



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**James T. Smith, Jr.**  
Secretary

## **BOARD OF PUBLIC WORKS (BPW)**

### **ACTION AGENDA**

**October 16, 2013**

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BPW – 10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**CONSTRUCTION CONTRACT**

**ITEM: 1-C**

**MOTOR VEHICLE ADMINISTRATION**

**CONTRACT ID:** V-SAL-13019A-C  
 MVA Interior/Exterior, HVAC and Site  
 Improvements – Salisbury Branch  
 ADPICS NO.: VSAL13019A

**CONTRACT DESCRIPTION:** This contract provides for a contractor to provide all transportation, labor, materials, and supervision necessary for the Interior/Exterior, HVAC and Site Improvements for the MVA's Salisbury Branch.

**AWARD:** Harper & Sons Inc.  
 Easton, MD

**TERM:** 270 Calendar Days from NTP

**AMOUNT:** \$ 2,613,472

**PROCUREMENT METHOD:** Competitive Sealed Bidding

**BIDS:**

Harper & Sons, Inc. Easton, MD	\$2,613,472
Whiting-Turner Contracting Cambridge, MD	\$ 2,661,562
GGI Builders, Inc Salisbury, MD	\$ 2,892,870

**MBE PARTICIPATION:** 10%

**PERFORMANCE SECURITY:** Payment & Performance Bonds for 100% of the award amount

**REMARKS:** The Engineer's Estimate for this contract is \$2,464,286.

This Solicitation was advertised in eMaryland Marketplace. Two Hundred Fifty One (251) firms received bid packages: One Hundred Thirty Eight (138) are Minority Business Enterprise (MBE) firms and One Hundred Fifteen (115) are certified Small Businesses (SBR). Two Hundred Twenty (220) were Maryland firms. Three (3) bids were received. The contractor is a certified Small Business Enterprise.

**ITEM: 1-C (Continued)**

**BPW – 10/16/13**

**FUND SOURCE:** 100% Special Funds Budgeted to MVA

**APPROPRIATION CODE:** J04E0003

**RESIDENT BUSINESS:** Yes

**MD TAX CLEARANCE:** 13-2392-1111

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE-REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

**WITH DISCUSSION**

**WITHOUT DISCUSSION**

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BPW – 10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**CONSTRUCTION CONTRACT**

**ITEM:** 2-C

**STATE HIGHWAY ADMINISTRATION**

**CONTRACT ID:** AA2625129R  
 Roof Replacement for the Administration's Glen  
 Burnie Shop in Anne Arundel County  
 ADPICS NO.: AA2625129R

**CONTRACT DESCRIPTION:** This Contract consists of the roof replacement for SHA's Glen Burnie Shop in Anne Arundel County.

**AWARD:** J & K Contracting, Inc.  
 Capitol Heights, MD

**AMOUNT:** \$312,000 NTE

**TERM OF CONTRACT:** 10/28/2013 through 01/31/2016

**PROCUREMENT METHOD:** Competitive Sealed Bidding

**BIDS:**

J & K Contracting, Inc. Capitol Heights, MD	\$312,000
SGK Contracting Services, Inc. Baltimore, MD	\$358,998
CHU Contracting, Inc. Chantilly, VA	\$368,000
Citiroof Corporation Columbia, MD	\$378,900
Simpson of Maryland, Inc. Hanover, MD	\$397,000
Cole Roofing Co., Inc. Baltimore, MD	\$402,437

**MBE PARTICIPATION:** 6%

**ITEM: 2-C (Continued)**

**BPW – 10/16/13**

**PERFORMANCE SECURITY:**

Payment & Performance Bonds for 100% of the award amount exist on this contract

**REMARKS:** The Solicitation was advertised on eMaryland Marketplace and SHA's Internet Web Page. Two-Hundred Eighty (280) contractors were notified for this project on eMaryland Marketplace; Forty Seven (47) of which were MDOT Certified MBE's.

The contractor is also a certified Small Business Enterprise.

**FUND SOURCE:**

100% Special Funds Budgeted to SHA

**APPROPRIATION CODE:**

J02B0101

**RESIDENT BUSINESS:**

Yes

**MD TAX CLEARANCE:**

13-2078-0001

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

**WITH DISCUSSION**

**WITHOUT DISCUSSION**

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BPW -- 10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**CONTRACT MODIFICATION (Construction)**

**ITEM: 3-C-MOD**

**MARYLAND TRANSIT ADMINISTRATION:**

**CONTRACT ID:** T-1247-0140  
 Bush Street Bus Division Electrical Distribution Upgrade  
 ADPICS NO. T12470140

**ORIGINAL CONTRACT APPROVED:** Item 2-C, DOT Agenda 04/21/10

**ORIGINAL PROCUREMENT METHOD:** Competitive Sealed Bidding

**CONTRACTOR:** MBR Construction Services, Inc.  
 Hunt Valley, MD

**MODIFICATION:** This Change Order No. 1, is for settlement of claim for delay of construction due to unforeseen underground conditions, and for the additional costs to change the ventilation in buildings 2 and 7.

