Best Practices
- Business Profiles
- Business Development Articles



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Driving Safety Home: Be Prepared and Know Snow

Fall isn't officially over just yet, but many parts of our state have already begun to experience wintry conditions. That makes now the perfect time to ensure you and your vehicle are ready to drive in winter weather.

On ADOT's Know Snow and Ice webpage, you'll find a number of tips for preparing your vehicle, driving on wet roads and dealing with stalled vehicles. ADOT's Focus on Driving site also offers a number of resources, including several informative videos.

Besides checking out ADOT's safe-driving tips, I also encourage you to pack an emergency kit for your vehicle — it can include blankets, a flashlight, ice scraper, shovel, sand for traction, hazard warning lights and a reflective vest. And, when you're planning your next trip, be sure to bring along items that would help in case you encounter an unscheduled highway closure — that includes a phone charger, drinking water, food and medications.

As always, you can visit [az511.gov](https://www.az511.gov), download the [AZ 511 app](#) or dial 511 for updated road and weather conditions. You can also get unplanned road closure information on the [ADOT Alerts app](#), but remember to never use a cell phone or mobile device while driving.

Safely Home!

Dallas Hammit
ADOT Deputy Director for Transportation

Photo on Right:
Heavy snow covers trees and rock formations at Yaki Point, an overlook on the Grand Canyon's South Rim. This viewpoint is just east of the Canyon's visitors center.
Photo by Derek von Briesen

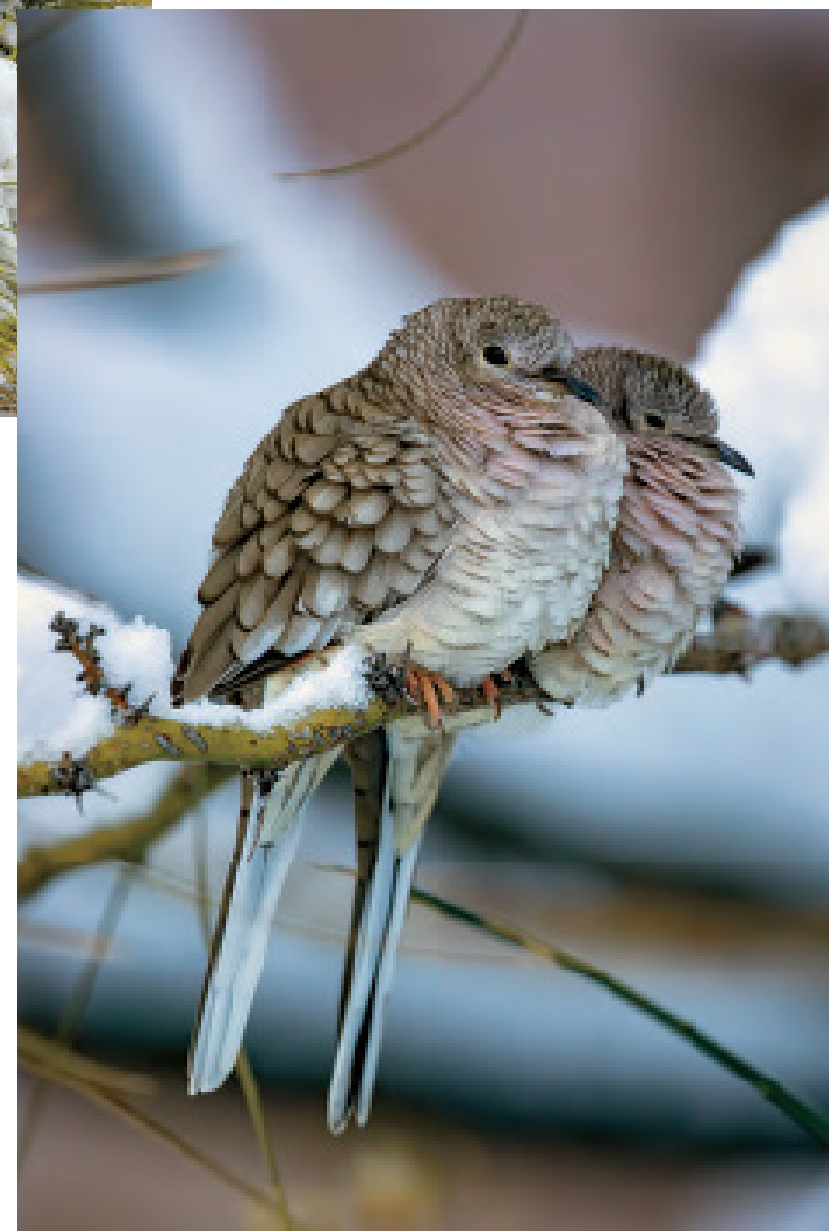




A Joshua tree wears a wintry coat at Grapevine Mesa, a site north of Kingman that's home to thousands of these strange plants.
Photo by Paul Gill

