

OFFICIAL TRANSCRIPT OF THE
MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
PRE-BID MEETING
FOR
LIGHT RAIL VEHICLE TRACTION MOTOR REPAIR OVERHAUL
CONTRACT NO. T-8000-0373

JULY 11, 2012

10:00 A.M.

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

Agency:

Nanette Gibson, MTA Procurement
Mitchell Coates, MTA Procurement
Babatunde Adeola, Light Rail
Paula Cullings, MTA Office of Fair Practices

Participants:

Marc Amato, Walco
Jim Jennings, Walco
Ted Batho, Sherwood Elect

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

1 MS. GIBSON: Good morning.

2 ALL: Good morning.

3 MS. GIBSON: My name is Nanette Gibson and I am the
4 Chief of Operations for the Maryland Transit Administration. I
5 am the Procurement Officer for this Solicitation. I would like
6 to welcome you to the Pre-Bid Conference for Solicitation
7 entitled Light Rail Vehicle Traction Motors Repair and Overhaul,
8 Contract number is T-8000-0373.

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

12 MR. COATES: Mitchell Coates, MTA Procurement.

13 MR. ADEOLA: My name is Babatunde Adeola. I'm the
14 Light Railcar Maintenance Acting Superintendent.

15 MR. JENNINGS: Jim Jennings, Walco Electric.

16 MR. AMATO: Marc Amato, from Walco Electric.

17 MR. BATHO: Ted Batho with Sherwood Electric Motion.

18 MS. GIBSON: Again, welcome. Everyone has received a
19 copy of the Invitation for Bid. I would like to go over some
20 key items, and then, I will turn the meeting over to the Project
21 Manager to reference the Scope of Work.

22 Notice to Vendors. This document is located after the
23 Table of Contents. This is an important document. If you
24 decide not to bid, I would like to know the reason for not
25 bidding. I ask that you, please, send this completed form to me

1 if you decide not to bid.

2 Solicitation Information and Instructions. The
3 Maryland Transit Administration desires competitive sealed bid
4 in accordance with COMAR Regulations 21.05.02, for the purpose
5 of obtaining the service of a qualified contractor to provide
6 the repair, overhaul, testing, task and maintenance, as required
7 and specified for the MJB 260-1 type Everson Traction Motors,
8 for the MTA's Light Rail Division.

9 The State reserves the right to make an award by item,
10 a group of items or total bid if it becomes necessary if it's in
11 the best interest of the MTA and the State.

12 Administrative Information. I am responsible for this
13 Solicitation. I am your point of contact for all related
14 matters. I ask that you please direct all questions to me. Any
15 questions must be in writing. Administrative information --
16 This information is located in Section 1, item C1. This is how
17 you can get in touch with me. It's all the information, my
18 email address and my phone number.

19 Inquiries. All inquiries must be directed to me by
20 the due date which is Tuesday, July 17th, 2012, by 4 p.m.
21 Verbal responses are not binding on the MTA.

22 Are there any questions?
23 [There were no questions.]

24 Bid Submission. Bids must be received no later than
25 **2 p.m. on Wednesday, August 1, 2012.**

1 Bid Forms. Bidders shall complete and submit their
2 bids as required on the Bid Form. That's Section 4 of the IFB.
3 The MTA only accepts hard copies.

4 Terms of the Contract. Terms of the contract is three
5 (3) years from the start date stated in the Notice to Proceed.

6 Addenda and Revisions to the IFB. If it becomes
7 necessary to revise the IFB before the due date for bid,
8 addendum to the IFB will be posted on the MTA's website.
9 Bidders shall acknowledge the receipt of all addenda in the
10 transmittal letter of your bid. The transmittal letter is
11 located in Section 4, page 3.

12 Cancellation and Rejections of Bids. The State
13 reserves the right to cancel this IFB according to COMAR
14 Regulations 21.06.02.

15 Acceptance of Terms and Conditions. By submitting a
16 bid in response to this IFB, bidders shall be deemed to have
17 accepted all terms and conditions set forth in this IFB and in
18 the attached General Conditions For The Maintenance Contract,
19 Attachment 9.

20 Incorporation by Reference. This IFB will be
21 incorporated by reference as a part of the Solicitation.

22 Invoice Submission Requirements. The Contractor shall
23 submit on a monthly basis an invoice for service performed and
24 completed and accepted by the MTA. Payments in -- payments to
25 the Contractor shall be made no later than thirty (30) days

1 after receipt of approved invoice.

2 Are there any questions?

3 [There were no questions.]

