



DTP NEWSLETTER



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Recovery

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President Signs Historic Economic Recovery Legislation Providing Largest Increase in Transportation Funding since the 1950s.

On February 17 President Obama put his signature on a \$787 billion economic stimulus measure designed to begin to turn around a nation reeling from recession. "The plan," the President said earlier in the campaign to have the bill enacted, "has at its core a simple idea: let's put Americans to work doing work that America needs done."

In an unusual twist, the President traveled to the American West to sign the bill, taking the ceremony away from the partisan tensions still gripping Washington. He chose the Denver Museum of Nature & Science in

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For further information on DBE opportunities with Dulles Transit Partners:

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Bid Opportunities:

www.dullestransitpartners.com/pages/bidopportunities.aspx

PROJECT UPDATE:

The Dulles Corridor Metrorail Project is a GO!

On March 10, 2009, the US Secretary of Transportation signed the Full Funding Grant Agreement with the Metropolitan Washington Airports Authority, completing the necessary approvals to begin construction. Although there has been a great deal of activity under previous approvals, this action gives the green light to any and all work on the Project as MWAA, Dulles Transit Partners and their subcontractors complete design and builds Phase 1 of the extension to Wiehle Avenue. Construction will begin immediately, and is scheduled to conclude by 2013.

Upon signing the Agreement, US Transportation Secretary Ray LaHood said, "If this is not the greatest day for Virginia, then I don't know what is".



Project Director George Morschauser and Board Chairman of the Metropolitan Washington Airport Authority (MWAA) H.R. Crawford

Upcoming Events

March 18th, 2009–VA Mega Projects –Business and Support Services (BASS) Program; 6363 Walker Lane, Alexandria 3:00–7:00pm. DTP will make a project presentation update.

March 18th, 2009–Tabletop Trade Show, "Maggiano's–Little Italy" 2001 International Dr. McLean, VA; DTP will be exhibiting 5:00–7:00 PM.

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order to help underscore provisions in the bill aimed at “green” energy-related jobs.

The stimulus package will create or save more than 3.5 million jobs over the next two years. It contains the largest increase in funding for our nation’s roads, bridges and mass transit systems since the creation of the national highway system in the 1950s. Of particular note, the bill requires unprecedented levels of transparency, oversight and accountability.

The stimulus plan was approved and signed into law with unprecedented speed. A joint House/Senate conference of key lawmakers announced agreement of a compromise proposal on February 12 following passage of a House bill on January 28 and Senate bill on February 10. Senate Majority Leader Harry Reid said, “The middle ground we’ve reached creates more jobs than the original Senate bill and costs less than the original House bill.”

The final bill provides \$48.12 billion in total transportation funding, an increase over both the Senate proposal (\$45.37 billion) and the House proposal (\$46.12 billion).

Of that figure, \$27.5 billion is for highway investments; \$8.4 billion is for investments in public transportation; \$1.5 billion is for competitive grants to state and local governments for transportation investments; \$1.3 billion is for our air transportation system; and \$9.3 billion is for investment in rail transportation including Amtrak, High Speed Rail and Intercity Rail.

The \$27.5 billion for highways was a littler more than the Senate proposal of \$27 billion but shy of the House proposal of \$30 billion. The \$8.4 billion for public transportation (transit funding) was just what the Senate bill proposed, but quite a bit short of the House proposal of \$12

billion. However, some of the \$1.5 billion included in the legislation for competitive grants is expected to go to transit projects.

Clearly the biggest surprise in the transportation funding was the \$9.3 billion allocated for rail transportation. It represents the largest single expenditure on rail in United States history, and is a huge increase over Senate and House proposals. Of the rail total, Amtrak will receive \$1.3 billion (the Senate proposed \$850 million, and the House proposed \$800 million) and high-speed rail will receive \$8 billion (the Senate proposed \$2 billion and the House proposed no money).

Most of that money, to be distributed by the U.S. Department of Transportation, is likely to go to existing programs such as California High-Speed Rail, Midwest High-Speed Rail and Southeast High-Speed Rail. It’s important to note that the bill says that some of the money can be used for standard-speed rail corridors, but that the Secretary of Transportation is to give priority “to projects that support the development of intercity high-speed rail service.”

Transit fared less well in the legislation, receiving only the \$8.4 billion the Senate proposed, as compared to the \$12 billion proposed by the House. That said, it still represents a significant boost for public transportation. While most of those funds will go to maintenance and capital costs for existing systems, \$750 million will go to the New Start and Small Start programs, which finance major new lines. Another \$750 million will go to the fixed guideways program, which goes towards rehabilitating existing lines.

The funds provided by the new law will be tracked by the government for public consumption. You can log on to Recovery.gov for updates.

Featured DBE Contractor

A. Estéban & Company

A. Estéban & Company is a New York corporation in business since 1980. The company was started by Alfonso Estéban, the father of Chris Esteban, the current company president, at a small location on East 23rd Street. Their primary services in 1980 were diazo blueprinting and small-format duplicating. My personal experience in this industry began the same year, when Chris was 14 years old, as a messenger and extra shop hand. He was able to see first-hand the need for good communication with clients and attention to detail.

The next major direction for growth occurred when they began their first plotting service bureau in 1988. In the 1990's their expansion into digital technology grew in two directions. Their CAD plotting department expanded into a high-volume digital printing operation capable of producing millions of square feet of bond, vellum, and mylar per month. The arrival of small and medium volume plotters gave them a wide variety of

options for facilities management (FM) operations. A. Estéban & Company has a strong track record with several leading NY & DC architectural/engineering/construction firms providing out-sourced digital reprographic services.

Today, digital expansion drives the majority of their services. They now boast three full-service digital locations, two in Manhattan and one in Falls Church, Virginia.

One of their most recent advancements was the development of Estéban ProjectWeb, a web-based digital document archive, in operation since March 2002. This free service allows users to search, view, and order plans and specifications online without any third-party software. It is a system that A. Estéban & Company administers and controls, not a system that we subscribe to. The ProjectWeb is a valuable tool for all project team members.

"A. Esteban has provided great quality work and has been able to meet quick turn-arounds."

--Felicia Bell, Subcontracts Administration Manager/DBE Liaison



Frequently Asked Questions

- Q: How can I do business on the Dulles Corridor Metrorail Project?
 A: Visit our website at www.dullestranistpartners.com and review the bid opportunities section. This list is updated every two weeks of upcoming packages and deadlines.
- Q: When is the Dulles Corridor Metrorail Project starting Construction?
 A: Construction is scheduled to begin in March 2009 and be completed by July 2013.