Photo on Left:
Heavy snow weighs on saguaros and an ocotillo on the cliffs of the Sierra Ancha, a remote Central Arizona mountain range.
Photo by Paul Gill

Inca doves (*Columbina inca*) huddle on a snowy branch in Portal, a small town in the Chiricahua Mountains of Southeastern Arizona. These tiny doves can be spotted year-round in the southern part of the state.
Photo by Bruce D. Taubert



GRAND CANYON: EARTH AND SKY

Adam Schallau has been photographing Arizona's world-famous natural wonder since 2008.

"I seek out intimate scenes," he says, "waiting for the fleeting moments when light and atmosphere combine to create a painterly quality that vanishes as quickly as it's revealed."

As if shooting the Grand Canyon wasn't challenging enough.



Arizona's HOOVER DAM

It's been 85 years since the highway over Hoover Dam opened on Dec. 13, 1936. The photograph on the top right from 1936 shows motorists on that highway near the Arizona spillway.

Built during the Depression, the project was a testament to the country's dedication and resilience. Thousands of men and their families came to work on the project, which took less than five years, in a harsh and barren land, building the largest dam of its time. Today, Hoover Dam still stands as a world-renowned structure, a National Historic Landmark and rated by the American Society of Civil Engineers as one of America's Seven Modern Civil Engineering Wonders.

The highway over the dam is no longer

open for through-traffic, as the Hoover Dam bypass project rerouted travelers to alleviate traffic congestion on U.S. 93 and increase protection of the dam and waters of the Colorado River. The Mike O'Callaghan-Pat Tillman Memorial Bridge opened in October 2010, and was the first concrete-steel composite deck arch bridge built in the United States, with the widest concrete arch in the Western Hemisphere.

Thinking of a visit to the Hoover Dam? Check out the [Travel Guide](#) for tips and information.

Find out more about the dam's history, visit the Bureau of Reclamation's site and several [PBS American Experience](#) films on Hoover Dam. ■

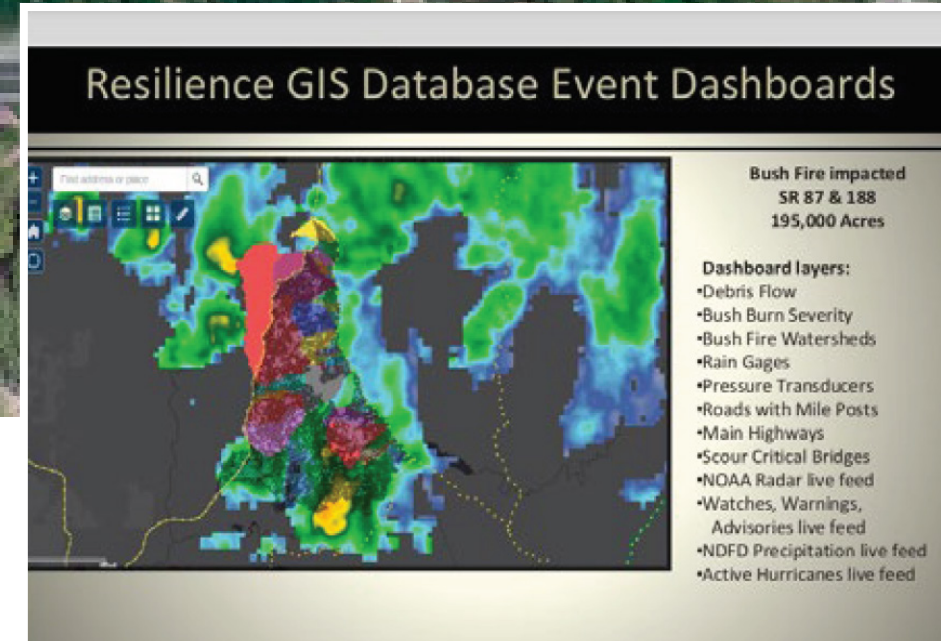


Above photo courtesy of Arizona Historical Society, #100-0003372



NATIONAL RECOGNITION FOR ADOT

Below: This view of the Interstate 10 Gila River Bridge shows the low clearance under the structure.



Resilience GIS Event Dashboard ADOT's new natural hazard event dashboard tool was used for the 195,000-acre Bush Fire's emergency repair project development, risk management analysis, and live feed weather monitoring.

