

OFFICIAL TRANSCRIPT OF THE
MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
PRE-BID CONFERENCE
FOR
OVERHEAD CATENARY SYSTEMS HANGER REPLACEMENT
PROGRAM

IFB NO. T-8000-0434

February 4, 2014

10:00 A.M.

Maryland Transit Administration
6 St. Paul Street, 7th Floor Conference Room
Baltimore, Maryland 21202

Agency:

Mitchell Coates, MTA Procurement
William Reedy, Catenary Department
Rodney Bailey, Catenary Department
Gil Overa, MTA- STV
Marsha Turnipseed, MTA Procurement
Chaunta Milford, MTA Procurement
Paula B. Cullings, MTA Office of Fair Practices

Participants:

Darrell Jones, Truland Transportation
Dean Leah, Truland Transportation
Jeffrey Kiehl, Vanalt Electrical Construction
Jeff Cantler, Totelarn Maintenance Crain

Court Reporter:
Lisa P. Campbell
One Stop Legal
5623 Monroe Street
Hyattsville, MD 20784
(301) 379-6607

1 MR. COATES: Good morning, everybody.

2 ALL: Good morning.

3 MR. COATES: My name is Mitchell Coates,
4 Procurement Specialist with Maryland Transit Administration and
5 I'm the Procurement Officer for this solicitation. I would like
6 to welcome you to this Pre-bid Conference. This is for the
7 Invitation for Bid number T-8000-0434 which is the Overhead
8 Catenary System Hanger Replacement Program.

9 Please -- well I think everybody has -- has
10 everybody signed in on the sign-in sheet? Okay. If you
11 haven't, please make sure that you do.

12 This conference is being recorded and I ask that
13 you state your name and company clearly for the record. And
14 each time you ask a question or make a comment. Since the
15 reporter is not here, she can't really see, you know, who is
16 raising their hand. So please make sure.

17 So what I would like to do is first I would like
18 to start for the MTA employees to introduce themselves, and then
19 for everybody else to introduce themselves. State your name and
20 your company.

21 MS. CULLINGS: Paula Cullings, the Office of Fair
22 Practices for the Maryland Transit Administration.

23 MS. TURNIPSEED: Marsha Turnipseed, Procurement
24 Administration.

25 MS. MILFORD: Chaunta Milford, Procurement

1 Specialist.

2 MR. CANTLER: Representative Jeff Cantler for
3 Totelem Maintenance Crain.

4 MR. KIEHL: Jeff Kiehl, Vanalt Electrical
5 Construction.

6 MR. OVERA: Gil Rivera, Maryland Transit
7 Administration.

8 MR. BAILEY: Rodney Bailey, Maryland Transit
9 Administration.

10 MR. REEDY: Bill Reedy, Maryland Transit
11 Administration, Light Rail Division, Catenary Department.

12 MR. JONES: Darrell Jones, Truland
13 Transportation.

14 MR. LEAH: Dean Leah, Truland Transportation.

15 MR. COATES: Okay. Good morning, everybody.

16 Lisa were you okay on all of that? You got that?

17 THE REPORTER: Yes.

18 [Laughter].

19 MR. COATES: Oh, okay. I just want to make sure
20 you could hear it -- you could hear and everything.

21 THE REPORTER: Yes. I can hear fine.

22 MR. COATES: Okay. Good.

23 Everyone should have received a copy of the
24 solicitation. That's why you guys are here. So we're going to
25 talk about some key points in the solicitation. And then I'll

1 turn the meeting over to Paula who's going to talk about the
2 Minority Business Enterprise requirements, and then, the Project
3 Manager to talk about the Scope of Work. So let's start.

4 In the beginning part of the solicitation, there
5 is a No Bid Notice and it's called the "Vendor/Contractors No
6 Bid Notice." It's very -- this is a very important document.
7 If you choose not to bid, I ask that you fill this out and
8 return this back. And I would like to know the reason why for
9 informational purposes so we have an idea of why.

