

OFFICIAL TRANSCRIPT OF THE  
MARYLAND DEPARTMENT OF TRANSPORTATION  
MARYLAND TRANSIT ADMINISTRATION  
PRE-BID CONFERENCE  
FOR  
METRO TRUCK OVERHAUL MAINTENANCE SERVICES  
CONTRACT NO. T-8000-0445

May 6, 2014

10:00 A.M.

Maryland Transit Administration  
5801 Wabash Avenue, Conference Room 214  
Baltimore, Maryland 21215

Agency:

Nannette C. Gibson, Procurement Officer  
Paula Cullings, Office of Fair Practices  
Wilson Wallace, Superintendent, MTA  
Metro Railcar Maintenance  
Charles Brian Amos, Assistant Superintendent,  
Metro Railcar Maintenance  
Robert W. Johnston, CH2M Hill, Railcar Maintenance  
David N. Ekaim, CH2M Hill, Project Manager

Participants:

William Slater, Wabtec Corporation  
Hal Lindsey, Bombardier  
Al Mincarelli, ERA Contact  
Michael Rhodes, Penn Machine Company, LLC  
Stephen F. Rogowski, Delaware Car Company  
Anthony R. Ursone, UTCRAS  
Edward McManamy, UTCRAS  
David G. Mann Swiger Coil Systems  
Bob DeSalvo, TTA Systems  
Mark Rose, Delaware Car Company  
Tom Hammond, LRX Rail  
Bill Slater, Wabtec

Court Reporter:  
Gregory Altham  
One Stop Legal  
5623 Monroe Street  
Hyattsville, MD 20784  
(301) 379-6607

1 MS. GIBSON: Good morning. My name is Nannette  
2 Gibson. I am Chief of Operations for the Maryland Transit  
3 Administration. I am the Procurement Officer for this  
4 solicitation. I would like to welcome you to the Pre-Bid  
5 Conference for Solicitation Metro Truck Overhaul Maintenance,  
6 Contract No. T-8000-0445.

7 Has everyone signed the sign-in sheet?

8 This conference is being recorded and I ask that you  
9 please state your name and your firm clearly. I would like for  
10 the MTA staff to introduce themselves and then the vendors.

11 MR. WALLACE: Okay. I am Wilson Wallace. I am the  
12 Superintendent of MTA Metro Rail Car Maintenance.

13 MS. CULLINGS: Good morning. I'm Paul Cullings. I'm  
14 the Director of the Office of Fair Practices. I'll be talking  
15 to you about your DBE participation.

16 MR. AMOS: Good morning. Brian Amos, Assistant  
17 Superintendent, Metro Railcar Maintenance.

18 MR. JOHNSTON: Bob Johnston. I work with CH2M Hill  
19 representing Railcar Maintenance.

20 MR. EKAIM: David Ekaim, CH2M Hill, Project Manager.

21 MR. MCMANAMY: Ed McManamy, UTCRAS, VP of Operations.

22 MR. URSONE: Anthony Ursone, Director of Programs,  
23 UTCRAS.

24 MR. MANN: David Mann, Swiger Coil, a division of  
25 Wabtec.

1 MR. LINDSEY: Good morning. Hal Lindsey with  
2 Bombardier, based in Washington, D.C.

3 MR. RHODES: Michael Rhodes, account manager, Penn  
4 Machine Company.

5 MR. ROSE: Mark Rose, Delaware Car Company.

6 MR. MINCARELLI: Al Mincarelli, ERA Contact.

7 MR. DESALVO: Robert DeSalvo, TTA Systems.

8 MR. ROGOWSKI: Steve Rogowski with Delaware Car  
9 Company.

10 MR. SLATER: Bill Slater with Wabtec.

11 MR. HAMMOND: Tom Hammond with LRX Rail.

12 MS. GIBSON: Again, welcome. Everyone has received a  
13 copy of the Invitation for Bid. I'd like to go over a couple of  
14 key items and then I will turn the meeting over to the Project  
15 Manager to reference the Scope of Work.

16 Notice to Vendor. This is an important document if  
17 you decide not to bid. I would like to know the reason for not  
18 bidding. I ask that you please complete this form and return it  
19 to me.