4 Minority Business Enterprise. Minority Business
5 Enterprise, MBE participation goal is five percent (5%) with no
6 sub-goals.

7 Now, I would like to turn this part over to the Office
8 of Fair Practice.

9 MR. ADEOLA: There's a question.

10 MS. GIBSON: You have a question?

11 MR. AMATO: May I ask a question? In regards to the
12 five percent (5%), is that a goal or is it mandatory?

13 MS. CULLINGS: I'll explain that to you.

14 MR. AMATO: Okay. Thank you.

15 MS. CULLINGS: Okay. Actually --

16 MS. GIBSON: -- Well --

17 MS. CULLINGS: -- there's not an MBE goal at all; it's
18 DBE.

19 MR. AMATO: Okay.

20 MS. CULLINGS: And, your document should reflect DBE.

21 MR. AMATO: Okay.

22 MS. GIBSON: No, it's not a DBE goal.

23 MS. CULLINGS: I thought this was federal.

24 MS. CULLINGS: No, this isn't federal money, this is
25 state money.

1 MS. GIBSON: Oh, okay. I'm sorry. Then, do nothing
2 with the DBE.

3 MR. AMATO: Okay.

4 MS. CULLINGS: Alright. The goal is --

5 MS. GIBSON: -- I'm sorry, introduce yourself, first.

6 MS. CULLINGS: Paula Cullings, Director of the Office
7 of Fair Practices.

8 MR. AMATO: Good morning, Paula.

9 MS. CULLINGS: We -- Good morning. We evaluate the
10 nature of the procurement. And, from that evaluation, we
11 determine with the engineers and others what is segmentable.
12 When we determine what categories are segmentable, we are
13 required to apply goals to all procurements over fifty thousand
14 dollars (\$50,000). While it is a goal to obtain, it is
15 mandatory that an effort is made. We know that we have five
16 thousand certified minorities all over the world, and
17 disadvantaged firms in the directory. The categories that we
18 may have selected are categories that are possible. A bidder
19 can be as creative as they like, never use any of those
20 considered categories, and still achieve the goal. We think the
21 goal is reasonable, we think the goal is viable, and therefore,
22 we do expect that the five percent (5%) can be achieved.

23 What I'll tell you is that, with your forms in your
24 documents, Form A is where you commit to the five percent (5%)
25 as offered or you're going to tell us something different in the

1 second paragraph. Page two of Form A must be signed and
2 executed in order for us to even find you to be responsive.

3 Form B has several pages. In the beginning, you will
4 see directions. You don't have to send that back to me. Here
5 again, you will be able to list the firms you plan to use. One
6 firm per page, where you are in Column 1, naming the company and
7 their certification number. In Column 2 you would, probably,
8 name something like their race or gender which is taken off of
9 their profile from the directory. And, in Column 3, you would
10 put the percentage of business you're offering them. And then,
11 you will see, 3.2 will tell you if you're buying a supply from
12 the company, you only get sixty percent (60%) credit towards
13 your goal for what you spend. So, if you were going to procure
14 a commodity or a product or a supply item, whatever you spend,
15 sixty percent (60%) of that is towards your credit. And then,
16 you would have a document to sign that. I think the last page
17 of Section B.

18 [Forms] C and D are forms for the awardee to complete
19 at the time of the Notice of Intent. That tells us, C, where
20 did you go about finding your subs or what did you do about it?
21 Did you run an ad in the paper, have a seminar or simply go to
22 the directory? [Form] D would be the confirmation where you
23 would have signed, telling the sub what they are going to do,
24 again reiterating that. And, you may fax it to them for their
25 signature, and I'll accept a fax document.

1 Now, if you send A, B, C and D with your bid, we won't
2 oppose to that, it's no penalty for doing that. But, if you
3 rather wait until the awardee is notified, they get time to do
4 [Forms] C and D, at a later point.

5 MR. AMATO: But, [Forms] A and B have to be --

6 MS. CULLINGS: -- But, [Forms] A and B must be
7 executed and submitted, at the time of bid.

8 Now, if you are having any difficulties and you don't
9 think you're meeting the goal in you calculation, you must
10 request a waiver for the difference of what you're not making,
11 and, that waiver has to come in with all of your good faith
12 efforts. What did you do to go about this? Hopefully, you
13 didn't call the folks the night before and they didn't answer
14 you, and that's why you want a waiver. That won't be granted.
15 We do have to verify what you say, and we will compare it to the
16 other bidders' documents. So, if eight people gave us five
17 percent (5%) and one asked for a waiver, it has to be,
18 extremely, good that we would say, 'okay,' when five others were
19 able to do it. So, that is a part of what we do when we
20 evaluate the request for waiver.