10 The next section is a brief description of what
11 this work entails. The Maryland Transit Administration desires
12 Competitive Sealed Bids in accordance with COMAR 21.05.02 for
13 the purpose of awarding a contract to a qualified contractor to
14 provide personnel to remove existing Overhead Catenary hanger
15 assemblies in specified Light Rail track areas and replace them
16 with new assemblies. And there's a detailed description of what
17 this work entails in the Scope of Work in the Solicitation which
18 is in Section II.

19 The State reserves the right to make an award by
20 item or group of items or total bid if it is in the best
21 interest of the MTA and the State.

22 The Administrative/Contact Information which
23 is in Item C. in Section I. In this Section, this is my contact
24 information. So again, I'm the sole contact for this
25 solicitation so if you want to get in touch with me, this is all

1 my information. As I said, I'm the person that's responsible
2 for this and I'm your sole point of contact. So if there's any
3 questions, please make sure you send all those questions to me
4 in writing. This may include but is not limited to tabulation
5 of bids, announcement of apparent low bidders, award schedules,
6 and any Notices to Proceed.

7 If any inquiries related to this, that should be
8 sent to me by **Tuesday, February the 11th 2014 by 4 p.m.**

9 The same thing for approved equals or exceptions.
10 If you have any approved equals or exceptions, that you want to
11 respond to, that's due back to me by **Tuesday February 11th at 4**
12 **p.m.** as well.

13 The Bid Submission which is Item C.5 in the
14 solicitation. **Bids are due no later than 2:00 p.m., Tuesday**
15 **February 25th, 2014.**

16 Are there any questions so far?

17 [There was no response].

18 MR. COATES: Okay.

19 Bidders shall complete and submit their bids as
20 required on the Bid Form which is in Section IV of the
21 solicitation. And we only accept hard copies. And only on that
22 document. No other forms.

23 Contract duration is for two (2) years from the
24 start date of the Notice to Proceed.

25 Any addendums or revisions to this IFB, if it

1 becomes necessary to revise the solicitation, addendums will be
2 posted on the MTA website and an e-mail notification will be
3 sent to all the bidders that are on this list and also on the
4 people who downloaded the solicitation.

5 Cancellations and Rejections of Bids. The State
6 reserves the right to cancel this IFB in accordance with COMAR
7 regulation 21.06.02.

8 Acceptance of the Terms and Conditions. By
9 submitting a bid in this solicitation, all bidders shall have
10 deemed to accepted all the terms and conditions set forth in
11 this IFB. And there's a detailed General Conditions in Section
12 IX in this solicitation.

13 Incorporation by Reference. This IFB is
14 incorporated by reference as a part of this solicitation. It
15 talks about that in Item C, number 20 in the first section of
16 this solicitation.

17 The next item is Invoice Submission Requirements.
18 The contractor shall submit on a monthly basis, an invoice for
19 services performed, completed and/or accepted by the MTA.
20 Payment to the contractor shall be made no later than 30 days
21 after the MTA receives the invoice.

22 The next section is on the Minority Business
23 Enterprise. The participation goal is set at 20 percent (20%)
24 minority business with a 11.5 percent (11.5%) sub-goals. And
25 the breakdown, we'll get into that in the breakdown when we get

1 to the MBE requirements.

2 Section III, we talked about Insurance
3 Requirements. This contract requires 5 million dollars in
4 insurance coverage. And it's detailed in that section so if you
5 have specific questions about that, you can read it in that
6 section or you can just send me an e-mail and I'll respond to
7 your e-mail inquiry.

8 Section IV is the Bid Form and in that -- that's
9 the document that you're to return when you submit your bid.
10 That is -- we only accept hard copies. We won't accept anything
11 verbal or anything that's not on that form.