**AMOUNT:** \$249,719

**ORIGINAL CONTRACT AMOUNT:** \$4,166,000

**REVISED CONTRACT AMOUNT:** \$4,415,719

**PERCENTAGE INCREASE:** 16%

**ORIGINAL MBE PARTICIPATION** 27% (MBE compliance 27.91%)

**TERM:** 199 Calendar Days

**FUND SOURCE:** 100% Special Funds Budgeted to MTA

**REMARKS:** This Contract is for work for the installation of a new Primary and Secondary Selective Distribution System including one set of “main-tie-main” medium voltage switchgear, and two sets of “main-tie-main” low voltage switchgear. Each set of low voltage gear will include two medium voltage load interrupter switches and two dry-type transformers in addition to the 480V distribution sections on either side of the tie circuit breaker. New duct banks and medium voltage feeders will be installed to supply the new switchgear. Temporary power will be provided by diesel powered prime movers and temporary switchgear (one at each substation for a total of two) during the replacement.

**ITEM: 3-C-MOD (Continued)**

**BPW – 10/16/13**

The additional cost is due to the change in how the ventilation exited the roof. The original drawings indicated that the ventilation would exit through the old roof. By the time the ventilation was to be installed, a new roof was constructed. MTA determined that modifying the new roof could void the warranty. Therefore, the ventilation plans were changed to identify a new exit route through the skylight causing time delays and additional cost.

**APPROPRIATION CODE:** J05H0105

**RESIDENT BUSINESS:** Yes

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

**WITH DISCUSSION**

**WITHOUT DISCUSSION**

**ATTACHMENT I**

	<b>Amount</b>	<b>Term</b>	<b>BPW/DCAR Date</b>	<b>Reason</b>
<b>Original Contract</b>	\$4,166,000.00	420 CD	04/21/2010	
<b>Modification #1</b>	\$249,718.85			Additional Funding
<b>Revised Amount</b>	\$4,415,718.85			



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BPW – 10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**ARCHITECTURAL/ENGINEERING SERVICES**

**ITEM:** 4-AE

**STATE HIGHWAY ADMINISTRATION**

**CONTRACT ID:** BCS 2009-09 A, B & C  
 Environmental & Engineering Services,  
 Statewide  
 ADPICS NO.: SBCS0909A, SBCS0909B &  
 SBCS0909C

**CONTRACT DESCRIPTION:** These are three (3) of eight (8) open-end task order contracts to provide environmental & engineering services, statewide.

**PROCUREMENT METHOD:** **Maryland Architectural and Engineering Services Act**; recommendation approved by the Transportation Professional Services Selection Board on October 3, 2013.

**AWARD:**

McCormick Taylor, Inc. Baltimore, Maryland	Contract A
Rummel, Klepper & Kahl, LLP Baltimore, Maryland	Contract B
The Wilson T. Ballard Company Owings Mills, Maryland	Contract C

**AMOUNT:** \$5,000,000 each (\$15 Million Grand Total)

**TERM:** October 16, 2013 – October 15, 2019

**DBE PARTICIPATION:** 25% each

**ITEM: 4-AE (Continued)****BPW – 10/16/13****PROPOSALS:**

	<u>Technical Proposal Rating (Max 780)</u>	<u>Technical Ranking</u>	<u>NTE Price</u>
McCormick Taylor, Inc. Baltimore, Maryland	529	1	\$5,000,000 (Contract A)
Rummel, Klepper, & Kahl, LLP Baltimore, Maryland	523	2	\$5,000,000 (Contract B)
The Wilson T. Ballard Company Owings Mills, Maryland	518	3	\$5,000,000 (Contract C)
URS Corporation Hunt Valley, Maryland	516	4	Contract D
Century Engineering, Inc. / A.D. Marble & Company, Inc. Hunt Valley, Maryland	511	5	Contract E
Jacobs Engineering Group, Inc. Baltimore, Maryland	506	6	Contract F
Gannett Fleming, Inc. Baltimore, Maryland	500	7	Contract G
Wallace, Montgomery & Assoc., LLP / Skelly and Loy Inc. Towson, Maryland	500	8	Contract H
STV, Inc./ Greenhorne & O'Mara Baltimore, Maryland	494	9	N/A
KCI Technologies Inc./ AECOM Technical Services, Inc. Sparks, Maryland	488	10	N/A
PB Americas, Inc. Baltimore, Maryland	461	11	N/A
A. Morton Thomas and Assoc., Inc. / Parsons Transportation Group, Inc. Baltimore, Maryland	452	12	N/A
Johnson, Mirmiran, & Thompson, Inc. Sparks, Maryland	436	13	N/A