21 Sometimes, if you are buying supply items and the
22 calculations can skew the numbers, and there's, absolutely,
23 nothing else that can be done, there's no more services you can
24 get from others, you know, that's a slim chance. But, I'm here
25 to tell you, I haven't had a waiver in five year request for

1 anything we have procured. So, but you have to know that the
2 waivers do have a place, if it's necessary.

3 Some of the categories, so that you might know that
4 were spoken of, and this particular, was really transportation
5 hauling. It wasn't multiple categories. So, therefore, hauling
6 is one of the larger groups of categories where certified MDBE's
7 are registered. I don't know what other creativity you may
8 have, but you're welcome to have that; you're not locked into
9 any type of transportational hauling as your sub. But, that's
10 just one element to the notion of doing so.

11 I do want to say to you that when you go in the
12 directory at MDOT, the folks must be certified by MDOT and MDOT
13 only, not Baltimore City, P.G. County or anyone else.

14 MR. AMATO: Not --

15 MS. CULLINGS: -- If they're not certified --

16 MR. AMATO: -- Georgia?

17 MS. CULLINGS: Pardon?

18 MR. AMATO: Not GDOT certified either? Georgia
19 Department of -- is it -- you won't accept that, Georgia?

20 MS. CULLINGS: It must be MDOT, M-D-O-T. And, that
21 number would be - it's www.MDOT.state, s-t-a-t-e.gov, I believe.
22 And, the directory is, pretty, friendly. You can, simply, ask
23 for a category, hauling, or you could ask for a NAIC Code or you
24 could just, simply, query a company that you might know of
25 already so you can see if they're certified by MDOT. Whichever

1 way you want, the queries are available right up front. And, if
2 someone is not certified, I would say today, they're not likely
3 to become certified in time for this Solicitation. But, if you
4 know someone who had their papers in sixty days ago, you might
5 want to inquire how close are they to the line. They must be
6 certified at the time you submit the bid.

7 I want to say, when you go in the directory, sometimes
8 in front of a NAIC Code would be the letter "G". And, that says
9 they have graduated from that particular NAIC Code. And, you
10 would not be able to use them for participation on that NAIC
11 Code, only. All the other NAIC Codes that describe what they
12 offer, you're welcome to utilize that, accordingly.

13 MR. AMATO: But, if there's a "G" in front of it, you
14 can not use them?

15 MS. CULLINGS: You can use them if there are other
16 things they do, but that one NAIC Code they may be exempt from.

17 MR. AMATO: Oh.

18 MS. CULLINGS: So, what happens is when you pull up a
19 category, you'll pull up a roster of companies that do these
20 services that you've asked for. They will always be explained
21 with a NAIC Code. So, that particular NAIC Code could be one of
22 the many things they have been certified for, but they've
23 graduated from that. And, I guess, I could take electrical as
24 an example. There are companies who have graduated from certain
25 levels of electrical services. While they still have low

1 voltage, and a host of other types of electrical applications,
2 but that particular one, they have graduated. They have earned
3 capacity to be on a level playing field with the rest of the
4 world, and they're no longer considered disadvantaged for that
5 particular service.

6 MR. AMATO: Now, I understand.

7 MS. CULLINGS: They're still certified.

8 MR. JENNINGS: Okay.

9 MS. CULLINGS: But, that particular one. So, all I'm
10 saying is, when you're looking at the companies, and you might
11 note the "G". Now, personally, I said take it out, so we don't
12 have to look for a "G". Just take that NAIC Code away.

13 MR. AMATO: Right, right.

14 MS. CULLINGS: But, for some reason, they have not
15 sought to do that, so you still might see it.

16 MR. AMATO: So, just for clarity purposes because this
17 is really interesting to me, so, if you're Paula -- if you're in
18 -- say you're in transportation, and you're a minority company,
19 and you take the company from fledgling to a hundred million
20 dollars a year, you're no longer in -- that piece of that
21 classification is no longer valid.

22 MS. CULLINGS: Right.

23 MR. AMATO: I see. Okay. I didn't know that. Thank
24 you.

25 MS. CULLINGS: I mean, that's the -- I guess, that's

1 the graduation of it all, so that folks are not so codependent
2 for life --

3 MR. AMATO: Right.

4 MS. CULLINGS: -- in the growth of their businesses,
5 and the program is, really, just an opportunity to bring people
6 into a level playing field and or -- excuse me, to have the
7 subcontracting directed to companies that are likely to need
8 that exposure. You would, otherwise, never know of them because
9 business is a relationship, and we tend to use companies we've
10 been, historically, using. So, that's what happens. But, yes
11 you are, absolutely, right. That's just how that plays out.