ADOT's innovative resilience methods to make Arizona's roads and bridges less vulnerable to flooding, extreme heat, wildfires, freezing and other natural hazards have captured national recognition.

Three Arizona bridges were spotlighted in a General Accounting Office report recently issued to Congress about using resilience tools on federally funded roads.

ADOT hosted a visit during which GAO representatives toured Arizona's St. David Bridge on State Route 80, the Gila River Bridge on Interstate 10 and the Gila River Bridge on State Route 79 in early 2020, before the COVID-19 pandemic. A combined total of about \$111 million in federal and state money will be spent to replace these three bridges and construct other improvements so

events.

At a national level, there are significant efforts underway to incorporate resilience in state DOTs standard work.

“Understanding resiliency, baking into our processes, planning and preparing for major disruptive events — as they will continue to become more frequent and severe — are important to quickly recover to reduce significant negative safety, mobility, and economic impacts to the state of Arizona and the rest of the country,” said Transportation Systems Management and Operations Director Brent Cain.

ADOT's Resilience Program, which is part of the State Engineer Office's Environmental Planning unit, was noted for these innovations in the GAO

they can address engineering design storm requirements, prevent erosion and mitigate extreme weather flood

• A new standard process — Resilience Program Natural Hazard Risk Assessment — uses project-location science and engineering analysis to better understand natural hazard risks in the infrastructure system being designed and built.

• A new natural hazard event dashboard tool, developed by Environmental Planner Taylor Gustafson, brings together internal and external groups prior to emergency repair project development, enables risk management analysis, and creates live feed weather monitoring. It is part of a larger Resilience GIS Database built through joint Federal Highway Administration and ADOT funding.

“Through our Resilience Program, ADOT staff anticipate, prepare for and adapt to changing conditions, and withstand, respond to and recover rapidly from disruptions,” said Environmental Planning Program Delivery manager Steven Olmsted.

Since formally launching in 2015, the Resilience Program has advanced scientific, evidence-driven decision-making using best available risk, science, technology, and engineering. It garners support from across ADOT including administration, planning, programming, project development, design engineering, construction, maintenance, districts and operations.

“Besides FHWA, ADOT also has benefitted from tremendous support from the Transportation Research Board, AASHTO, and national and international partnerships,” Olmsted added. ■

INTRODUCING ADOT'S LOCAL PUBLIC AGENCY GROUP

Ben Robideau

LOCAL PUBLIC AGENCY REGULATORY COMPLIANCE REVIEWER

Ben Robideau began working with the ADOT Local Public Agency section in February 2019. Ben's been with the State of Arizona for almost 11 years. His years of service have been as a Senior Auditor with the ADOT Office of Audit and Analysis and the Arizona Department of Revenue.

His main role within the LPA section is performing regulatory compliance and site monitoring reviews for local public agencies that are funded by the Federal Aid Highway Program (FHAP).

During his free time, Ben enjoys all aspects of classic and modern muscle cars, playing the guitar, and spending time with his family.





INTRODUCING ADOT'S BECO TECHNOLOGY

Jason Gillmore

MANAGEMENT ANALYST IV

Jason began working with the BECO Tech Team as a Management Analyst IV in Nov 2017.

He is the main point of contact for AZUTRACS Support as well as for providing backup support for the ADOT LPA DBE System and the DBE Goal Setting Application.



Some of his other duties include compiling and submitting federal reports for ADOT, assisting other teams and groups with developing custom reports & metrics, and website updates.

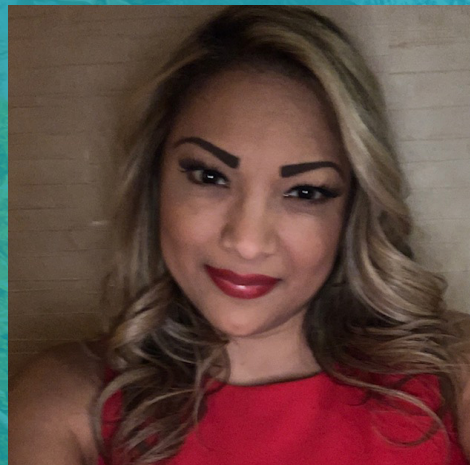
Jason enjoys spending time with his family and taking trips to the many attractions around the state, such as Tombstone, the Grand Canyon and the Meteor Crater to name a few. He has found Arizona to be a great place to raise a family.

INTRODUCING ADOT'S BECO COMPLIANCE

Crispina Mata DBE COMPLIANCE PROGRAM MANAGER

Crispina began working at ADOT BECO as a Compliance Technician and was promoted to the DBE Program Compliance Manager role in August 2018.