12 The Minority Business Enterprise requirement, as
13 I stated earlier, this contract requires, it has a requirement
14 of a twenty percent (20%) goal with 11.5% sub-goals which
15 includes eight percent (8%) African American, three percent (3%)
16 Asian, five percent (5%) Veteran requirement. And even if you
17 are an MBE contractor and the prime for this contract, you're
18 still required to meet the MBE goals.

19 So are there any questions so far on anything we
20 talked about? Everybody clear?

21 [There was no response].

22 MR. COATES: Now, I'll turn the meeting over to
23 Ms. Paula Cullings and she will talk about the MBE requirements
24 for this solicitation.

25 MS. CULLINGS: Good morning, everyone. As

1 stated, this is a State-funded project, so therefore the MBE are
2 your participants as noted. You'd probably get a addendum for
3 DBE document that may not be in this solicitation. And I'll
4 talk about that as we move along.

5 Form A and B shall be returned at the time of the
6 bid. A is your agreeance to the goal that's set or you may have
7 a reason to ask for a waiver. You may be asking for a waiver
8 for the sub-goals in a different composite or you may be asking
9 for a waiver in general and I'll talk about what you have to do
10 for that. But overall, if you agree to the goals, it will look
11 like this (indicating) and you would check off the first box.

12 What's important is that you send back the
13 documents completely signed and executed. Failure to do that
14 could throw the whole thing out. So many times we recognize
15 those of you who are at the pre-bids are not the people that's
16 doing the paperwork. And those who are doing the paperwork can
17 cost you the bid by not knowing what has to be done.

18 Form B is an opportunity for you -- and it has
19 instructions -- to identify who will be your subcontractor and
20 what percentage of the business will you be affording them. So
21 you would list their name, their certification number and then
22 the percentage of business.

23 However in 3.2 on the form, it gives you a little
24 math formula. And that's because if you procure commodities,
25 goods, products from a MBE firm, you may only take sixty percent

1 (60%) of what you spent towards your goal. So it allows you to
2 do the math and make certain that you are in concert with what
3 your totals shall be. You can make as many copies of that Form
4 B as you need for the number of firms that you are planning to
5 incorporate.

6 Forms C and D, it's no penalty if you care to
7 send them in at the time of the bid. However, Forms C and D is
8 reserved that those -- that person who wins the bid or
9 considered can then send them in a later time. Details of how
10 did you go about locating your subcontractor, maybe you went in
11 the Directory and that's sufficient, maybe you held an event,
12 maybe you ran an ad in the paper or whatever the case might be.

13 Form D allows you to name the same firms in Form
14 B only this time you will write in what they're going to do,
15 what that same percentage is, that company's name and your
16 principal will sign it. It should not be signed by a
17 salesperson. Sales people come and go. A principal should sign
18 it just like they do the contract. You may fax it off to that
19 sub for their signature. We will accept it as a faxed document.
20 You don't have to run around town to get that signature. And
21 that's forms A, B, C and D.

22 In your solicitation, you probably have a Form E.
23 And Form E is reserved for those in need of having a waiver.
24 It's a form that's quite extensive. It requires you to show
25 your good faith of what did you do as to why you would be asking

1 for a waiver. It gives you all the definitions. It gives you
2 all of the instructions, quite lengthy. But it requires you to
3 say what happened? How come? Why not? How many people did you
4 call? What did they say no to? And so on. So if you find that
5 you are asking for a waiver, and you've checked that box, at
6 some point you would be asked for your package in order for us
7 to continue the process.

8 Now, what you probably don't have in your packet
9 today, and you will get it during the addendum that would be put
10 out, is a Veteran's Business Enterprise document. That half of
11 percent is separate and on top of the original goal. And you
12 may follow those directions which lead you to the Veteran's
13 Administration or Veteran's Affairs website to determine that
14 they may or may not be veterans that can do some of the tasks
15 that you may have in hand. And that's where you would get that
16 information. Their certification number will technically be a
17 Dun and Bradstreet number. And that's what they show on their
18 profile. Their website is a little different than the MDOT
19 website.