12 MR. AMATO: Great. Thank you.

13 MS. CULLINGS: I think I've covered everything. You
14 will need to do reporting at the end of the day when you win the
15 contract. We will be sending a letter letting you know that we
16 would like a agreement between you and the subs. And, it's a
17 basic agreement, letting them know what you're expecting of them
18 to do, and how they should invoice you, accordingly. That's for
19 the purpose, and if there's any problems, and you need to
20 replace this sub or there's some issues, we're very clear that
21 it's in line with what you've asked them to do. You can't
22 replace them without coming through our office so that we can
23 have some discussion about what's going on. Monthly, you will
24 be required to report what you pay the firm and they, in turn,
25 monthly, are required to report what they have received. That's

1 how we do compliance to determine that we're meeting our goals.

2 Are there any other questions?

3 [There were no additional questions.]

4 MS. CULLINGS: Certainly, all questions would be
5 directed to the Procurement Office and the Procurement Officers,
6 however, if you have a question that's just narrow concerning
7 yourself and trying to calculate your MBE participation, it's
8 not something for the good of all, you can reach our offices at
9 410-767-3934. That's, directly, to me, and we will try to help
10 you to understand further, particularly, if you're looking at
11 trying to do a waiver or you're looking at your calculations or
12 you're trying to understand more about their certification, what
13 is written because, it must be a useful function and you want to
14 be, very, clear about that.

15 If you have an issue with the directory, trying to
16 navigate it or trying to find out about a firm who is certified,
17 their classifications or particulars, please call MDOT,
18 directly, because only they can assist you, and that number
19 would be 410-865-1269. Whoever answers the phone, whatever your
20 issue is with the navigation of the directory or searching for a
21 company, they will help you with that.

22 Now, suppose someone tells you, 'Yes I'm certified by
23 the State,' and you're so eager to take their business and
24 they're eager to give it to you, you need to make sure and
25 verify that they are. Many times, you can ask them for their

1 certificates, so you can be assured. If you list someone who is
2 not certified, you're out because the onus is really on you to
3 determine and know that they are certified. So, that's why you
4 would call MDOT, directly, for anything concerning the
5 technicalities of a firm.

6 Good luck to all of you. Thank you.

7 MS. GIBSON: Are there any other questions concerning
8 MBE's?

9 MR. AMATO: No.

10 MS. GIBSON: Okay.

11 The Living Wage Requirements. Please read the Living
12 Wage Requirements, Attachment 11, and fill out the Contract
13 Affidavit Agreement. And, if you need more information
14 concerning living wage, you can visit the website which is
15 www.dllr.state.md.us/labor/livingwage. And, this contract is a
16 Tier 1.

17 Insurance Requirements. The MTA requires that the
18 firm has five million dollars (\$5,000,000) of insurance.

19 Are there any questions?

20 [There were no questions.]

21 MS. GIBSON: Okay. This meeting is, now, open for
22 questions related to the Scope of Work. I ask that you, please,
23 state your name, and your company, clearly, for our records.
24 I'll, now, turn the meeting over to the Project Manager to go
25 over the Scope of Work.

1 MR. AMATO: May I back up just one second?

2 MS. GIBSON: Sure.

3 MR. AMATO: I have a couple -- just, I forgot a
4 question or few. In the bid, you state liquidated damages, bid
5 bonds and bid performance bonds, but, it doesn't say any place
6 else where I can see that that's been actuated. Is, in fact --
7 are there liquidated damages or bid bonds or anything like that
8 in true requirement?

9 MS. GIBSON: You saw that in the General Conditions?

10 MR. AMATO: I did, right. But, it didn't --

11 MS. GIBSON: Yes.

12 MR. AMATO: -- say, specifically --

13 MS. GIBSON: But --

14 MR. AMATO: -- says, "might."

15 MS. GIBSON: -- it's not in the contract, itself.

16 MR. AMATO: So, there is no --

17 MS. GIBSON: -- No.

18 MR. AMATO: No --

19 MS. GIBSON: There's no --

20 MR. AMATO: -- liquidated damages?

21 MS. GIBSON: No liquidated damages --

22 MR. AMATO: Okay. Alright.

23 MS. GIBSON: -- nor bid bond.

24 MR. AMATO: Okay, very good. Alright, thank you.

25 MR. ADEOLA: Again, my name is Adeola, and I'm from

1 Light Rail Car Maintenance. Basically, what we have in the
2 Scope of Work is we want this electrical motor -- actually, let
3 me start from here. You guys, probably, have this, already.
4 The electrical motor is made by Everson Electric Company, and
5 it's MJB 260-1 traction motor. It's a three (3) phases,
6 squirrel cage. And, there's a lot of docs here, which I believe
7 you guys have them, too.

