



DTP NEWSLETTER



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Contractor Outreach Event

Written by Felicia Bell

Dulles Transit Partners (DTP) hosted its first major Contractor Outreach Event on Wednesday February 11, 2009 at the Sheraton Premiere Hotel in Vienna, VA. DTP is the design-build General Contractor for the Dulles Corridor Metrorail Project. Presentations were made from project personnel, Metropolitan Washington Airports Authority (MWAA) and Virginia Megaprojects.

There was a networking session that enabled attendees to speak directly with project personnel from Acquisitions, Construction, and Engineering. Two bonding companies, Construction Bonds, Inc. and The Barbour Group, LLC, were there to explain how they can assist small businesses with their construction bonding needs that will be required for the Dulles Corridor Metrorail Project.

The 23 mile extension of Washington area metro system has been broken up into two phases. Phase 1 consists of five (5) stations and will serve Tysons Corner with four (4) stations and Reston with one (1) station at Wiehle Avenue. Phase 1 will be completed in 2013. Phase 2, which has not been awarded, will run from Wiehle Avenue to Route 772 in

PROJECT UPDATE:

Currently, pre-construction activities and utility relocation work proceed in Tysons Corner along Route 7 and Route 123.

The Dulles Corridor Metrorail Project is on schedule to receive a full funding grant agreement (FFGA) from the federal government in March, allowing construction to begin. The Federal Transit Administration (FTA) and the US Secretary of Transportation gave their approval of the FFGA for the Project in January, and it is now with Congress for their mandatory 60 day review.

For more information on the Project, please visit our website at www.dullesmetro.com or call 703-572-0500.

Ashburn, with six (6) stops along the way including Dulles Airport.

There were over 350 attendees at the event and DTP is looking forward to engaging in successful partnerships with qualified contractors interested in supporting this historical effort. A copy of the presentation available on our website at www.DullesTransitPartners.com

Contact Us:

For further information on DBE opportunities with Dulles Transit Partners:

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DTP Website:

www.dullestransitpartners.com

Main number: (703) 852-5900

Project Website (MWAA):

www.dullesmetro.com

(703) 572-0500

Bid Opportunities:

www.dullestransitpartners.com/pages/bidopportunities.aspx

Come see us at:

Wednesday, March 11, 2009–Regional Procurement Expo, Arlington, VA; RSVP to dbewmata.com or call (202) 962–2409. DTP will be exhibiting 10:00am–2:00pm.

March 18, 2009–Tabletop Trade Show, “Maggianos– Little Italy” 2001 International Dr. McLean, VA; DTP will be exhibiting 5:00–7:00 PM.

March 18, 2009– Business and Support Service (BASS) Program Outreach Event. VA Mega Projects– Alexandria, VA. DTP will be providing a project presentation 5:00– 7:00 PM.

Follow the Rail- Project Timeline Highlights

As we prepare to enter the construction phase of the Dulles Corridor Metrorail Project, we thought this was a good time to review some of the key actions which have brought us this far. For the full timeline, please see www.dullesmetro.com

<u>1985-</u>	Dulles Access Rapid Transit (DartRAIL) sponsors a proposal to build a rail transit line between the West Falls Church Metrorail Station and Dulles International Airport. The study proposes to raise capital funds through assessments and donations from interested parties, property owners, developers and the operators of Dulles International Airport, in addition to using excess revenues generated by the Dulles Toll Road.
<u>1994</u>	<p>The CTP adopts the Dulles Corridor Plan for transportation improvements in the corridor. The plan endorses implementation of rail in the Dulles Corridor by 2005. Among the actions identified are:</p> <ul style="list-style-type: none"> • Implementation of a high level of bus service to develop transit ridership patterns for future rail service, as well as start-up of a number of intra-county feeder bus services. • Construction of park-and-ride lots, Dulles Toll Road interchanges, direct HOV ramp access for those lots and other efforts to preserve future rail station sites. • Further analysis of the long-term need to make major improvements to interchanges in the corridor. <p>Preparation of a detailed financial plan to determine funding needs and funding sources for a rail project, and the use of federally authorized funds to begin development of a rail project (including alternatives analysis and environmental studies).</p>
<u>1995</u>	Governor George Allen Signs the Public-Private Transportation Act (PPTA) of 1995 into law. The act enables the state, qualifying local governments and certain other political entities to enter into agreements improve, maintain and/or operate qualifying previous actions by the Commonwealth to authorize transportation proposals. The previous actions include: 1988 Highway Corporation Act; 1993 General establishing the Joint Subcommittee Studying Privatization of Certain State Government Functions; 1994 General Assembly passage of the Qualifying Transportation Facilities Act; and 1995 recommendation by the Joint Subcommittee to modify the 1994 act.
June 1996	<p>Dulles Corridor Transportation Study (known as the Major Investment Study (MIS)) is completed by the Virginia Department of Rail and Public Transportation, or DRPT.</p> <p>The MIS analysis concludes that Metro-like Rail located in the median of the Dulles International Airport Access Highway, except in the Tysons area where three stations would be provided off-median, provided for: seamless interaction with the Metrorail system; excellent service and highest ridership potential; largest increase in corridor capacity to move people; consistency with development plans; maximum improvement of traffic congestion; best linkage of the corridor to the rest of the region; and possible cost-sharing through inclusion in the regional system. In addition, the system would not fully provide seamless access to Tysons Corner, which accounts for half the ridership in the corridor. On June 10, 1996, the Policy Advisory Committee supports implementation of a seamless rail service provided by Metro-like rail to Route 772 in Loudoun County as the preferred alternative with provision of an expanded express bus service as the interim system during the design, funding and construction of rail facilities.</p>
July 1998	Secretary of Transportation Shirley Ybarra forms the Dulles Corridor Task Force. At its first meeting in August 1998, the Task Force adopts a Mission Statement stating that they will "determine the most suitable means to implement an innovative bus system in the Dulles Corridor and determine the steps necessary to complete the Preliminary Engineering (PE) study for the rail system.
Dec. 1998	Raytheon Engineers and Constructors submits an unsolicited PPTA Proposal, which proposes to partner with the state to design, build, operate and maintain a Dulles Corridor BRT system, while completing final design for the rail extension. Upon completion of final design, Raytheon proposes to build, operate and maintain the rail extension.
Dec. 1998	DRPT publishes a notification of receipt of the unsolicited proposal and solicits competing proposals. The notification is published in the Washington Post, Roanoke Times, Virginian Pilot-Ledger Star, Richmond Times-Dispatch and Fairfax Journal.