**ITEM: 4-AE (Continued)**

**BPW – 10/16/13**

**PROPOSALS (Cont'd):**

	<u>Technical Proposal Rating (Max 780)</u>	<u>Technical Ranking</u>	<u>NTE Price</u>
Whitney, Bailey, Cox, & Magnani, LLC / Dewberry & Davis, LLC Baltimore, Maryland	435	14	N/A
L. R. Kimball and Associates, Inc. Ebensburg, Pennsylvania	361	15	N/A
Vanasse, Hangen, Brustlin, Inc. Silver Spring, Maryland	319	16	N/A

**REMARKS:** The Solicitation was advertised in The Daily Record, eMaryland Marketplace and SHA web page. A total of fifteen (15) engineering consultant firms submitted technical proposals for this project, of which all are Maryland firms.

The Consultant shall perform engineering and environmental services required to assess the potential impact of proposed transportation improvements on the environment; conduct detailed technical analyses, i.e. air, noise, hazardous waste, etc., necessary for environmental documentation; analyze growth management issues, develop mitigation concepts for socio-economic, natural and cultural resources impacts; evaluate impacts to residential, historic sites/districts, and undeveloped areas; provide travel demand forecasting and prepare documentation as necessary to satisfy the requirements of the National Environmental Policy Act (NEPA) and the Maryland Environmental Policy Act (MEPA).

This contract includes a provision authorizing an extension for a total period no longer than one-third of the base term on the original contract to spend funds remaining on the contract as provided in Board Advisory 1995-1.

**FUND SOURCE:** Federal and Special Funds Budgeted to SHA

**APPROPRIATION CODE:** J02B0101

**MD TAX CLEARANCE:**

McCormick Taylor	13-2478-0111
Rummel, Klepper & Kahl	13-2479-1111
Wilson T. Ballard Company	13-2480-0111

**RESIDENT BUSINESSES:** Yes

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE REFERENCED ITEM WAS:**

<b>APPROVED</b>	<b>DISAPPROVED</b>	<b>DEFERRED</b>	<b>WITHDRAWN</b>
	<b>WITH DISCUSSION</b>	<b>WITHOUT DISCUSSION</b>	

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**BPW – 10/16/13**

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**MAINTENANCE CONTRACT**

**ITEM: 5-M**

**CONTRACT ID:** 213012-MA  
 Janitorial Services at the South Locust Point Cruise Terminal  
 ADPICS NO. P140003

**CONTRACT DESCRIPTION:** This contract is for Janitorial Services at the South Locust Point Cruise Terminal.

**AWARD:** City Solution, LLC  
 Glenn Dale, MD

**AMOUNT:** \$114,448 NTE (2 years)  
 \$ 59,513 (cost of 1st one-year option incl. 4% CPI)  
\$ 61,894 (cost of 2nd one-year option incl. 4% CPI)  
 \$235,855 (aggregate value including renewal option periods)

**TERM OF CONTRACT:** 11/17/13 – 11/16/15  
 (Two (2) years with two (2) one-year renewal options)

**PROCUREMENT METHOD:** Negotiated Award After Unsatisfactory Competitive Sealed Bidding (Small Business Reserve)

**MBE PARTICIPATION:** 0% (single element of work)

**BIDS:**

City Solution, LLC Glenn Dale, MD	\$114,448
Acclaim USA, Incorporated Upper Marlboro, MD	\$117,200
Cleaning Is Fundamental, LLC Columbia, MD	\$134,820
NAPCO Group, Inc. t/a Stratus Linthicum, MD	\$146,834
L.S.I. <sup>3</sup> Properties, LLC Baltimore, MD	\$153,270

**ITEM: 5-M (Continued)**

**BPW – 10/16/13**

**PERFORMANCE SECURITY:** N/A

**REMARKS:** MPA advertised this solicitation on eMaryland Marketplace and sent a copy to the Governor’s Office of Minority Affairs, the Maryland Minority Contractors Association, and the Maryland/Washington Minority Contractors Association. EMaryland Marketplace directly notified over 300 prospective bidders including Maryland companies, Minority Business Enterprises, and Small Business Enterprises. Eleven (11) vendors submitted bids in response to the initial solicitation. Prior to award, the MPA Cruise Operations identified an additional four offices and one bathroom to be cleaned. MPA revised the solicitation to include cleaning of the additional square footage and requested revised bids under Negotiated Award after Unsatisfactory Competitive Sealed Bidding. Five (5) vendors submitted bids in response to the revised solicitation. MPA received a waiver from Maryland Works for this contract.