8 We require that this motor should be pick up and
9 transport to 3 West North Avenue, Baltimore, with the zip code
10 21217. I'm going to read this list, a certain part of it,
11 anyway.

12 When you pick this up, you have to return it within
13 sixty (60) working days.

14 MR. AMATO: Sixty (60) days?

15 MR. ADEOLA: Sixty-five (65) working days.

16 MR. AMATO: How many units were you picking up at a
17 time?

18 MR. ADEOLA: It depends. We don't, really, have a
19 number because -- it depends on what we have available. But,
20 most of the times when you drop the new one, then you pick the
21 old one up.

22 MR. AMATO: But, it's, usually, one at a time?

23 MR. ADEOLA: No, it's more than one at a time.
24 Mostly, it can go from three, sometime to ten to eight, five.
25 We don't have a specific number.

1 MR. AMATO: Sir, do you know the weight of the motor?
2 Do I see it on the Specs, here?

3 MR. ADEOLA: That's a good question. It should be
4 somewhere on this, right here.

5 MR. AMATO: "Motor weight," it's 520kg.

6 MR. ADEOLA: Yes, it's right here.

7 MR. AMATO: I'm sorry. Thank you.

8 MR. ADEOLA: Just a moment; 250 -- 520 --

9 MR. AMATO: Yeah.

10 MR. ADEOLA: -- kg. Right.

11 MR. AMATO: Thank you.

12 MR. ADEOLA: What is that in pounds? They use kg
13 because that's British.

14 MR. BATHO: About 1200.

15 MR. AMATO: Roughly, 1200 pounds.

16 MR. ADEOLA: Okay, we require you to inspect for
17 physical damage, right, exterior housing, mounting pads, plates,
18 electrical leads, you know, shaft interface, and forced air
19 interface.

20 They require you to disassembly and clean these motor
21 when you have it. The cleaning shall be cleaned with a hot
22 water content and alkaline detergent or non-corrosive solvent.
23 So, basically, that's the cleaning part of it.

24 MR. ADEOLA (To Ms. Gibson): Do they have this,
25 already?

1 MS. GIBSON (To Mr. Adeola): Yeah, they have a copy of
2 the Scope.

3 MR. ADEOLA: I'm just kind of going through this.
4 Okay.

5 MR. AMATO: Following it right with you.

6 MR. ADEOLA: Okay. I want to jump into when this is
7 approved, Ms. Cullings will expect you to look through the
8 winding if there's any damage broken, and, you know, any
9 rewinding that is required.

10 There's three sensors, temperature sensors. The
11 temperature sensor resistance is there for you for measurement
12 and they say the measurement calculated resistance must be
13 within 1.6 ohms.

14 Okay. The rotor -- I'm going to switch to the rotor,
15 now. Inspect the rotor bars for short circuit rings, right, and
16 note any discontinuities. Precluding no other deflection
17 require, the motor shall be balanced according to the "Motor
18 Data" section of this Specification. Record the measured out-
19 of-balance and how the out-of-balance was corrected.

20 Again, I'm jumping around, here.

21 The Bearings and The Bearing Associated Components.

22 You have to clean the bearing cap, cartridge and any associated
23 parts has to be washed. Check the bolts for cracking,
24 stripping, thread. Qualify and record the measurements of the
25 bearing housing shield, seal and cover. After the inspection is

1 accomplished, you have to fax a copy of the inspection form to
2 the Superintendent of the Light Rail Car Maintenance. And, the
3 number is going to be 410-454-7668.

4 MR. AMATO: I have another question. It says that
5 there's a roller bearing on one end and a ball bearing on the
6 other end.

7 MR. ADEOLA: Yes.

8 MR. AMATO: But, it doesn't call out what the numbers
9 are for those bearings. Can you supply those numbers?

10 MR. ADEOLA: Uh, yes, we can. But, uh --

11 MR. AMATO: -- I didn't see them in the Spec,
12 anywhere. Is it -- did you see it in there?

13 MR. JENNINGS: No.

14 MR. ADEOLA: Let me put this down. You want the
15 number for the --

16 MR. AMATO: -- The bearing numbers, yes.

17 MR. ADEOLA: Okay. I can get that for you.

18 MR. AMATO: Okay great, thanks.

19 MR. ADEOLA: Okay. The corrective action, if you look
20 at the inspection -- the corrective action is more or less like
21 taking care of every little things that this motor -- you find
22 in this motor that is defective. Okay?