20 The Maryland Transit Administration desires a  
21 qualified contractor to provide repairs, overhaul, testing tasks  
22 and maintenance as required and specified in the Metro Truck  
23 Metro Westinghouse Type WR501 Gridbox and the Metro Traction  
24 Motors type 1462D for the Maryland Transit Administration metro  
25 subway system.

1 I am responsible for this solicitation. I am your  
2 point of contact for all matters related to this solicitation.  
3 If you have any questions or concerns, please direct them to me.  
4 All questions must be in writing.

5 Questions and concerns concerning this IFB must be  
6 submitted in writing to me no later than May 15th, 2014. Verbal  
7 responses are not binding to the MTA.

8 This is a two-part procurement. Step 1 will consist  
9 of submitting a technical proposal and the price bid. When  
10 received, the technical proposal will be forwarded to an  
11 evaluation team for review. After completion of the review, we  
12 will move to the second step.

13 Step 2 is opening up -- opening up -- opening of bids.  
14 This step is limited to the bidders who have submitted  
15 acceptable, technical proposals in Step 1. Those found  
16 acceptable will be notified and advised when the bid opening  
17 will be conducted.

18 The MTA reserves the right to reject any and all bids,  
19 whole or part, as a result of this IFB.

20 Closing Date. One (1) original and four (4) copies of  
21 the technical proposal, one (1) original price bid in a separate  
22 sealed envelope marked -- sorry, marked, to me, no later than  
23 **2:00 p.m. on Thursday, June 12th, 2014.** Bids arriving after  
24 closing date will be rejected.

25 Bidders must submit a complete financial statement

1 detailing their ability to provide the truck overhaul  
2 maintenance services, provide the proof of insurance as required  
3 in the section, Insurance Requirements.

4 The contract duration is for three (3) years with a  
5 one two-year option renewal from the start date stated in the  
6 Notice to Proceed.

7 Are there any questions? Yes.

8 MR. LINDSEY: Nanette, Hal Lindsey with Bombardier.  
9 Your Transmittal letter for the RFP said June 17th due date and  
10 the --

11 MS. GIBSON: Yes. That was an error and --

12 MR. LINDSEY: Okay. So --

13 MS. GIBSON: -- it should be --

14 MR. LINDSEY: -- June -- June 12th.

15 MS. GIBSON: June 12<sup>th</sup>. Yes.

16 MR. LINDSEY: Okay.

17 MS. GIBSON: And there will be an addendum coming out.

18 If it becomes necessary to revise the part -- any  
19 parts of the IFB, an addendum will be posted on the MTA's  
20 website. Acknowledgement of receipt of all addenda should be --  
21 shall be required from the bidders receiving the IFB.

22 The MTA reserve the right to cancel, in part, or in  
23 its entirety, according to COMAR Regulations, 21.06.02.

24 Disadvantage Business Enterprise. The DBE  
25 participation goal is five percent (5%) with no sub goals.

1           Now I'd like to turn the meeting over to the Office of  
2 Fair Practice to go over the DBE participation and also your DBE  
3 attachments.

4           MS. CULLINGS: Good morning, everyone. Learning that  
5 this is a two-part submission, I would say to you that in Part  
6 1, when you submit your technical, that would be the time to  
7 submit your DBE participation. You can put it in an envelope or  
8 however, well, but send it at that time.

9           The DBE is because there is federal funding so there  
10 are some different rules when you use a DBE participant then  
11 some of you may be familiar for those who do our State work and  
12 you have an MBE participation.

13           Form A and B shall come back to us at the time you  
14 submit your technical proposal. "A" is that you have agreed to  
15 the five percent (5%) with the box checked accordingly; and it  
16 looks like this or you're telling us something different and  
17 that is perhaps you're asking for a waiver. And I'll talk about  
18 that a little later.

19           What's important about form "A" is that the second  
20 page must be signed. Failure to do that, you're out. So I know  
21 many of you at the table are not the ones that do this paperwork  
22 but it is very important that you convey this to whoever's doing  
23 it. It can cost you the bid.

24           Form "B" is fully instructive. You may keep the  
25 instructions. I don't need them. It also has a work sheet so

1 that you may be very clear about getting this five percent (5%)  
2 number.

3           You will submit only the name, certification number  
4 and percentage on Form "B" of the firm or firms you plan to  
5 utilize.