As such, she manages ADOT's DBE Program, including DBE & OJT Goal assessments, and ensures DBE compliance for ADOT's Professional Services and Construction projects. Crispina manages a team of four compliance technicians (two located remotely in Flagstaff and Tucson) who are all responsible for ensuring compliance with the DBE program requirements on ADOT's federally funded projects across Arizona.



Crispina enjoys spending time with her children, bike-riding and having fun with friends over brunch. She enjoys traveling internationally with close friends, visiting natural attractions such as waterfalls, rivers and beaches, but most of all enjoys the myths, history, and legends the locals share with her. But no matter what country Crispina's visits, Arizona is her home.



INTRODUCING ADOT'S BECO DBE SUPPORTIVE SERVICES

Aliyah Carter
DBE SUPPORTIVE SERVICES SPECIALIST

Aliyah started with ADOT in 2017 in MVD's Mandatory Insurance Department. She was determined to not be stagnant, but to grow with every opportunity that came her way. Aliyah kept moving up and reached the top, but still wanted to learn more about ADOT's construction side, and that's how she ended up applying for the BECO DBE Supportive Services position. She is eager to see the impact that BECO has in the local communities affected by large transit projects.

In Aliyah's free time she loves hiking around the Valley of the Sun, and anywhere she travels she has to get out and into nature. She is also a big cyclist and loves just cruising and listening to music while riding down her favorite bike paths. Then of course she cherishes spending time with loved ones and her fur babies as much as she can.



DBE SUPPORTIVE SERVICES



The DBE Supportive Services (DBE SS) program is designed to assist qualified minority- and woman-owned businesses to become certified as a Disadvantaged Business Enterprise (DBE) firm. Once certified, the program strives to assist DBE firms to get work on federal-aid contracts and to become self-sufficient in their respective industries.

A variety of training programs and technical assistance is provided by the Supportive Services program staff to assist DBEs in meeting these goals.

Companies registered as Small Business Concerns (SBC) can also participate in the same conferences and trainings offered to DBEs.



DBE JOINT TASK FORCE MEETINGS

Join the Task Force meetings to receive project briefings to learn about what's happening in the DBE program and construction industry, and to work on removing barriers and finding solutions to issues facing DBEs and other small businesses. Coming Soon Q1 2022.

Click to
LEARN MORE

BUSINESS DEVELOPMENT PROGRAM

Attend this on-line program that provides DBE firms an opportunity to gain Business and Industry Training that will help them become more competitive within the transportation industry. Apply today!

Click to
APPLY

DBE SS COMMUNICATIONS

Enroll to receive DBE Supportive Services Distribution emails on Solicitations for Upcoming Work, DBE Supportive Service Events, Newsletters or General Announcements please complete and submit the following information here:

Click to
ENROLL

NO STATE HIGHWAY CLOSURES OVER *upcoming holidays*

Although work can occur at times, drivers get break from closures

PHOENIX – No full closures are scheduled on state highways over and between the upcoming Christmas and New Year’s weekends, as the Arizona Department of Transportation focuses on keeping traffic on the move during the holiday travel season.

While some construction and maintenance work will take place at times through the end of the year, ADOT and its contractors will continue the long-standing tradition of avoiding full closures along state highways during the holidays.

Drivers and passengers should focus on both health precautions and highway safety if planning travel around Arizona in the coming weeks. Here are some of ADOT’s winter travel safety recommendations:

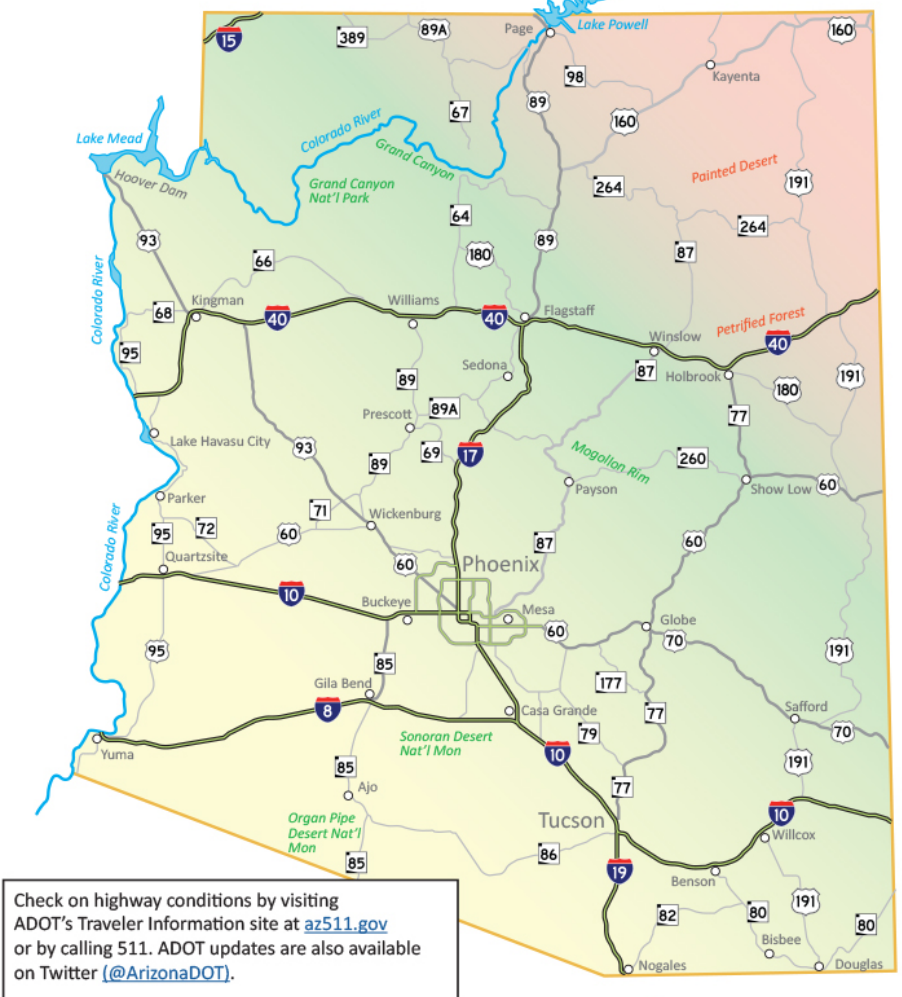
- Check your vehicle, including tire pressure, engine fluid levels and windshield wipers
- Never drive while impaired. Arrange for a designated driver or ride service if necessary
- Allow extra travel time and be prepared to slow down and use caution in existing work zones. No matter the destination, those with plans to travel should be prepared to follow public health guidelines
- Be prepared for winter weather in the high country. Carry an emergency kit in your vehicle (visit azdot.gov/KnowSnow and look for “Must Haves”)
- Expect the unexpected. Extra supplies, including drinking water, will help in case of an unscheduled closure

ADOT | TRAVEL ADVISORY

No scheduled closures on state highways over and between Christmas and New Year's weekends

Holiday Travel News

- No full closures will be scheduled on state highways over and between the Christmas and New Year’s weekends
- Check your vehicle, including tire pressure, engine fluid levels and windshield wipers
- Never drive while impaired. Arrange for a designated driver or ride service if necessary
- Allow extra travel time and be prepared to slow down and use caution in existing work zones. No matter the destination, be prepared to follow public health guidelines
- Be prepared for winter weather in the high country. Carry an emergency kit in your vehicle (visit azdot.gov/KnowSnow and look for “Must Haves”)
- Expect the unexpected. Extra supplies, including drinking water, will help in case of an unscheduled closure
- Please rest before traveling. Fatigue is a serious highway safety risk
- Buckle up and obey speed limits
- Avoid distractions. Focus on driving and do not text while driving. Phones Down, Eyes Up



Check on highway conditions by visiting ADOT’s Traveler Information site at az511.gov or by calling 511. ADOT updates are also available on Twitter ([@ArizonaDOT](https://twitter.com/ArizonaDOT)).

Stay Connected

ADOT azdot.gov facebook.com/AZDOT [@ArizonaDOT](https://twitter.com/ArizonaDOT) youtube.com/ArizonaDOT azdot.gov/blog az511.gov adotalerts.com NB = Northbound • SB = Southbound EB = Eastbound • WB = Westbound

- Please rest before traveling. Fatigue is a serious highway safety risk
- Buckle up and obey speed limits

Avoiding distractions, including cellphone use and texting, can help prevent tragic crashes.

Real-time highway conditions are available on ADOT’s Arizona Traveler Information site at az511.gov, by calling 511 and through ADOT’s Twitter feed, [@ArizonaDOT](https://twitter.com/ArizonaDOT)(link is external). When a freeway closure or other major traffic event occurs, ADOT’s free app available at azdot.gov/ADOTAlerts will send critical information directly to app users in affected areas – where possible, in advance of alternate routes.