**FUND SOURCE:** 100% Special Funds Budgeted to MPA

**APPROPRIATION CODE:** J03D0001

**MD TAX CLEARANCE:** 13-2323-0111

**RESIDENT BUSINESS:** Yes

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

**WITH DISCUSSION**

**WITHOUT DISCUSSION**

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BPW - 10/16/13

**DEPARTMENT OF TRANSPORTATION  
ACTION AGENDA**

**MAINTENANCE CONTRACT**

**ITEM: 6-M**

**MARYLAND TRANSIT ADMINISTRATION**

**CONTRACT ID:** T8000-0411  
MARC Rail Stations Snow & Ice Removal for Penn  
North Region  
Cecil, Harford, and Baltimore Counties  
ADPICS NO.: T80000411

**CONTRACT DESCRIPTION:** This contract provides MARC Maintenance Facilities with a Snow & Ice Removal contractor on the Penn Line for the north region. The contractor shall remove snow and ice from platforms and all sidewalks at the designated stations for the Maryland Transit Administration in the Baltimore Metropolitan area.

**AWARDS:** JLN Constructions Services, LLC  
Baltimore, MD

**TERM:** 10/18/2013 – 10/17/2016  
(Three (3) years from NTP with one (1) two (2) year option renewal)

**AMOUNT:** \$1,728,000

**PROCUREMENT METHOD:** Competitive Sealed Bidding  
(One Bid Received)

**MBE PARTICIPATION:** 20%

**PERFORMANCE SECURITY:** N/A

**REMARKS:** The Solicitation was advertised on March 14, 2013, in eMaryland Marketplace, on the MTA's website and distributed to the Governor's Office of Minority Affairs. In response, two bids were received in response to the Invitation for Bid. The apparent low bidder, MaClay & Son Construction Services Inc., requested a waiver of the 20% MBE goal. The waiver was denied on August 2, 2013. The second bidder, JLN Construction Services LLC accepted the award of the contract.

This service is to support the MTA to ensure that the "clearing/removal" of snow/ice from all roadways, parking areas, vehicle entrances, sidewalks, handicap ramps, station areas, tunnels and station platforms for the MTA/MARC Rail Stations is completed on a "as needed" basis for the Penn Line north region. The north region includes the following locations: Perryville, Aberdeen, Edgewood, and Martins stations. This contract was formerly awarded on 11/14/12 as item 34-M; however, due to vendor non-compliance of contractual issues, the contract was cancelled and this contract replaces it.

**ITEM: 6-M (Continued)**

**BPW – 10/16/13**

A waiver was received from Maryland Works, Inc., referencing the contract will not be pursued for the completion by a Community Service Provider through the Employment Works Program.

**FUND SOURCE:** 100% Special Funds Budgeted to MTA

**APPROPRIATION CODE:** J05 H0104

**RESIDENT BUSINESS:** Yes

**MD TAX CLEARANCE:** 13-2024-0111

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE-REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

WITH DISCUSSION

WITHOUT DISCUSSION

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BPW – 10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**MAINTENANCE CONTRACT**

**ITEM: 7-M**

**MARYLAND TRANSIT ADMINISTRATION**

**CONTRACT ID:** T-8000-0420  
 MEI BNA Bank Note Acceptor Level IV Overhaul  
 ADPICS NO. T80000420

**CONTRACT DESCRIPTION:** The Contractor shall provide all necessary labor, tools, materials, equipment and supervision required to overhaul the MEI BNA-571 Bank Note Acceptor using only original equipment manufacturer (OEM) certified parts and OEM trained and certified personnel.

**AWARD:** Captech, Inc  
 White Plains, NY

**TERM:** 11/11/2013 - 11/10/2018

**AMOUNT:** \$ 405,000

**PROCUREMENT METHOD:** Competitive Sealed Bidding  
 (One Bid Received)

**MBE PARTICIPATION:** 0% (Proprietary)

**PERFORMANCE SECURITY:** N/A

**REMARKS:** This Solicitation was advertised 6/14/2013 on eMaryland Marketplace, on MTA's website and distributed to the Governor's Office of Minority Affairs. Eleven (11) firms were directly solicited via mail of which two (2) are Maryland firms. One (1) bid was received.

MEI BNA-571 Bank Note Acceptor is an integral Part of the Cubic Transportation Systems Model 9383-1000 Ticket Vending Machine which is used on the Baltimore Metro and Light Rail Systems.

This contract provides for the overhaul of the MEI BNA-571 Bank Note Acceptor using only original equipment manufacturer (OEM) certified parts and OEM trained / certified personnel. The contractor shall overhaul and test the bank note acceptor equipment by having each unit disassembled, cleaned, inspected, and evaluated for functionality. All bearings, axels, rollers, belts, o-rings and associated parts will be inspected and replaced if necessary. The Contractor shall provide and install the most current bank note software in each unit.