Follow the Rail- Project Timeline Highlights ...continued

Jan. 1999	The Tysons-Dulles Corridor Group (led by Bechtel Corporation and West*Group) submit a competing PPTA proposal. The proposal includes four phases: completing the planning, environmental and design studies on a fast-track basis; implementation of BRT; fast-tracking implementation of rail from West Falls Church to Wiehle Avenue; and extending rail to Route 772 in Loudoun County.
July 2000	Raytheon Company completes sale of Raytheon Engineers and Constructors to Morrison Knudsen Corporation. Directly following the merger into Morrison Knudsen the company is renamed Washington Group International
Oct. 2000	Washington Group International announces the formation of Dulles Transit Partners, LLC and informs the state that Bechtel Corporation and West*Group have joined DTP to help ensure the successful development and execution of the project
June 2002	DRPT receives a Detailed Proposal from DTP for the Dulles Corridor Rapid Transit Project.
Dec. 2003	DRPT concludes negotiations with DTP and provides a draft of the Comprehensive Agreement to FTA for their review and comment
May 2004	DTP informs DRPT that one of its partners, West*Group, has withdrawn from the partnership
June 2004	FTA provides DRPT with PE approval for Phase 1. This includes a "Recommended" rating for rail. Projects must receive a "Recommended" rating at each stage of the process in order to move forward
June 2004	DRPT signs Comprehensive Agreement with DTP. The agreement is the Commonwealth's first agreement under the PPTA for a transit project
July 2004	DRPT provides DTP with Notice To Proceed on PE and Project Development for Phase 1.
June 2005	The Dulles Corridor Metrorail project gets the first preliminary engineering cost estimate for Phase 1. The estimate is a range between \$1.7 billion and \$3.4 billion. Project partners begin search for costsavings.
Nov/Dec 2005	WMATA and others ask the Commonwealth to consider tunneling under Tysons Corner, using large bore tunnel techniques being used abroad as an alternative to the aerial system.
Jan 2006	DRPT asks DTP to prepare a preliminary cost estimate on a tunnel, resulting in an estimate of a 28% increase in project costs in Marc
March 2006	Dulles Transit Partners completes preliminary engineering for Phase 1 and updates the cost estimate for Phase 1 to \$2 billion
March 2006	The Commonwealth and the Washington Airports Authority sign a memorandum of understanding designed to lead to the transfer of the toll road and control of the Dulles Metrorail Project to the authority
June 2007	The Metropolitan Washington Airports Authority Board of Directors approves the \$1.6 billion contract with Dulles Transit Partners to build Phase 1, including the locally preferred alternative through Tysons Corner
Jan 2008	FTA Administrator tells Governor Kaine and James Bennett, Chief Executive Officer of MWAA that the project may not qualify for New Starts program and warns of major problems with the project..
April 2008	U.S. Transportation Secretary Mary Peters reverses the federal stand on Dulles rail project. The project is set to win final approval and moved into Final Design.
July 2008	MWAA and DTP sign a revised design-build fixed-price \$1.6 billion contract for construction of Phase 1 of the rail project.
August 2008	The FTA announces that preconstruction work can begin where a 2,100 foot tunnel will be built along Route 123.
Nov. 2008	The Metropolitan Washington Airports Authority and the Commonwealth of Virginia complete the transfer of the daily operation, maintenance, and control of the Dulles Toll Road from the Virginia Department of Transportation (VDOT) to the Airports Authority in accordance with the December 2006 agreement between VDOT and the Airports Authority.
Jan 2009	U.S. Transportation Secretary Mary Peters forwards to Congress for its 60-day review the Department of Transportation's final approval of the Dulles Metrorail Project Full Funding Grant Agreement

Featured DBE Contractor



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SBA 8(a) Certified Firm / GSA Schedule Contractor

Baistar Mechanical, Inc. (dba-Baistar) is a VDMBE DBE, MDMBE DBE, US SBA 8(a) certified and General Service Administration schedule contractor who provides design/build solutions including the energy conservation methods and cost effective means for the complete mechanical, electrical and plumbing aspects in building construction. Baistar is a LEED certified firm whose capabilities include the project management, self performance and energy analysis for the 'green building' approach that some client desire.