U.S. Department
of Transportation
**Federal Highway
Administration**

FTA SEEKS INPUT TO UPDATE KEY TRANSIT CIVIL RIGHTS POLICIES

Friday, December 3, 2021

WASHINGTON – As part of the Biden-Harris Administration’s commitment to advancing equity, the U.S. Department of Transportation’s Federal Transit Administration (FTA) is seeking input through a [Request for Information \(RFI\)](#) from transit agencies, transit planners and especially those who ride and use transit systems regarding improving equitable access to public transportation nationwide. FTA will use these public comments to update its [Title VI guidance](#), the primary policy document addressing civil rights rules for transit.

“When it comes to transit, we cannot leave anyone behind,” said *FTA Administrator Nuria Fernandez*. “Learning from community members allows us to ensure that all voices are heard, address civil rights challenges, and ensure equitable treatment through the implementation of Title VI.”

FTA hopes to encourage transformative change and ensure a stronger commitment to equity throughout the transit industry. In addition to transit agencies and transit

industry organizations, FTA wants to hear from riders, advocacy groups, and stakeholders, particularly from underserved communities, on how FTA can update its Title VI guidance. Specifically, FTA is looking for input on ways to help transit agencies:

- Strengthen the role of public participation in planning decisions;
- Better evaluate the impact of service and fare changes on riders and affected communities; and
- Ensure equitable implementation of rider conduct policies.

The [RFI](#), published in the Federal Register, solicits input on potential updates for FTA’s [Title VI Circular](#), which outlines requirements and guidelines and was last updated in 2012. Title VI of the [Civil Rights Act of 1964](#), along with the [DOT Title VI regulations](#), prohibits discrimination based on race, color, or national origin in federally funded programs, including public transportation services.

FTA is calling on transit agencies, transit riders and anyone interested in transit to review the [RFI](#) and provide input.

The RFI closes Monday, January 3, 2022. ■





DBE COMPLIANCE Information & Tips

1 BID SOLICITATION PACKET

Does your Agency supply BECO with a Bid Solicitation Packet for review and concurrence, either directly to BECO, or via your ADOT Project Manager?

If the answer is “no”, you might want to reconsider. In the past, the BECO Compliance Team identified errors in the Bid Solicitation Packet which lead, in some cases, to delays in awarding the project.

These errors could have been

caught at the bid solicitation packet review stage, preventing issues with the project later down the road.

Therefore, we encourage all Certification Acceptance Agencies to submit the Bid Solicitation Packet for review and concurrence to BECO. This is just a simple additional step in your process which has the potential of being of great benefit.

2 DBE GOAL SETTING APPLICATION - ERRORS

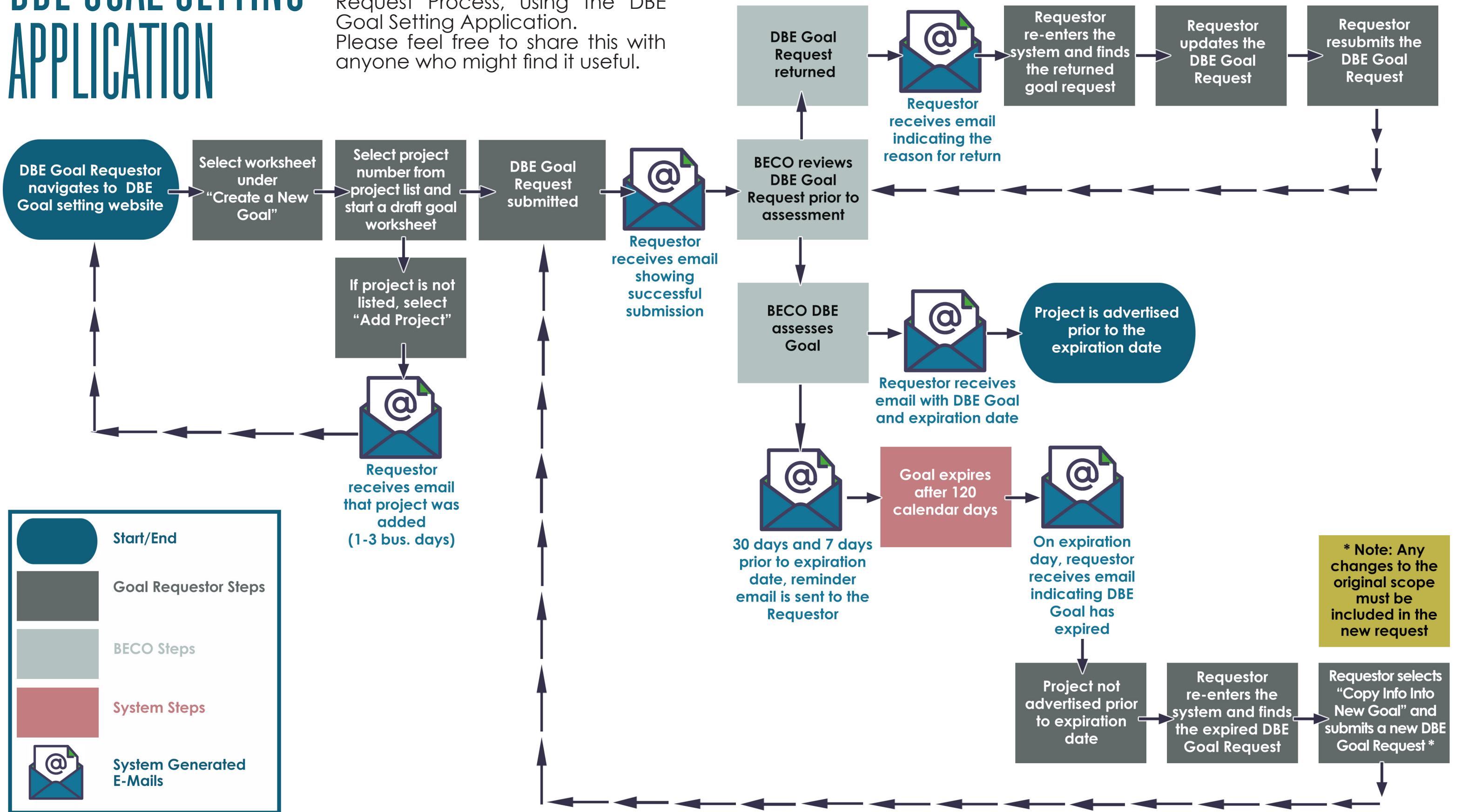
When your agency’s DBE Goal requestor selects the Project (TRACS#) in the dropdown list in the DBE Goal Setting Application, it is imperative that the correct TRACS# is selected. For example, in the dropdown list there may be two TRACS#, one for the design and another one for the construction phase. This would result in two TRACS#s, A012301C and A012301D.