**ITEM:** 7-M (Continued)

**BPW – 10/16/13**

The Bank Note Acceptor is designed to be used for unattended payment system applications. The unit has a lockable cash box for high volume automatic fare collection with a removable security cash box made of sturdy construction for fast and secure cash revenue center collection.

**FUND SOURCE:** 100% Special Funds Budgeted to MTA

**APPROPRIATION CODE:** J05 H0104

**RESIDENT BUSINESS:** No

**MD TAX CLEARANCE:** 13-2176-0000

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE-REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

WITH DISCUSSION

WITHOUT DISCUSSION

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BPW – 10/16/13

DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA

## MAINTENANCE CONTRACT

ITEM: 8-M

## STATE HIGHWAY ADMINISTRATION

**CONTRACT ID:** FR1355129R  
 HVAC Replacement / Upgrade for the  
 Administration's Frederick Maintenance Shop in  
 Frederick County  
 ADPICS NO.: FR1355129R

**CONTRACT DESCRIPTION:** This Contract consists of replacement/upgrading of the HVAC for the Administration's Frederick maintenance shop in Frederick County.

**AWARD:** M & M Welding & Fabricators, Inc.  
 Gaithersburg, MD

**AMOUNT:** \$1,338,000 NTE

**TERM OF CONTRACT:** 10/28/2013 - 2/29/2016

**PROCUREMENT METHOD:** Competitive Sealed Bidding

**BIDS:**

M & M Welding & Fabricators, Inc. Gaithersburg, MD	\$1,338,000
Waynesboro Construction Co., Inc. Waynesboro, PA	\$1,515,055
Denver-Elek, Inc. Baltimore, MD	\$1,807,549
Arica Consulting & Contracting, LLC Jessup, MD	\$1,826,125

**MBE PARTICIPATION:** 100%

**PERFORMANCE SECURITY:** Payment & Performance Bonds for 100% of the award amount exist on this contract

**ITEM: 8-M (Continued)**

**BPW – 10/16/13**

**REMARKS:** The Solicitation was advertised on eMaryland Marketplace and SHA's Internet Web Page. Two-Hundred Sixteen (216) contractors were notified for this project on eMaryland Marketplace; Thirty Six (36) of which were MDOT Certified MBE's.

The MBE goal established for this contract was 13%, however the Contractor is a Certified Minority Business Enterprise therefore the MBE participation is 100%.

100% of the work will be performed by a Certified Minority Business Enterprise.

This contract includes a provision authorizing an extension for a total period no longer than one-third of the base term on the original contract to spend funds remaining on the contract as provided in Board Advisory 1995-1.

**FUND SOURCE:** 100% Special Funds Budgeted to SHA

**APPROPRIATION CODE:** J02B0101

**RESIDENT BUSINESS:** Yes

**MD TAX CLEARANCE:** 13-2222-1111

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

**WITH DISCUSSION**  
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**WITHOUT DISCUSSION**  
 BPW – 10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**MAINTENANCE CONTRACT**

**ITEM: 9-M**

**STATE HIGHWAY ADMINISTRATION**

**CONTRACT ID:** OT2013  
 Maintenance, Repair and Minor Upgrades to Traffic  
 Control Devices - Statewide  
 ADPICS NO.: OT2013

**CONTRACT DESCRIPTION:** This Contract consists of the maintenance, repair and minor upgrades of existing traffic signals, signal services, video detection cameras, loop detectors and battery back-up systems testing and repairs and miscellaneous traffic control devices throughout the State.

**AWARD:** Rommel Engineering & Construction, Inc.  
 Linthicum, MD

**AMOUNT:** \$1,277,164 NTE

**TERM OF CONTRACT:** 10/28/2013 – 10/28/2015

**PROCUREMENT METHOD:** Competitive Sealed Bidding

**BIDS:**

Rommel Engineering & Construction, Inc. Linthicum, MD	\$1,277,164
Traffic Systems, Inc. Harmans, MD	\$1,290,697
Scott A. Duncan, Inc. Harmans, MD	\$1,324,228

**MBE PARTICIPATION:** 10%

**PERFORMANCE SECURITY:** Payment & Performance Bonds for 100% of the award amount exist on this contract

**REMARKS:** The Solicitation was advertised on eMaryland Marketplace and SHA's Internet Web Page. Three Hundred Fifty Five (355) contractors were notified for this project on eMaryland Marketplace; One Hundred Nine (109) of which were MDOT Certified MBE's.