20 When you use the MDOT website, you're looking for
21 MBE firms. Many of them are certified as MBE/DBE. That's fine.
22 If you run across a firm that's DBE only, certainly they cannot
23 participate on this project. You may also run across someone
24 who has graduated in a particular NAIC code. Naturally if
25 that's the case, then they cannot participate for that

1 particular type of work. They are probably still -- they are
2 still certified but probably for other goods and services as you
3 will see written in the document.

4 The State of Maryland and the MBE program have
5 imposed liquidated damages that you will read probably on page 8
6 of 12 in Section I. And what this simply means is that monthly
7 you are required to submit a monthly payment report. They will
8 send you those documents from my office to the awardee. You
9 will show what you've paid these subs and the subs in turn have
10 to do the same. The liquidated damages tie into not meeting
11 your goals and/or failure to submit payment records. And
12 certainly, it's not something that is not curable along the way.
13 But just to bring you in mind to it, be aware that it is here
14 and it is to be imposed should the need come up.

15 All of your certified firms must come from MDOT.
16 If it's someone who is not certified today, it's not likely that
17 they'll be certified in time to meet this particular
18 solicitation. It's a lengthy process and we don't accept firms
19 that are pending. So you may meet up with companies that say,
20 'Well, I had my paperwork in.' They are not certified until
21 they are in that Directory. You will find the phone number to
22 MDOT if you need any navigation, if you need to verify firms
23 that may have told you they were certified. But it's real
24 simple. You can always ask them to send you a copy of their
25 letter to state they're certified. They all get one. So that

1 way, you're very clear. They can fax it to you or whatever the
2 case might be.

3 You are asked to put the certification number on
4 all invoices regarding your payment so that they are very clear
5 as to who they go to and for what the case might be. The forms
6 will have all of that available to you so you'll be able to
7 complete it very well.

8 We certainly wish you to have good luck. If we
9 can be of any assistance, certainly, all questions go to
10 Mitchell. However, if you have a personal question, in trying
11 to navigate and calculate what you're trying to do,
12 specifically, then you can certainly contact us directly for
13 that one specific general question. Naturally, we try to answer
14 to everyone.

15 But sometimes you're trying to navigate your
16 calculations or you have a question about a firm and their
17 certification and whether or not it is a Commercial Useful
18 Function. And that's what (indiscernible). Whatever we told
19 you in the solicitation, those are the things you have to have
20 your sub do. You cannot veer off. I'll use a classic example.
21 You can't go to a caterer and have them bring the morning
22 breakfast and we didn't ask for that. So that would not be a
23 Commercial Useful Function. While there maybe many caterers who
24 are certified, it doesn't fit into this type of solicitation.
25 So Commercial Useful Function means it has to be some things

1 that we've asked you to do that you're able to subcontract to
2 someone else a portion of.

3 Are there any questions?

4 [There was no response.]

5 MS. CULLINGS: Best wishes and everything should
6 be fine.

7 MR. COATES: The next thing we're going to talk
8 about is the Scope of Work. And I'm going to turn the meeting
9 over now to the Project Manager. And again, I ask -- this is
10 being recorded; I ask that if you have a question, that you
11 state your name and company for the record so we'll have that.
12 So the --

13 MR. REEDY: Project Manager.

14 MR. COATES: -- Project Manager, it's William
15 Reedy.

16 MR. OVERA: Do I speak, Bill?

17 MR. REEDY: Yeah. We both know what the
18 solicitation is for so.

19 MR. OVERA: Go ahead and give your
20 take. I'll fill in if you need it.

21 MR. REEDY: All right. I'm William Reedy, MTA
22 Catenary Department.

23 The project is basically the removal and
24 replacement of some 5000 OCS hangers throughout various
25 locations of the Light Rail system. The work will be done off

1 revenue hours under the protection of a red tag. At the end of
2 each night -- night's work, there will be an inspection and
3 approval and internal revenue service at the end of that shift.
4 There's not a lot more I guess I can add to that as an overview.