6           You will note that in Section 3.2 of this form, you  
7 are to take into consideration any supplies, commodities or  
8 products that you may procure because, at that point, you're  
9 only allowed sixty percent (60%) of what you spend. So if  
10 you're buying supplies from a DBE, then you would spend whatever  
11 that is, you get sixty percent (60%) credit towards meeting the  
12 goal. And it allows you to do the math so that you don't  
13 forget. Because if we calculate differently, and you're four  
14 and a half percent, not five, and you didn't ask for a waiver,  
15 then you're not in compliance. So make sure your math is  
16 accurate.

17           Now these are the two documents. Also it has a  
18 signature page to "B" that you're required to submit at the time  
19 that you submit your proposal. What I'd like to tell you, as  
20 many of you may know, I'm listening and I think you've done work  
21 with MTA, certainly you will find your DBEs only at the MDOT  
22 Directory. The Maryland Department of Transportation's  
23 Directory. There are six thousand (6,000) firms, certified all  
24 over the country and beyond that do a myriad of things. So,  
25 therefore, you must use that directory. Anyone who is not

1 certified today, it's not likely they will be certified in time  
2 for you to respond to this solicitation. So don't meet up with  
3 someone who says, oh, my paperwork is pending. That's -- they  
4 have to be certified the day we open the bid and that's never  
5 any assurance. They take them in the turn they receive them and  
6 it is a lengthy process.

7           You will also find in the directory firms that are  
8 listed as an MBE/DBE. That being the case, you can use a firm  
9 that is certified that way. You may also see firms that are MBE  
10 only. Cannot use them on this solicitation. And certainly  
11 anyone who's a DBE only, you can use them.

12           There's also a "graduated" matter. In the directory,  
13 you might see a firm that has "graduated" or a capital "G" in  
14 front of its NAIC code. That means they're graduated from that  
15 type of work only. They're still certified, perhaps for a  
16 zillion other things, but that particular NAIC code service or  
17 good, they've graduated from the program. So certainly you  
18 cannot use them to do that.

19           I want to send you directly to MDOT. You don't have  
20 to go through your Procurement Officer for a question but I do  
21 want to give you the phone number at MDOT because any navigation  
22 or things you're looking to manipulate and do with the  
23 directory, let them help you quickly because time is of essence;  
24 410-869-12 -- I'm sorry, 865-1269; 410-865-1269.

25           Sometimes you'll meet up with a firm that has given

1 you their acronym, letters to their company. You don't see it  
2 in the directory. You might need some help discerning what the  
3 company's name -- how did they register themselves. But really  
4 you should get your DBE to provide that. So I want to send you  
5 there directly so that you don't lose any time in whatever it is  
6 you're trying to do.

7           Now form "E" in this packet -- well, let me go back to  
8 "C". The low responsible, responsive proposer, I suppose, or  
9 the best qualified proposal will be invited to know that and, at  
10 that time, you will be notified to submit forms "C" and "D".  
11 "C" tells us how did you go about finding your DBE and "D" tells  
12 us now that you have signed these people up. And it looks like  
13 this. So it would be you're preparing this document. You're  
14 filling it out with the DBE's information and you are telling us  
15 specifically now what will they be doing. Don't give me NAIC  
16 codes. That doesn't tell me what they do. Tell me specifically  
17 that you're going to have them do this, this, this. And, again,  
18 you're putting in that percentage. You sign it. You can fax it  
19 to the DBE. I don't mind a faxed document. They sign it and  
20 you have it back.

21           The people that are on Form "B", they have to be on  
22 Form "D". There's no switching up. So be sure that who you  
23 entertain in Form "B" is who you want to have to go along with  
24 this.

25           Now we know that there are always extenuating

1 circumstances from the time the bid or the documents are opened  
2 to the time we're ready to move to the end. And, certainly, if  
3 something happens, the company's gone out of business, or  
4 something different, then certainly, we'll talk about those  
5 changes that you might make, which would have to appear again on  
6 Form "B" along with "D". So we'll talk about that through your  
7 Procurement Officer.