**ITEM: 9-M (Continued)**

**BPW – 10/16/13**

This contract includes a provision authorizing an extension for a total period no longer than one-third of the base term on the original contract to spend funds remaining on the contract as provided in Board Advisory 1995-1.

**FUND SOURCE:** 100% Special Funds Budgeted to SHA

**APPROPRIATION CODE:** J02B0102

**RESIDENT BUSINESS:** Yes

**MD TAX CLEARANCE:** 13-2280-0111

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

WITH DISCUSSION

WITHOUT DISCUSSION

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BPW – 10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**RENEWAL OPTION:** (Maintenance)

**ITEM: 10-M-OPT**

**MARYLAND AVIATION ADMINISTRATION**

**CONTRACT ID:** MAA-MC-08-001  
 Exterior/Interior Lighting Maintenance and  
 Light Pole Inspection and Repair at BWI  
 Thurgood Marshall (BWI Marshall) Airport  
 Anne Arundel County  
 ADPICS NO.: CO303102

**ORIGINAL CONTRACT APPROVED:** Item 12-M, DOT Agenda 11/19/08

**ORIGINAL PROCUREMENT METHOD:** Competitive Sealed Bidding

**CONTRACTOR:** Enterprise Electric Company  
 Baltimore, MD

**RENEWAL OPTION:** Exercise Renewal Option No. 2 for a period of two (2) years from December 1, 2013 through November 30, 2015.

**MODIFICATION:** Modification No. 1 is to amend the contract to include all work at Martin State Airport.

**AMOUNT:** \$0 (Modification)  
 \$948,415 (Renewal Option No. 2)

**ORIGINAL CONTRACT AMOUNT:** \$1,430,747

**REVISED CONTRACT AMOUNT:** \$3,310,405

**PERCENTAGE INCREASE:** 0% (Modification No. 1)  
 67% (Renewal Option No. 2)  
 132% (Overall)

**TERM:** 12/01/08 – 11/30/11 (Original)  
 12/01/11 – 11/30/13 (Renewal Option No. 1)  
 12/01/13 – 11/30/15 (Renewal Option No. 2)  
 11/01/13 – 11/30/15 (Modification No. 1)

**MBE PARTICIPATION:** 25% (MBE Compliance 20.66%)

**ITEM: 10-M-OPT (Continued)**

**BPW – 10/16/13**

**REMARKS:** This contract provides for the inspection, maintenance, minor repairs and re-lamping of approximately 3,892 exterior lights in the public parking lots, roadways, airside ramps and deicing pad, and 620 interior/exterior space frame lights in the Terminal Building at BWI Marshall.

Enterprise Electric continues to provide an acceptable level of service in regards to production, responsiveness, quality of service, and cost effectiveness.

Enterprise Electric furnishes the necessary skilled technicians, personnel, supervision, tools, infrared test equipment, special filtration and high voltage test equipment, together with powered cleaning devices, lubricants, and cleaning compounds to maintain the electrical equipment for Administration according to contract specifications. The Contractor responds to call outs and work requests in a timely manner both at BWI Marshall and at MTN Airports. The Contractor also recently completed a project assisting with EOC/IT Departmental requests. Finally, the Contractor is in the process of providing assistance with replacing light poles at MTN Airport.

This action represents the exercising of the two-year renewal option with the contractor that was provided for in the original contract.

**FUND SOURCE:** 100% Special Funds Budgeted to MAA

**APPROPRIATION CODE:** J06I00002

**RESIDENT BUSINESS:** Yes

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE-REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

**WITH DISCUSSION                      WITHOUT DISCUSSION**  
**ATTACHMENT I**

	<b>Amount</b>	<b>Term</b>	<b>BPW/DCAR Date</b>	<b>Reason</b>
<b>Original Contract</b>	\$1,430,747	12/01/08 – 11/30/11	11/19/10, Item 12-M	
<b>Renewal Option No. 1</b>	\$ 931,244	12/01/11 – 11/30/13	09/07/11, Item 16-M- OPT	As provided for in original contract
<b>Renewal Option No. 2</b>	\$ 948,415	12/01/13 – 11/30/15		As provided for in original contract
<b>Modification No. 1</b>	\$0	11/01/13 – 11/30/15		
<b>Revised Amount</b>	<b>\$3,310,406</b>			



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BPW – 10/16/13

**DEPARTMENT OF TRANSPORTATION  
ACTION AGENDA**

**CONTRACT MODIFICATION:** (Maintenance)

**ITEM:** 11-M-MOD

**MARYLAND TRANSIT ADMINISTRATION**

**CONTRACT ID:** MTA-1394/MTA-1395  
 MARC Operating and Access Agreement Penn Line  
 ADPICS NO.: CO302764

**ORIGINAL CONTRACT APPROVED:** Item 21-GM DOT Agenda 5/29/2013

**ORIGINAL PROCUREMENT METHOD:** Sole Source

**CONTRACTOR:** National Railroad Passenger Corp (Amtrak)  
 Washington D.C.

**MODIFICATION:** Modification No. 1 expands the existing MARC services to weekends on the Penn line by adding nine (9) round trips on Saturday and six (6) trips on Sundays.