If the incorrect TRACS# is selected, it will result in a DBE Goal being assessed for the incorrect TRACS#. If this error is not caught prior to advertisement, it could ultimately lead to a loss of the federal funding on this project.

Please double-check when selecting the TRACS# in the dropdown list in the DBE Goal Setting Application.

DBE GOAL SETTING APPLICATION

We have created this simple yet useful work flow chart, showing the steps in the DBE Goal Setting Request Process, using the DBE Goal Setting Application. Please feel free to share this with anyone who might find it useful.



WHERE IS THIS IN ARIZONA

The reality of dying was thrust upon Boyce Gully in his prime. Choosing not to live a life of quiet desperation awaiting the end, he ran away from home, family and friends.



Those were sad but wondrous times of soul searching and physical creativity. In his heart was permanently etched the vision of those precious moments when he and his little girl, Mary Lou, built sand castles on the beach in Seattle. How she would cry when the tide washed them away.

“Please, Daddy, build me a big and strong castle someday that I can live in. Maybe you ought to build it on the desert where there is no water.”

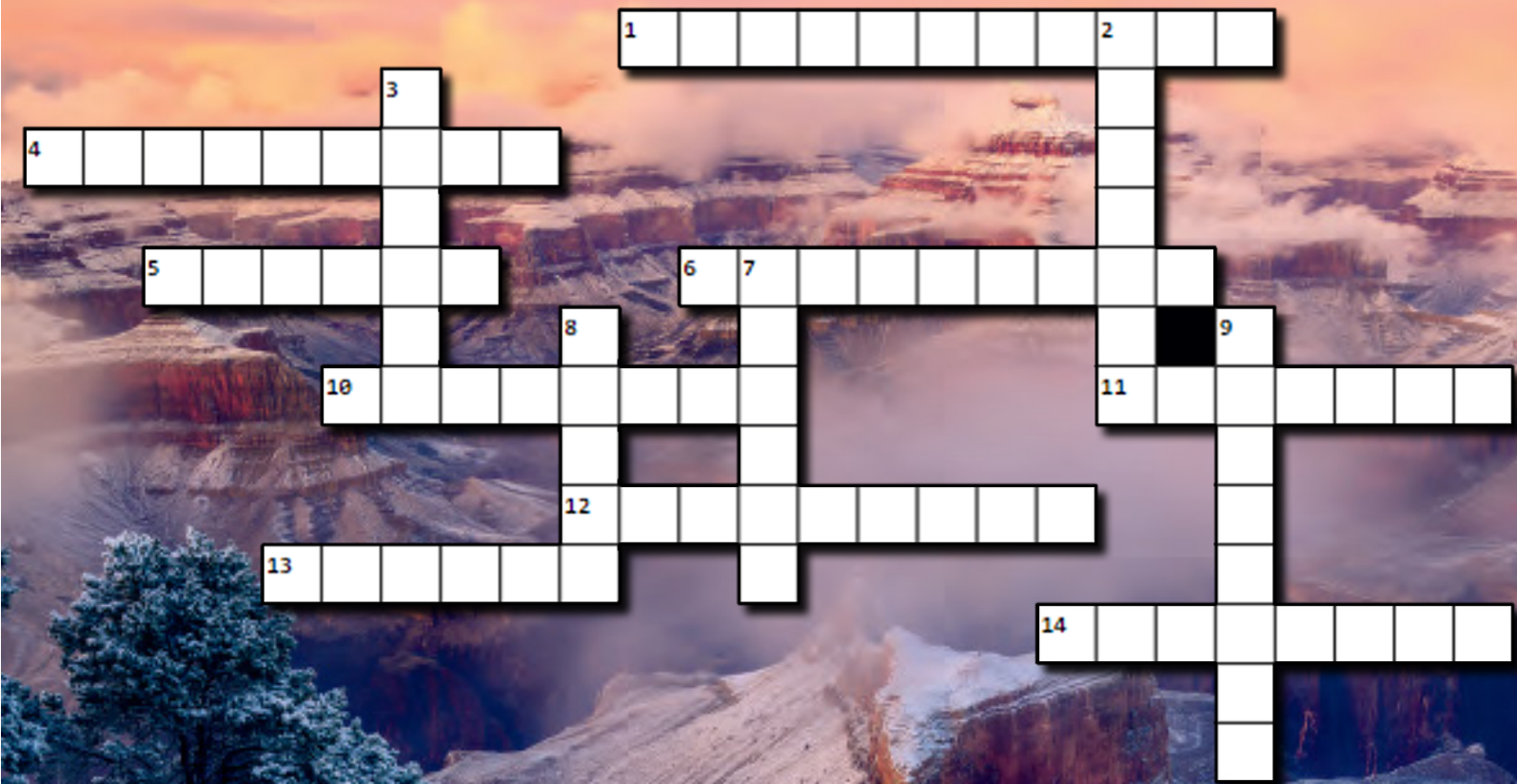
He would just smile. Perhaps, it wasn't a coincidence that he migrated to Arizona. He built

Mary Lou a native stone castle - eighteen rooms, thirteen fireplaces, parapets and many charming nooks and crannies, then furnished it with southwestern antiques.

Boyce Gully died in 1945 before he could send for his family. His “princess” was an adult when she moved into her “castle” and began living her fairy tale, perpetuating her dream. She shared her “home” by giving guided tours of her beloved home until her death in 2010.