8 Form "E" is your opportunity for requesting a waiver.  
9 There are plenty of definitions -- oh boy -- seven, eight, nine  
10 pages of explanations. But, at the end of the day, what we ask  
11 for is for you to explain why you were not able to meet the five  
12 percent (5%). Who did you contact? How many did you contact?  
13 When did you contact them? The night before? As of today?  
14 What did they say? What happened? What is it they do that they  
15 can't do this? You have to really give me a very comprehensive  
16 reason why five percent (5%) cannot be met. So it's not to say  
17 this wouldn't be the case. This is a very intricate type of  
18 work, certainly. But, nevertheless, in our efforts to set a  
19 goal, we came up with what we felt was realistic and that we  
20 felt it could achievable. But, anything could be the case.

21 So you will be instructed by the Procurement Officer  
22 when to send in Form "E" if that's the position you've taken on  
23 your Form "B", such as I'm not going to do five percent (5%).

24 You will have some liquidating damage information in  
25 your document that speaks directly to your failure to comply

1 with the five percent (5%) that you may have agreed to and it's  
2 on a case-by-case basis. Certainly, you will be responsible for  
3 reporting monthly what you're spending with the sub DBE  
4 contractor and that DBE has also the responsibility to report to  
5 us their payment and that's how we measure that you're meeting  
6 your efforts.

7           Something that's very important is that net 30 days.  
8 You may agree to pay the sub and you have to live by that. You  
9 can't fall back on, oh, the State didn't pay me. Just like your  
10 Visa card. They don't care if you got your paycheck or your tax  
11 return. The bill is due. Once you take ownership of services  
12 and goods, you owe the folks. So keep that in mind, but  
13 certainly, if it is a matter of us paying you, when we pay you,  
14 you must pay your subcontractor within 10 days what they are  
15 due.

16           So those are some of the requirements you may find  
17 along the way. One of the other areas is that you cannot  
18 terminate a DBE for convenience. You'll probably read in our  
19 documents that we can terminate you for convenience. So when  
20 you go to terminate a DBE and you're thinking it is for cause,  
21 the cause is MTA no longer wants to pursue. However, you cannot  
22 terminate a DBE on your own accord. You must come through my  
23 office, have a conversation with me when they are beginning to  
24 fail. We will find that there's a measure of cure. And then  
25 we'll proceed on. So don't take it upon yourself to ask the

1 Project Manager, can I kick Bob off the job, or I don't like  
2 Bob, and so I want Mary to come and -- the Project Manager  
3 really says, I want to get my work done. I don't care if your  
4 bring donkeys or horses here. I need to get it done. Well, you  
5 can be in violation of that. So please be mindful that if  
6 you're having problems, day one, don't let it fester. Contact  
7 our office and let's try to deal with it before you have  
8 permission to get another sub. Because the bad thing about  
9 that, you've already bid your price. You go after another sub  
10 and they can't meet it, then what? You've already negotiated  
11 with this sub. So let's try to work it out. You selected them.  
12 You have time to do that starting today, or yesterday, so that's  
13 the whole point of purpose.

14 I think I've covered everything. You may have some  
15 questions, nonetheless, and I'm here to answer them for you. I  
16 do want to give you our number if you have only a personal  
17 question regarding your calculations or your assistance in  
18 trying to meet this five percent (5%) goal. It may not be a  
19 question for the good of all, so therefore you can call us  
20 directly to help you understand the services or something  
21 particular about getting your five percent (5%) subcontracting.  
22 And that number would be 410-767-3944. That is my  
23 Administrative Assistant. I do have two other MDBE compliance  
24 officers. So between the three of us, we'll be available if you  
25 should have any questions as you get into working with your

1 calculations and/or the firms themselves.

2           Okay. I think I've covered it all.

3           Any questions on the DBE participation?

4           MR. ROGOWSKI: I have a question. Steve Rogowski with  
5 Delaware Car Company. There's a requirement in the back of the  
6 contract for a VSBE percentage --

7           MS. CULLINGS: No. No. Actually, that will probably  
8 be coming in an addendum as an error.

9           MR. ROGOWSKI: Oh.

10           MS. CULLINGS: VSBE is for State-funded projects. The  
11 Federal projects are strictly DBE. No other goals and no sub  
12 goals --

13           MR. ROGOWSKI: Okay.

14           MS. CULLINGS: -- so that could be an error.

15           MR. ROGOWSKI: All right.

16           MS. CULLINGS: And I did forget one thing.

17           Are there any DBEs here today? Okay. Should you bid  
18 as a prime and you're doing five percent (5%) of the work with  
19 your own forces, then you are not required to subcontract to  
20 other DBEs but we encourage you to do that, nonetheless, if  
21 there's something segmentable to subcontract. You may avail  
22 yourself to everyone in the room, everyone. And you may bid as  
23 a prime, but we do not encourage any form of collusion. So if  
24 you say, no thank you, to those who may want to have you on  
25 their team for those proprietary information, that's no

1 violation one way or the other.