5 MR. OVERA: There are three identified areas that
6 need the replacement of the catenary wire hangers. That is the
7 BWI spur, from the main line to the airport, the Penn Station --
8 the AMTRAK Penn Station line from the mainline to the Penn
9 Station and the portion of track on the mainline that is the new
10 track that goes towards, I believe it is from North Avenue to
11 Hunt Valley. And that is one -- only one line of track -- the
12 new line of track -- track number 2.

13 There are also three main areas and the MTA has
14 identified approximately 5,000 hangers that need replacement and
15 as Bill said, that needs to be done by a contractor during off
16 revenue hours. That means weekends when the Light Rail train is
17 not working. I'm sorry. My name is Gil Overa. I'm from the
18 Maryland Transit Administration and an employee of STV
19 Incorporated.

20 MR. COATES: Questions?

21 MR. LEAH: I'm Dean with Truland. The MTA's
22 going to be responsible for bringing any power down?

23 MR. REEDY: Yes. The MTA will be -- will
24 generate and implement a red-tag at each night's work. They
25 would verify and hang working grounds in the area that's being

1 worked that night.

2 MS. TURNIPSEED: Excuse me. Marsha Turnipseed,
3 Procurement. Just know the questions that you ask today are for
4 informational purposes only. If you want the official position
5 of the MTA, you must submit your questions in writing to
6 Mitchell Coates. Okay.

7 MR. LEAH: Dean, again, with Truland. The MTA is
8 supplying all the hardware. Is this correct? So by contract,
9 we would be required to actually purchase no hardware that's
10 being installed?

11 MR. REEDY: Bill Reedy. Yes. The MTA has all
12 necessary hardware and cabling. And that will be turned over to
13 the contractor that's awarded the project. And then at the end
14 of the project, all removed hardware and cabling will be turned
15 back over to the MTA.

16 MR. LEAH: I have another question. Is there any
17 official statement in here about the actual work windows that
18 will be given? I didn't really --

19 MR. OVERA: This is Gil Overa, Maryland Transit
20 Administration. Yes. In the Scope of Work, there is a section
21 where the MTA has designated the times and days of the week that
22 the work can be done.

23 And the MVA reserves the right to cancel any of
24 those days or dates due to weather or any other work the MTA
25 might be doing to the alignment, to the rail system. There are

1 also some holidays and some sporting events or downtown events
2 that the MTA deems that the Light Rail system needs to go into
3 extra hours. So those times -- the cancellations will be
4 communicated to the contractor during the execution of the
5 contract.

6 MR. LEAH: And I'm sure they'll be well in
7 advance so the contractor doesn't show up. The people ready to
8 work will be -- they'll be plenty of advanced notice to the --

9 MR. OVERA: Yes. That is correct. You will be
10 advised of any cancellation ahead of any work to begin on that
11 date.

12 MR. COATES: Mr. Leah, I ask can you submit those
13 in writing.

14 MR. LEAH: E-mailing them to you is fine?

15 MR. COATES: That's -- that's fine.

16 MR. LEAH: No problem.

17 MR. COATES: That's fine. No problem.

18 MR. LEAH: And I assume that questions that are
19 e-mailed to you will be disbursed so everyone --

20 MR. COATES: Yes.

21 MR. LEAH: -- will get a chance to see the
22 question and see the answer?

23 MR. COATES: Yes.

24 MR. LEAH: Okay.

25 MR. COATES: All the questions that are received

1 from everybody will be answered before the closing period when
2 questions are due. If there are additional questions that come
3 in, every -- all of them will be posted with answers.