23 Where new rotors are used, a data sheet must be
24 supplied that shows all the applicable manufacturing detail with
25 regard to the electrical and mechanical measurement requirement.

1 In other word, if you replace anything there, the Specs has to
2 be the old Specs. That's the whole idea.

3 New bearings, of the same classification, shall be
4 used before the assembly bearing shall be of FAG or SKF.

5 MR. AMATO: Right.

6 MR. ADEOLA: Okay. You have to grease and lubricate,
7 right, by using Mobilux EP grease for all grease applications.
8 Okay? That's the requirement for the grease that we use and
9 most of the time when we do the inspection on our side too, we
10 use the same grease. Okay. You have to grease according to
11 OEM, O-E-M recommendation. No substitute shall allow without
12 our proof of MTA Engineering Department. Okay?

13 Cable Lead. Right? When cable insulation is damaged,
14 a new cable shall be same and type to be installed. The wire
15 used is one gauge, AWG Delta Surprenant Exane DCC 1068A, which
16 is 2000 volts, like 2k volts. Right? Specification 114-C-79
17 Revision 5.

18 Anyway, a new spliced motor lead shall be made such
19 that no wires are nicked or damaged. The splice must meet the
20 electrical, and mechanical and temperature requirement of all
21 the motor. The lead must be mechanical fastened to the stator
22 winding using a pliable adhesive designed for this application.

23 Let's see. I think, I'm just going to read you part
24 of this area.

25 "The new wire sealing grommets and hardware shall be

1 used for the motor leads. The housing of the wire sealing
2 grommet shall be" non-corrosive (sic). "All insulated sleeve
3 rated of 2kv must be installed over the motor lead and adhered
4 in place in the locale of the motor housing pass-through. Cable
5 terminals and splice shall" be -- "have inspection window to
6 verify proper crimping. Splice must be inspected prior to the
7 insulating. Cable terminals and splice shall be protected with
8 the heat shrink insulation rated for 2000 volts."

9 MR. ADEOLA: Before I continue, I believe, one of the
10 companies been doing this before. And the other one, if you
11 want to see the old one, you are welcome to come outside and
12 look at it.

13 MR. AMATO: Okay.

14 MR. ADEOLA: Okay? So, because sometimes when you
15 read something, it, probably, different from what is, actually,
16 physical --

17 MR. JENNINGS: Mm-hmm.

18 MR. ADEOLA: -- you know. So, basically, I'm just
19 going to go. That's everything, according to what I read and
20 what is in here, so which meets the OEM Specification. Okay?

21 Inspection and the Final Testing. Okay. "All
22 equipment used in testing must be calibrated, and traceable to
23 N-I-S-T." Okay?

24 All personnel performing the tests must be qualified
25 inspector. All pass/fail criteria must be signed or stamped

1 with a traceable identification to sole individual. All
2 inspection process must be recorded and signed by inspector.
3 Copy must be supplied with the motor recertification.

4 All test values, defect and discontinuities shall be
5 recorded by the Contractor on the data sheet. Each motor shall,
6 upon complete of all works, be tested using following tests,
7 Megger between each phase and each phase to the ground within
8 1000 volts, which is 1 k volt match; record the resistance on
9 the data sheet.

10 I'm not going to read everything, but, basically, all
11 the tests must be tests according to what is Specs, here. Just
12 to remind you guys, anytime you rebuild or overhaul this motor,
13 we always test it when it comes in just to make sure
14 everything's meets the requirements of what you would do data
15 sheet.

16 Okay, on the paint, all the exterior shall be painted.
17 All sensitive areas be masked to protect them from foreign
18 matter or damage. Name plates shall be masked protect from
19 cleaning and painting. Remove all mill scale, corrosion, oil,
20 grease and foreign matter by commercial blast cleaning to
21 SSPC-SP-6.

22 (Reading) The MTA alternative painting, engineering --
23 okay, this alternative painting primer thickness equal 40 micro
24 Go back with me, there. That should be micrometer. Sealer,
25 Sherwin Williams, Polane Plus number B67R5; Catalyst is Sherwin

1 Williams Polane Plus number B67V5; Reducer -- I believe this all
2 the Primers -- Sherwin Williams Polane Plus number NAPTA 150.
3 And the finishing coating is all Sherwin Williams with all these
4 (unintelligible), so.

