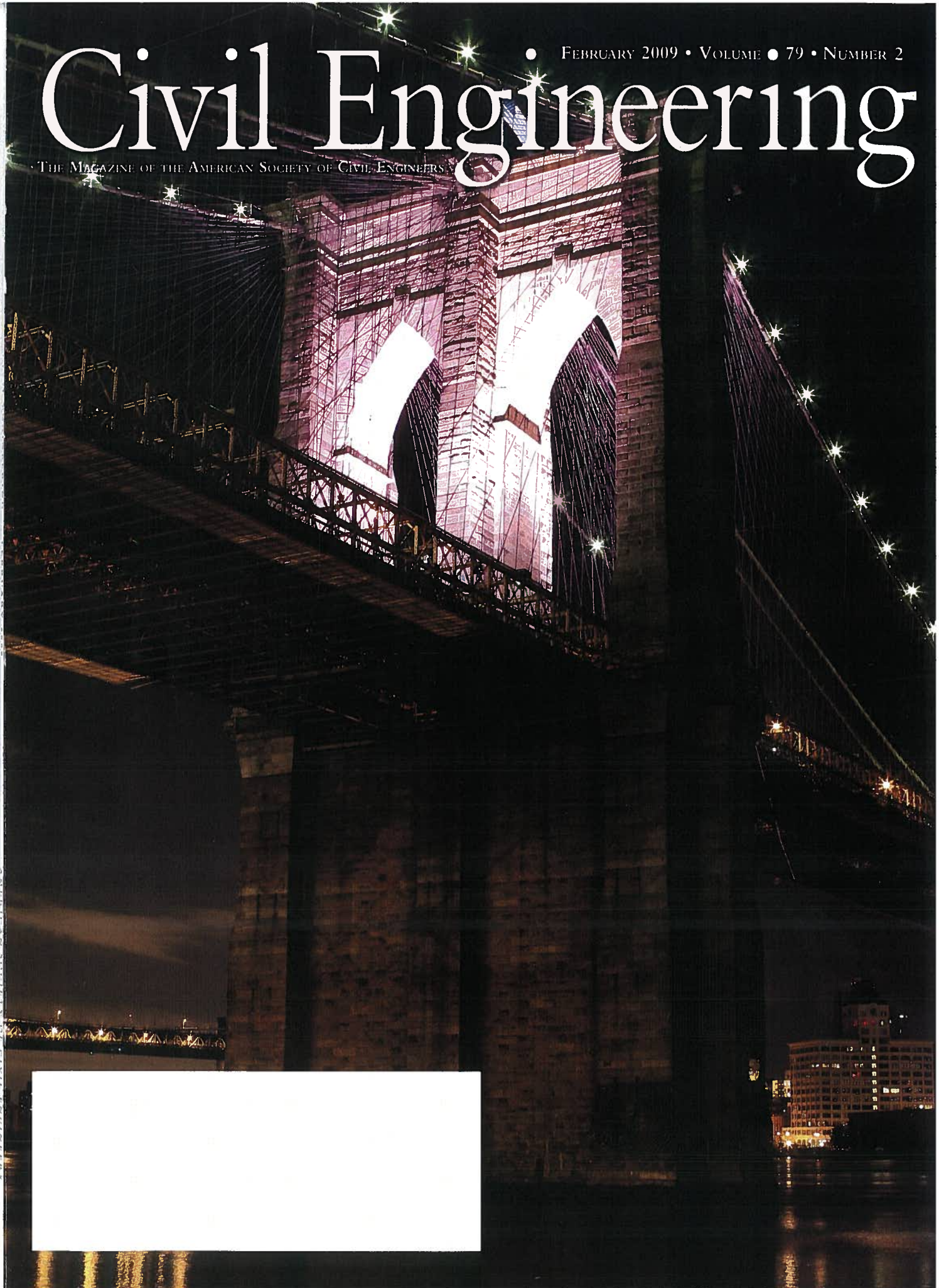


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Civil Engineering

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BUSINESS BRIEFS

Group Goetz Architects (GGA) has recently moved into a newly designed office at 2900 K Street in Washington, D.C. The new space has been accorded a platinum rating in the U.S. Green Building Council's Leadership in Energy and Environmental Design Green Building Rating System. GGA is headquartered in Washington, D.C., and has a satellite office in Hong Kong.

JE Dunn Construction Company, a general building contractor headquartered in Kansas City, Missouri, is opening two offices in Southern California. One will be in Irvine and the other in San Diego. The new offices join the firm's 20 offices located nationwide. The firm was founded in 1924 and continues to be family owned and operated.

CIVIL ENGINEERING NEWS

confers over existing services. The proposals must also include 10-year projections of annual ridership and revenues along with a "description of construction cost sharing and rationale for the proposed approach," according to the *Federal Register* notice. Although not mandatory, the FRA is requesting that respondents include "their perspectives on what type of contracting and financing strategies are most likely to facilitate successful HSR projects," according to the notice.

Upon receiving the submissions, the FRA will have 60 days to determine whether they conform to the requirements spelled out in the December 16 notice. Proposals passing this test would then be reviewed by commissions, one for each relevant corridor, comprising representatives of the affected state and local governments, freight railroads, mass transit authorities, labor organizations, and Amtrak. The commissions would be required to review the proposals and make recommendations to the DOT within 90 days. The DOT would then have 60 days to review each commission's recommendations and select any proposals deemed meritorious.

Although the law authorizes up to \$5 million in federal funding for preliminary engineering to be conducted by the team whose proposal is selected for a given corridor, the funds have yet to be appropriated. Another section of the law establishes a separate program to provide as much as \$1.5 billion in grants for HSR projects through fiscal year 2013. Congress has yet to appropriate any funding for that program as well. At press time, in mid-January, it was unclear whether the economic stimulus bill being discussed on Capitol Hill would include funding for HSR.

Funding will no doubt prove to be a "key hurdle" for anyone attempting to develop HSR proposals, says Paul Dean, the director of government relations for the American Public Transportation Association, of Washington, D.C.