2           Okay. Is that it? Any other questions? Feel free.  
3 Good luck to all of you.

4           MS. GIBSON: Okay. The next thing is the Living Wage  
5 Requirements. I ask that you please read the Living Wage  
6 Requirements and if you have any questions, you can visit their  
7 website which is [www.dllr.state.us.labor](http://www.dllr.state.us.labor) and also you need to  
8 read and fill out the Affidavit Agreement as well.

9           And this contract is a Tier 1. Are there any  
10 questions?

11           MS. CULLINGS: What does Tier 1 mean?

12           MS. GIBSON: Tier 1 is the county, counties.

13           MS. CULLINGS: Oh. Okay.

14           MS. GIBSON: Okay. This meeting is now open for  
15 questions. I ask that you please state your name and your firm  
16 clearly. I'll now turn it over to Wilson Wallace, the project  
17 manager, to go over the -- reference Scope of Work.

18           MR. WALLACE: If I could just briefly call your  
19 attention to the Table of Contents. I'm sure by now everyone is  
20 quite familiar with the specifications in the contract at hand.

21           You will find me in Section 1.0, Table of Contents.  
22 This is a populated truck and in that we will be covering truck  
23 lanes, wheel well axle assembly, gear units and couplings,  
24 traction motors, third rail collectors, HPT tread brake unit,  
25 parking brake unit, D-1 trip (indiscernible), ATP antenna

1 bracket assembly, miscellaneous components, assembly tests and  
2 inspections.

3 Also in 2.0, required in this particular contract is  
4 materials, Workmanship Standards; 3.0, a Project Schedule,  
5 Warranty Requirements, 4.0; Shipping Requirements; Quality  
6 Assurance, and Appendix.

7 And with that I will open up the floor for any  
8 questions that you may have at this time.

9 [There was no response.]

10 MR. WALLACE: Everybody satisfied? No questions?

11 MS. CULLINGS: You put in some good specs.

12 MR. WALLACE: [Laughing]. Someone has a question.

13 [Laughter].

14 MR. WALLACE: I never been at a pre-bid meeting before  
15 when there was no questions but -- but nonetheless, if you just  
16 don't have anything, that's -- that's fine.

17 [There was no response.]

18 MS. GIBSON: Okay.

19 MR. ROGOWSKI: We have -- Steve Rogowski with Delaware  
20 Car Company. We have several questions concerning the spec but  
21 since we have to put them in writing, is there any sense to  
22 bring them up right now or --

23 MR. WALLACE: (Indiscernible) do you have?

24 MR. ROGOWSKI: -- warning or --

25 MS. GIBSON: You can ask and they can still try to

1 answer and you can still also submit them as well.

2 MR. ROGOWSKI: Okay. The specification calls for a  
3 lot of things to be renewed as required.

4 MR. WALLACE: Uh-huh.

5 MR. ROGOWSKI: Is there any percentages going to be  
6 set for the requirement for that? Because how do we estimate it  
7 if we don't know if it's ten percent (10%) of the product or 90?

8 MR. WALLACE: Dave, you want to respond to that?

9 MR. EKAIM: Well, a lot of them were pulled out. The  
10 key items were pulled out. For example, axles were pulled out.  
11 You have a percentage --

12 MR. ROGOWSKI: -- Yeah. There's a percentage for  
13 axles but what about, like, wiring? So that is required and  
14 still that could still amount to a lot of money in the end over  
15 the number of trucks that are going to be done.

16 Also, like, if we're going to do cracks, you know, a  
17 crack is basically not just a crack. It could be a one inch  
18 long crack --

19 MR. EKAIM: Well with respect to cracks, there --

20 MR. ROGOWSKI: -- stuff like that.

21 MR. EKAIM: -- are two types of cracks. One is a  
22 minor crack and there's a major crack.

23 MR. ROGOWSKI: Right.

24 MR. EKAIM: All right. A minor crack is usually  
25 associated with the original quality of the welding, such as

1 porosity or undercut or anything else. We consider that as part  
2 of the Scope of Work of the overall truck frame.