5 The Name Plate Information. This, basically, what we
6 want on the name plate -- the motor type, name of the supplier,
7 style/model of the model, frame serial number, rotor serial
8 numbers and date overhaul. That's very, very important like you
9 see. This is like five (5) years overhaul, so we want to make
10 sure we keep track of the date of overhauling this motor.

11 Storage. Basically, pretty much, everything's written
12 out of the back of it. We have the Traction Motor Process Flow
13 Charts -- Flow Charts at the back of it that are, probably,
14 going to help you guys.

15 Now, the last parts which I'm about to read, it say
16 Method of Payment. Okay. Invoices shall be submitted, monthly,
17 to MTA Project Manager. Invoices shall reflect the work that
18 has been done, performed and accepted by MTA Project Manager and
19 is appointed designee. Invoice shall include the Contractor's
20 Federal Identification Number, name, title, signature of the
21 Contractor representative who has complete authority to
22 represent and act on behalf of the Contractor. Invoice shall be
23 sent to me, Babatunde Adeola, Mass Transit Administration Light
24 Rail Car Maintenance. My office number is 410-454-7646 and my
25 fax number is 410-454-7627.

1 Basically, that's -- I can just add this to these on
2 that with the previous contractor, we have like every week data
3 base on these that let us know the model number, the invoice,
4 what they receive, what they have, and expected time, you know,
5 to be shipped to us. So, we receive that, every week, from
6 them. So, that would, probably, be a good thing if you want put
7 that in mind. That makes us keep track of things faster, and
8 you know what is coming what is going out and the invoice that
9 we're expecting in terms of money. Okay thank you. If you have
10 any questions --

11 MR. AMATO: I do have some questions.

12 MR. ADEOLA: Yes.

13 MR. AMATO: In regards to the bid form itself, it
14 says, "Motor overhaul."

15 MR. ADEOLA: Yes.

16 MR. AMATO: If there's additional work, outside of
17 overhaul, like rewinding or rotor repair -- I know that rotors
18 are called out separately -- but, is every motor going to come
19 in need a rewind?

20 MR. ADEOLA: Um --

21 MR. AMATO: -- because it doesn't -- is it -- are you
22 requesting that we price a basic overhaul, which is, basically,
23 the cleaning and bearing change or do you want it bid with a
24 rewind?

25 MR. ADEOLA: This what I will tell you. Everything

1 that we require you guys to do is already in this. Anything out
2 of this, we'll consider this out of Scope. So, generally, I
3 believe -- let me go back to the rewind part of it.

4 MR. AMATO: It's on page BF 4 of 7.

5 MR. ADEOLA: BF 4 of 7.

6 MS. GIBSON: I'm sorry, what are you looking at? What
7 the bid forms, itself?

8 MR. AMATO: The bid form, itself.

9 MS. GIBSON: Okay. He's looking at the bid form.

10 MR. ADEOLA: Yeah.

11 MR. AMATO: So, what I'm under -- what, I believe, I'm
12 understanding -- and, please correct me if I'm wrong -- would be
13 the overhaul cost per unit would be the cost to do basic
14 cleaning, and bearing replacement and minor repairs to the
15 stator frame.

16 MR. ADEOLA: Exactly. If we --

17 MR. AMATO: Okay.

18 MR. ADEOLA: -- require that you have to replace the
19 motor, which usually, I would say is buying another one because
20 if you have to replace any other cabling in need --

21 MR. AMATO: Mm-hmm.

22 MR. ADEOLA: -- that is out of this Scope work, then
23 we always consider that out of Scope.

24 MR. AMATO: Additional work.

25 MR. ADEOLA: Right. So, we have to know the price

1 before you even do that.

2 MR. AMATO: So, where it says, "Replacement costs,"
3 when you have a rotary replacement, that's, pretty, self-
4 explanatory.

5 MR. ADEOLA: Yes, yes.

6 MR. AMATO: Is the stator/RTD replacement or the
7 rewinding price would go?

8 MR. ADEOLA: Uh, no.

9 MR. AMATO: What would be encompassed in that? Would
10 that be a stator with windings and the core?

11 MR. ADEOLA: Yes.

12 MR. AMATO: Okay. A complete core assembly and
13 everything?

14 MR. ADEOLA: Exactly.

15 MR. AMATO: Okay. And, so any other work -- so, let's
16 say if we just need -- didn't need a core replacement, but
17 needed to be a rewind, that would be coded as additional work?