**AMOUNT:** \$6,461,067

**ORIGINAL CONTRACT AMOUNT:** \$279,327,100

**REVISED CONTRACT AMOUNT:** \$285,788,167

**PERCENTAGE INCREASE:** 2.3% (Modification No.1)

**ORIGINAL TERM:** 07/01/13 – 06/30/18 (Original)  
 12/07/13 – 06/30/18 (Modification No.1)

**DBE PARTICIPATION:** 15% (see agency remarks)

**REMARKS:** The recently passed Transportation Infrastructure Investment Act of 2013 provides for the introduction of MARC weekend services on the Penn Line. This weekend services will allow the MARC to operate nine (9) round trips between Baltimore and Washington with selected service to Martins Airport on Saturdays and the operation of six (6) round trips on Sundays. In addition it provides for the ability for MTA to operate MARC services on a number of federal holidays.

After successful negotiations, Amtrak is committed to providing the necessary crews (Engineers and Conductors) to operate the weekend service. The agreement also grants access to the Northeast corridor thereby allowing the operation of the trains for the weekend. This new weekend service is scheduled to begin on Saturday December 7, 2013.

**ITEM: 11-M-MOD (Continued)****BPW – 10/16/13**

Amtrak is committed to maximizing opportunities for disadvantaged business enterprises (DBEs). Since 1971, Amtrak has maintained a supplier diversity program that gives full consideration to the use of minority and women owned business enterprises (M/WBE) and DBEs in all of its business activities, and that includes a commitment to a goal of awarding annually to M/WBEs and DBEs at least fifteen percent (15%) of the value of all discretionary contracts and subcontracts. The corporate program follows the guideline of federal regulations issued by the U.S. Department of Transportation. Amtrak confirms that it will comply with its supplier diversity program in the implementation of this Agreement.

**FUND SOURCE:** 100% Special Funds Budgeted to MTA

**APPROPRIATION CODE:** J05H0104

**RESIDENT BUSINESS:** Yes

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE REFERENCED ITEM WAS:**

<b>APPROVED</b>	<b>DISAPPROVED</b>	<b>DEFERRED</b>	<b>WITHDRAWN</b>
<b>WITH DISCUSSION</b>		<b>WITHOUT DISCUSSION</b>	

**ATTACHMENT I**

	<b>Amount</b>	<b>Term</b>	<b>BPW/DCAR Date</b>	<b>Reason</b>
<b>Original Contract</b>	\$279,327,100	07/01/13 10/31/18	05/29/2013	
<b>Modification #1</b>	\$ 6,461,067	12/07/13 10/31/18	10/16/2013	Expand the existing service to weekends services and increases the contract value
<b>Revised Amount</b>	\$285,788,167			

**DEPARTMENT OF TRANSPORTATION  
ACTION AGENDA**

**PURPLE LINE LIGHT RAIL TRANSIT  
PUBLIC PRIVATE PARTNERSHIP (P3)**

**ITEM: 12-GM**

**DEPARTMENT OF TRANSPORTATION**

**RECOMMENDATION:** The Department of Transportation (MDOT) recommends that the Board of Public Works:

- (1) Designate the Purple Line Light Rail Transit (Purple Line), a public infrastructure asset, as a public-private partnership (P3); and
- (2) Approve the proposed competitive solicitation method for selecting a concessionaire for the Purple Line.

**AUTHORITY:** State Finance and Procurement Article, §10A-201(c), Annotated Code of Maryland. This law, enacted in 2013 (Maryland Laws, Chapter 5), authorizes P3s for public infrastructure assets when the Board of Public Works designates the project as a P3 and approves the agency's proposed solicitation method. The law requires the reporting agency to provide the Board the following:

- Copy of the presolicitation report
- Description of the process for soliciting, evaluating, selecting, and awarding the P3
- Preliminary solicitation schedule
- Outline of the organization and contents of the public notice of solicitation
- Summary of the key terms of the proposed P3 agreement

**LEGISLATIVE NOTICE:** MDOT submitted the Purple Line Presolicitation Report to the General Assembly's House Appropriations Committee, House Ways and Means Committee, and Senate Budget and Taxation Committee on August 5, 2013. On September 26, 2013, the chairs of the budget committees submitted a letter to the Governor, the Treasurer, and the Secretary of Transportation indicating that the budget committees have completed their review of the Purple Line Presolicitation Report, that the Report satisfies the requirements of the P3 legislation, and that the Report provides sufficient justification to warrant proceeding with the Purple Line as a P3.