4 MR. LEAH: Okay. Just another question. I'm
5 just assuming that the contractor will be responsible for all
6 their own hot rail equipment to perform the work.

7 MR. REEDY: That's true. The only thing the MTA
8 will be responsible for will be the hardware and cabling and the
9 control of the power.

10 MR. LEAH: Mm-hmm. Okay.

11 MR. OVERA: Let me just add -- this is Gil Overa
12 from the Maryland Transit Administration. The contractor will
13 be responsible for providing all their own equipment, all their
14 own personnel, except for the MTA Supervisor or any person the
15 MTA feels -- needs to be present during the work including
16 inspectors.

17 The contractor is also responsible for providing
18 their own tools and their own assembly equipment for the hanger
19 fabrication.

20 MR. LEAH: Just to throw this out there. I'm
21 Dean with Truland, again. The contract is simply to replace the
22 hangers. No profiling is a part of the contract?

23 MR. REEDY: Profiling to restore the wire in the
24 original position when the cabling -- when the OCS hangers are
25 removed.

1 MR. LEAH: Okay.

2 MR. REEDY: No -- no profiling on the outside of
3 that. But to restore the wire's profile as we found it.

4 MR. COATES: Are there any more questions?

5 MR. JONES: I'll ask one more. Darrell from
6 Truland. Is there a hanger truck, Bill, or anything that will
7 kind of pre-fab any of this work?

8 MR. REEDY: No. We had conversations about it.
9 We kind of expected that the -- that the winning contractor
10 would take, as they're working one night, that someone would
11 take advance measurements of the next span or spans to be done
12 and then those hangers would be fabricated once they're off
13 track in preparation for the next night's work.

14 MR. JONES: And just one other question. Is
15 there going to be an MTA inspector while we're completing a
16 shift?

17 MR. REEDY: Yes.

18 MR. JONES: Okay.

19 MR. REEDY: At the -- at the end of the -- we
20 will have a crew that will implement the red tag, make the area
21 safe, get some working grounds up and they will in essence
22 escort the contractor and then at the end of that shift will
23 inspect what's been replaced and make preparation to return to
24 revenue service at the end of the shift.

25 MR. JONES: And one other question. The training

1 that's involved to get on the MTA line. Is there a right of way
2 or is there any special training that's required under this
3 contract?

4 MR. OVERA: This is Gil Overa from Maryland
5 Transit Administration. Safety training will be provided. It
6 is free of charge. It is conducted at the Light Rail North
7 Avenue Yard and it is for basically access to the track which is
8 a four hour course, I believe. I'm not sure. I believe --

9 MR. REEDY: -- It's typically --

10 MR. OVERA: -- it's four hours. It is -- there's
11 nothing special other than just knowing how to be safe and
12 knowing the MTA procedures for access to the track.

13 MR. JONES: And related to that. Everyone --
14 does every individual have to have it like in some you have to
15 have a run here you have like a form and somebody has to qualify
16 -- become a qualified person or whatever and then as long as
17 he's there, he's going to be watching over those folks or is it
18 every individual?

19 MR. REEDY: Every individual.

20 MR. JONES: Okay. We will be required per work
21 crew to have somebody that's the onsite coordinator along with
22 all of the personnel being -- having the general training.

23 MR. OVERA: This is Gil Overa from Maryland
24 Transit Administration. There's two different trainings. Yeah,
25 the contractor will have a foreman that is in charge of work for

1 the contractor crew. That person may be the person in charge or
2 the onsite coordinator --

3 MR. REEDY: Right.

4 MR. OVERA: -- however, the MTA may select to
5 have the MTA become the onsite coordinator for safety, whereas
6 the foreman or the contractor is -- he's in charge of quality,
7 workmanship and keeping the contractor crew working in the
8 manner it's supposed to for supervision.