Today, the home remains open for tours from October through May. ■

CROSSWORD PUZZLE “ARIZONA TRIVIA”



ACROSS:

1. Unofficial State food of Arizona
4. Arizona State Motto
5. Arizona top crops from 1914-1920
6. God of wealth and fertility
10. Pig-like Arizona animal
11. Who were the first European settlers in Arizona
12. Home to Wyatt Earp and Doc Holliday
13. Third most spoken language in Arizona
14. Arizona Apache Warrior

DOWN:

2. It is illegal to wear suspenders in this Arizona town
3. World-famous Arizona Destination
7. Oldest Continuously Inhabited Settlement in the USA
8. Planet discovered from Lowell Observatory in Flagstaff
9. Largest county in Arizona

USEFUL CONTACT *information*



General DBE Compliance Information, Questions & Concerns:

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**When you leave a voicemail, it immediately is
forwarded to me in an email with the voicemail attached*

Bid Verifications, Certifications of Final Payment, Monthly, Semi-Annual and Annual Reporting:

email: lpacontractorcompliance@azdot.gov
for timely processing

DBE Goal Assessment Application Related Questions

email: dbecontractgoals@azdot.gov

Technical Concerns & AZ UTRACS

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9. Maricopa
8. Puto
7. Oraibi
3. Sedona
2. Nogales

DOWN:

14. Geronimo
13. Navajo
12. Tombstone
11. Spanish
10. Javelina
6. Kokopelli
5. Cotton
4. DittoDeus
1. Chichanga

ACROSS:

**CROSSWORD
PUZZLE ANSWER KEY**

Source: www.mysterycastle.com/
Mystery Castle (Phoenix)

WHERE IS THIS IN ARIZONA?



ARIZONA WINTER IMAGES

Courtesy of Arizona Highways Magazine

ADOT