3 MR. ROGOWSKI: Okay.

4 MR. EKAIM: That is not extra work. So there is  
5 deliberately no percentage put.

6 MR. ROGOWSKI: All right.

7 MR. EKAIM: Okay. However, if there is a major crack,  
8 such as you find in the RT of the general ring hinge assembly,  
9 which has been pointed out very specifically --

10 MR. ROGOWSKI: Right. That has.

11 MR. EKAIM: Okay. Well, that will be extra work and  
12 that will be applied against the miscellaneous work allowance.

13 MR. ROGOWSKI: Okay.

14 MR. EKAIM: Now, with respect to anything else, there  
15 is an MWA which is pretty substantial at 600,000, where what we  
16 considered out of scope will be addressed.

17 Now with respect to any other items that weren't there  
18 for percentages, just list them in the letter to contracts.

19 MR. ROGOWSKI: All right.

20 MR. EKAIM: And that will come to us and we will see  
21 if it is warranted to apply a percentage to those items. All  
22 right. But, you know, as far as we knew, we had every  
23 significant component of it with respect to --

24 MR. ROGOWSKI: See, most of it is significant ones --

25 MR. EKAIM: Yeah.

1 MR. ROGOWSKI: -- but I was just worried about the  
2 minor ones. They just don't add up.

3 MR. EKAIM: Yeah. Well, the big minor one is cracks.  
4 And we want to, you know, make clear that --

5 MR. ROGOWSKI: Yes.

6 MR. EKAIM: -- there is no extra work for cracks,  
7 minor cracks.

8 MR. ROGOWSKI: Yeah.

9 MR. EKAIM: All right. But, yeah, any other  
10 components, just put in a list.

11 MR. ROGOWSKI: And then I have a question here. If we  
12 do find major cracks that are unrepairable [phonetic] as is  
13 stated in the specification, the authority does not want the  
14 frame repaired. Prepared to supply --

15 MR. EKAIM: Well, we'll make the decision.

16 MR. ROGOWSKI: -- a different one?

17 MR. EKAIM: Yeah, you'll submit your finding.

18 MR. ROGOWSKI: All right.

19 MR. EKAIM: And we will make that decision. We'll,  
20 probably, make it jointly with the contractor --

21 MR. ROGOWSKI: Okay.

22 MR. EKAIM: -- on whether or not the truck is repaired  
23 or not repaired. That will be pretty significant.

24 MR. ROGOWSKI: Oh, yeah. That's a significant one.

25 MR. EKAIM: Yeah. Discard the truck frame.

1 MR. ROGOWSKI: Uh-huh.

2 MR. EKAIM: Yeah. So we will be looking to repair it.

3 MR. ROGOWSKI: Okay.

4 MR. EKAIM: But if it's a major decision like that, it  
5 will be made based on the finding.

6 MR. ROGOWSKI: All right. Now I just have a note  
7 here, too, that I need the paint specification. But I'm sure we  
8 can get that.

9 MR. EKAIM: Yeah. Well, that's --

10 MR. ROGOWSKI: In a reasonable amount of time.

11 MR. EKAIM: Uh-huh.

12 MR. ROGOWSKI: Plus, what other one do you have?

13 UNIDENTIFIED SPEAKER: The Bowman hardware.

14 MR. ROGOWSKI: The Bowman hardware.

15 MR. EKAIM: Uh-huh.

16 MR. ROGOWSKI: Information. I believe it says it's  
17 going to be available --

18 UNIDENTIFIED SPEAKER: Yeah, we could supply a  
19 complete list.

20 MR. ROGOWSKI: Okay.

21 MR. EKAIM: And that's -- there won't be any  
22 deviation. We have called for a very specific upgrades, from  
23 grade 5 to (indiscernible) grade 8.

24 MR. ROGOWSKI: Uh-huh.

25 MR. EKAIM: And there is a list of every -- all the

1 hardware that's included so --

2 MR. ROGOWSKI: Right. I see the list but --

3 MR. EKAIM: Okay. Right. So --

4 MR. ROGOWSKI: -- there must be a specification --

5 MR. EKAIM: Yeah.

6 MR. ROGOWSKI: -- for it.

7 MR. EKAIM: But there won't be any deviation. Well,  
8 we want such and such grade 9 from China.

9 [Laughter].