Baistar Mechanical, Inc. (dba-Baistar) was founded in July of 1986 by Mr. Joseph Bailey and Mr. Starkey. (The name Baistar was derived from the names of the founders.) The main business was to provide heating and air conditioning maintenance service for the local churches, condominiums and office buildings. Mr. Starkey retired from the business around 1995.

Over the last 18 years, the business grew from maintaining and replacing small air conditioning units to replacing large chillers, and boilers; replacing and installing distribution system (piping and ductwork) and terminal air-handling.

In June 2003, Mr. Brandon Horne was hired as vice president of Baistar to handle the equipment replacement projects and special construction projects and has been with the company ever since. In November 2004, Mr. HK Jun was hired as the director of engineering to handle the engineering aspects of the business. In January 2005, Mr. Bailey decided to retire and sell the company to Mr. Jun and Mr. Horne. And by December 2005, the company acquisition and the ownership transfer were complete.

Mr. Jun's and Mr. Horne's vision of growth for Baistar was different than that of Mr. Bailey. The new owners' vision is to grow Baistar into a multi-million-dollar design/build firm that serves the entire country

including Washington DC, Northern Virginia and Maryland.

In order for the proper growth, Baistar had to find a niche in the market where quality and responsiveness can bring repeat customers and market to new customers at the same time. The first step was to obtain U.S. SBA 8(a) certification for sole-sourcing capabilities in the US federal market using Mr. Jun's minority background and the majority ownership of the company. Baistar realized that the federal government spends about 21% of all federal contracting in small-minority businesses just like Baistar. Also, Baistar obtained GSA Schedule Contract (03FAC). GSA is considered the largest property management agency in the world because they over see all federally-owned buildings. One of the main purposes of obtaining the capabilities to be able sell to the federal market is because the US federal government has the strongest and the largest market in the world.

With both certifications, SBA (8a) and GSA Schedule, Baistar has been marketing the federal contracting and currently performing 70% in federal contracting (direct or indirect). The rest of the business comes from other local governments such as Fairfax County, Prince George's County, Montgomery County and Loudoun County. Some of Baistar's clients included:

-General Contractors: Tuckman-Barbee; Grunley Construction and Biscayne.

-Military Bases: Ft. Belvoir, Bolling Air Force Base, Andrews Air Force Base.

-Intelligence Agencies: Department of Intelligence Agency (DIA) in Bolling AFB and Department of Logistics Agency (aka Threat Reduction Center);

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Department of Home Land Security Building-100.

-Hospitals: VAMC (Veteran Affairs Medical Center) McGuire, Richmond; VAMC Durham, NC; VAMC Dallas, Texas (equipment sale only).

-Post Offices: Ellicott City, Curseen-Morris (DC) and West Bethesda

-Local Governments: Fairfax County Purchasing; Fairfax Park Authority; Prince George County; Prince William County; Loudoun County and Montgomery County

Baistar's main mission statement is to provide quality service with very cost effective means and methods with on time project-delivery. It is very simple and hard at the same time, when it comes to the construction business,

“Baistar has been very responsive and has done excellent work. We look forward to working with Baistar as the project progresses.”

~Chuck Pope- Manager Electrical Systems

to achieve the above-said goals. However, aggressive marketing strategies, strong project management skills and solid relationships with the vendors and subcontractors have put Baistar as a solid company and emerging small business in the Washington metropolitan area.

There are several key reasons for Baistar's success of solid growth in this competitive construction industry, mainly the aggressive marketing strategy that evolves with demand and the needs of the building owners. Sometimes, the clients want the cheapest price and sometimes the most efficient systems and Baistar's design/build capabilities cater to the needs of the clients.



Frequently Asked Questions

- Q:** How can I do business on the Dulles Corridor Metrorail Project?
A: Visit our website at www.dullestransitpartners.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.
- Q:** My company has a LDBE certification from the Metropolitan Washington Airports Authority (MWAA), is the LDBE certification applicable towards the DBE goal on this project?
A: No. The DBE certification from MWAA or the Virginia Department of Minority Business Enterprise (VDMBE) is the only certifications that are applicable. You will need to contact MWAA or VDMBE directly to apply for the DBE certification. The links are:
- http://www.mwaa.com/business_information/contracting_opportunities/equal_opportunity_programs/ldbe_dbe_certification
 - <http://www.dmbv.virginia.gov/dbecert.html>
- Q:** Where do you advertise upcoming RFP packages?
A: We advertise our upcoming packages on www.dullestransitpartners.com under the bid opportunities section.
- Q:** Do you post the Bidder's List?
A: Yes. The bidder's lists are posted under the bid opportunities section at: www.dullestransitpartners.com