9 MR. JONES: Okay. Darrell Jones with Truland,
10 again. Any submittal requirements that you anticipate? I mean,
11 you're providing the wire. That's hardware. No safety
12 submittal? You know, is there anything like we may not be
13 thinking about now that --

14 MR. OVERA: Gil Overa from Maryland Transit
15 Administration. In the Scope of Work in the bid package, there
16 are some contract deliverables. There is a onsite safety plan
17 that you need to provide.

18 MR. JONES: Okay.

19 MR. OVERA: And there is a project schedule --
20 project management plan that can be both together but so long as
21 they have a schedule of work and how you plan to achieve the
22 goal of completing this project in two years and the project
23 management which means staging the work each day and maintaining
24 your goal of maintaining the milestone.

25 The milestones are completing the BWI spur, the

1 Penn Line spur and the mainline, not necessarily in that order,
2 but so long as those goals are met.

3 MR. JONES: One last question. Darrell from
4 Truland. What are the work windows? Like what I would
5 anticipate is like 1 to 4. Is that safe to assume?

6 MR. OVERA: This is Gil Overa from the Maryland
7 Transit Administration. The work windows are in the Scope of
8 Work. I don't have them memorized. It's been probably about --

9 MR. JONES: So we're going to get those windows,
10 whatever is in there already?

11 MS. CULLINGS: It's in there.

12 MR. COATES: It's in there.

13 MS. CULLINGS: It's in the solicitation.

14 MR. COATES: It's specifically spelled out --

15 MR. OVERA: Yeah.

16 MR. COATES: -- when they work, the hours.

17 MR. OVERA: Yeah. It is off -- it is when the
18 Light Rail is not operating. Normally that is at night on the
19 weekends. On Sundays, Sunday morning there is a longer window
20 because the Light Rail does not start early.

21 MR. JONES: Saturday night to Sunday morning?

22 MR. OVERA: Yes.

23 MR. JONES: Okay.

24 MR. COATES: I think we have that on page 4.

25 MR. OVERA: 1 a.m to 8 a.m.

1 MR. COATES: Right.

2 Any other questions of anybody else? Comments,
3 concerns.

4 [There was no response].

5 MR. COATES: The sign-in sheet and the
6 Planholder's list with this solicitation will be posted on the
7 website. Anything associated with this solicitation will be
8 posted on the website same place.

9 As far as addendums are concerned, you will get
10 an e-mail letting you know that it's there.

11 MS. TURNIPSEED: Only those who have downloaded
12 the documents from our website will get an e-mail notification
13 from us saying that the addendum is there. If you have not
14 downloaded the documents from the website, you will not get a e-
15 mail notification. However, that information is located on our
16 website for anyone to view.

17 MR. COATES: Okay. So if there's no more
18 questions, please remember to submit your questions to me by
19 Tuesday, February 11th. **Bids are due by Tuesday, February 25th by**
20 **2:00 p.m.** This is a public bid opening and it will be held on
21 this floor in room 742.

22 If there are no other questions on anything that
23 hasn't been discussed then thank you for coming and have a great
24 day.

25 VARIOUS SPEAKERS: Thank you.

1 MR. COATES: This ends the pre-bid meeting. The
2 time is 10:54 a.m.

3 (At time 10:54, the pre-bid meeting was concluded)

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CERTIFICATE OF TRANSCRIBER

I, hereby, certify that the Maryland Department of Transportation, Maryland Transit Administration Pre-Bid Conference for Contract No. T-8000-0434 at 6 St. Paul Street in Baltimore, Maryland on February 4th, 2014 was recorded by means of electronic sound recording.

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

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

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

By:



Lisa P. Campbell
Transcriber

PRE-BID CONFERENCE ATTENDANCE
 CONTRACT NO. T-8000-0434
 OVERHEAD CATENARY SYSTEM HANGER REPLACEMENT PROGRAM
 February 4, 2014 @ 10:00 AM.

CONTACT PERSON	NAME OF FIRM	TELEPHONE/FAX NO.	E-MAIL
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