10 MR. EKAIM: You know, there's nothing wrong with China  
11 but --

12 MR. ROGOWSKI: Yes, there is.

13 MR. EKAIM: It will be (indiscernible) grade 8 for the  
14 grade 5s.

15 MR. ROGOWSKI: Okay.

16 MS. GIBSON: Any other questions?

17 MR. ROGOWSKI: No, that's it, for me anyway.

18 MS. GIBSON: All right. So please remember to submit  
19 all questions to me no later than **May 15th by 4:00 p.m.**

20 Your technical proposals and your price proposals are  
21 due **June 12th, no later than 2:00 p.m.** and that's submitted at 6  
22 Saint Paul Street, on the 7th floor, to my attention.

23 And if there's no other questions, I thank you for  
24 coming and have a great day.

25 MR. URSONE: I didn't -- in getting the drawings, it

1 says you have to --

2 MS. GIBSON: State your name and --

3 MR. URSONE: I'm sorry. Anthony from UTC.

4 MS. GIBSON: Okay.

5 MR. URSONE: To get the drawings, I think it's Section  
6 CC, it says here, we have to schedule an appointment.

7 MS. GIBSON: Okay.

8 MR. WALLACE: Okay. I'm sorry. What -- state your  
9 question again?

10 MR. URSONE: To get drawings --

11 MR. WALLACE: Drawings?

12 MR. URSONE: Yeah, of the truck.

13 MR. EKAIM: Make a request --

14 MR. WALLACE: Yeah.

15 MR. EKAIM: -- again to contracts.

16 MR. WALLACE: To -- to (indiscernible).

17 MR. EKAIM: A specific drawing, by drawing number.

18 And that drawing will be supplied.

19 MR. URSONE: Okay.

20 MS. GIBSON: Any other questions?

21 [There was no response].

22 MS. GIBSON: Okay. Well, I thank you for coming.

23 Have a great day.

24 VARIOUS SPEAKERS: Thank you.

25 MR. ROGOWSKI: Excuse me, please. Is there any chance

1 -- this is Steve Rogowski with Delaware Car. Is there any  
2 chance that we can go down and see the truck, take a look at it?

3 MR. WALLACE: Well, it was not part of this particular  
4 proposal. Now I --

5 MS. GIBSON: You can set something up.

6 MR. WALLACE: Say that it, again.

7 MS. GIBSON: You can set something up.

8 MR. WALLACE: Yeah.

9 MS. GIBSON: And put it in the addendum.

10 MR. WALLACE: Yeah. Yeah. We can do something at a  
11 later time. Is there any -- yeah.

12 MS. GIBSON: Yeah. What I'll do is when I set the  
13 addendum out, I will give you a schedule exactly when you can  
14 come.

15 MR. ROGOWSKI: All right. No problem. That would be  
16 great.

17 MS. GIBSON: And then that way, everybody will have a  
18 fair chance.

19 MR. WALLACE: Yeah. I got you. I got you.

20 And doing so something -- in doing so Steve, everybody  
21 will have -- you know, people will have a fair chance because it  
22 wasn't on everybody's Agenda.

23 MR. ROGOWSKI: Okay. No problem.

24 (Pre-Bid Meeting was concluded.)

25

CERTIFICATE OF TRANSCRIBER

1  
2 I, hereby, certify that the Maryland Department of  
3 Transportation, Maryland Transit Administration Pre-Bid  
4 Conference for Contract No. T-8000-0445 held at 5801 Wabash  
5 Avenue in Baltimore, Maryland on May 6, 2014 was recorded by  
6 means of electronic sound recording.

7 I further certify that, to the best of my knowledge,  
8 that the foregoing pages represent a complete and accurate  
9 transcript of the electronic sound recording of the conference  
10 as transcribed by me.

11 I further certify that I am neither an employee of MTA  
12 or relative to any party, herein, and that I have no interest in  
13 the outcome of this Solicitation and subsequent award.

14 In witness whereof, I have affixed my signature this  
15 13th day of May, 2014.

16 By:

  
Pamela A. Skay

17 Transcriber  
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