18 MR. ADEOLA: Yeah --

19 MR. AMATO: Okay.

20 MR. ADEOLA: I would call it out of Scope.

21 MR. AMATO: Okay.

22 MR. ADEOLA: But, like we say -- like we say, we have
23 to know ahead of time.

24 MR. AMATO: Right. I understand.

25 MR. ADEOLA: The cost and all that before we can

1 approve.

2 Do you have any question?

3 [There were no additional questions.]

4 MR. ADEOLA: Oh, you guys are the one --

5 MR. BATHO: Yep.

6 MR. ADEOLA: -- you guys know all this information
7 before, right? Okay.

8 MR. AMATO: Thank you, very much.

9 MS. CULLINGS: I want to come back into this, if I
10 could because one, this was marked federal all the way, so
11 you're, very clear, that everything says, "state." Correct?

12 MS. GIBSON: Yes, it says "state" --

13 MS. CULLINGS: -- Because, at the time that we did
14 this, it was federal.

15 MS. GIBSON: Yes, that's not the correct one --

16 MS. CULLINGS: Okay.

17 MS. GIBSON: -- there.

18 MS. CULLINGS: And, secondly, after listening to all
19 that's going on, I see that there are other things that can sub-
20 contracted, not transportation. Did you have previous
21 participation on this contract? Was a previous MBE?

22 MS. GIBSON: Was a previous MBE?

23 MS. CULLINGS: Participation?

24 MS. GIBSON: No.

25 MS. CULLINGS: Okay, because there are a number of

1 things going on here. Even the maintenance of the work, there
2 are companies certified, locally, that can do some of that, then
3 you have painting. So, supplies is unlimited. So, you can go
4 in the directory and find more than just a hauler. And, I was
5 not here, when this was done, but I, probably, would have gone
6 for more than five percent (5%), but we're not changing
7 anything, at this point.

8 So, there are a multitude of things that a certified
9 firm could be segmented to do, locally. To help rigid storage,
10 all kinds of things that are here, so I expect that the five
11 percent (5%) can be met. You're not limited to anything.

12 MS. GIBSON: Right. Yes, it was just five percent
13 (5%).

14 MS. CULLINGS: Yes, but if I was here, and I was out
15 of the country, it would have been different 'cause I see other
16 things -- other elements. Okay, thank you.

17 MS. GIBSON: Any other questions?

18 [There were no additional questions.]

19 MR. AMATO: I don't think so.

20 MS. GIBSON: Okay. Please remember to submit your
21 questions to me by July 17th, 2012, no later than 4 p.m. Bids
22 are due on **Wednesday, August 1st, 2012, no later than 2 p.m.**

23 It's a public big opening, and it's here on the 7th floor in room
24 742.

25 MR. AMATO: 742?

1 MS. GIBSON: 742.

2 (Off the record discussion between Mr. Adeola and Ms. Gibson)

3 MS. GIBSON: If there are any questions, they're going
4 to send them to me. All questions must be directed to me. If
5 there's questions that have to be answered by the Project
6 Manager, I will forward it to you.

7 MR. ADEOLA: Alright --

8 MR. AMATO: Okay, so --

9 MS. GIBSON: -- so.

10 MR. AMATO: -- the questions I asked, today, I should
11 re-submit them?

12 MS. GIBSON: You can --

13 MR. ADEOLA: Yes.

14 MS. GIBSON: -- if you like --

15 MR. ADEOLA: Yes.

16 MS. GIBSON: -- and, you submit them to me; you can
17 send it through e-mail --

18 MR. AMATO: Okay.

19 MS. GIBSON: -- and then, we will answer them on an
20 addendum.

21 MR. AMATO: Okay, great.

22 MS. GIBSON: Okay?

23 MR. AMATO: Thank you.

24 MS. GIBSON: Any other questions?

25 [There were no additional questions].

1 MS. GIBSON: Okay, if not, then, thank you for coming
2 and have a great day.

3 ALL: Thank you --

4 MR. JENNINGS: -- very much.

5 MS. GIBSON: Okay.

6 MR. AMATO: -- for having us.

7 (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 meeting for Contract No. T-8000-0373 held at 6 St. Paul Street in Baltimore, Maryland on July 11th, 2012 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 duplicated electronic sound recording of the proceedings as transcribed by me.

I further certify that I am neither a relative to nor an employee of any MTA employee, 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 18th day of July, 2012.

By: 

Lisa P. Campbell
Transcriber