**OTHER NOTICES AND REVIEWS:** MDOT also submitted the Purple Line Presolicitation Report to the Comptroller, the State Treasurer, and Department of Legislative Services (DLS) and posted it online on August 5, 2013.

MDOT has consulted with the Capital Debt Affordability Committee (CDAC) and the Office of the Attorney General to determine the treatment of the capital portion of the availability payments (APs) in relation to CDAC calculations, classification as debt, and eligibility for payment over a time period of approximately thirty years.

MDOT presented to CDAC proposed parameters for structuring the APs to avoid classification as tax-supported debt that would impact the State's debt affordability analysis (see below). MDOT believes that, since the capital portion of the APs would be supported by revenues rather than taxes, that portion of the AP's could be treated as non-traditional MDOT debt, need not be considered in CDAC calculations, and can be paid over a 30± time period.

The parameters which support this conclusion include the following concepts:

- All project-related debt will be directly held by the private concessionaire.
- Project-related debt will have no recourse to the State.

**ITEM: 12-GM (Continued)****BPW – 10/16/13**

- The capital portion of APs would be paid by an annual operating appropriation from the Transportation Trust Fund with a non-tax revenue source serving as a backup pledge, similar to prior non-traditional debt transactions.
- A portion of MTA system-wide operating revenues, including revenues from the Purple Line, (which, like all other MTA transit revenues, will flow into the Transportation Trust Fund,) will be the source of revenue associated with the capital portion of the Purple Line APs.
- The capital portion of APs will be subject to legislative review and approval through the annual legislative cap placed on MDOT's non-traditional debt.
- MDOT/MTA would make deductions from APs if the concessionaire does not meet pre-determined performance targets, with the specific magnitude and triggers for deductions as negotiated contractual terms.
- P3 concessionaire required to commit equity at a sufficient level to incentivize asset delivery discipline and act as a buffer for debt repayment.
- MDOT/MTA would submit an annual report to the CDAC on the Purple Line revenues.

**P3 DESIGNATION:** MDOT submits the Presolicitation Report to the Board of Public Works with this Agenda Item in support of the request that the Board designate the Purple Line a P3. The Presolicitation Report and supporting documents may be accessed at <http://purplelinemd.com/en/p3>.

The proposed P3 will be structured using a Design-Build-Finance-Operate-Maintain (DBFOM) delivery model. Implementing this P3 structure for the Purple Line will involve a long-term, performance-based agreement between MDOT, on behalf of its Maryland Transit Administration (MTA), and a private entity in which appropriate risks and benefits are allocated in a cost-effective manner. The private entity, known as the concessionaire, will be responsible for final design, construction, financing, operations, and maintenance of the Purple Line asset over an operating period of approximately 30 years. MDOT/MTA would have ownership of the asset and remain ultimately accountable for the Purple Line and its public function.

During the construction period MDOT will make progress or milestone payments according to a specified schedule. Once the line is operational, MDOT will make availability payments that are linked directly to service quality measures. These payments will be funded using appropriations from the Maryland Transportation Trust Fund, federal grants, and local government contributions. MDOT/MTA will make deductions from these payments if the concessionaire does not meet pre-determined performance targets.

MDOT/MTA has thoroughly considered the key project delivery risks and mitigation strategies in using the P3 delivery method for the Purple Line. MDOT/MTA has concluded that delivery of the Purple Line using a DBFOM approach is consistent with project goals and the State's P3 policies. A P3 due diligence effort considered a wide range of policy, operational, and financial factors in assessing whether to use a P3 delivery method for the Purple Line instead of a traditional project delivery method.

The following factors support the use of a P3 delivery method for the Purple Line:

- *Operational factors:* The Purple Line is a natural stand-alone asset and the P3 approach will increase the likelihood of consistently excellent, highly responsive service.
- *Risk transfer efficiencies:* The P3 will integrate various project elements into a single agreement that clearly outlines the optimal allocation of project risk between the public and private partners.
- *Whole life-cycle planning and cost optimization:* The P3 will provide greater incentive to make investment decisions that are optimized over the life of the asset.
- *Schedule discipline:* A P3 agreement structure focused on asset availability will provide strong incentives for the concessionaire to maintain schedule discipline during asset delivery.
- *Enhanced opportunities for innovation:* The P3 will provide the private sector with opportunities and incentives to propose enhancements to the asset design and delivery approach that could benefit long-term operating and maintenance performance.
- *Potential financial value:* Due to the operational benefits, risk transfer efficiencies, life-cycle planning, scheduling discipline, and innovation opportunities of the P3 approach, there is potential for long-term financial savings relative to a traditional project delivery approach.

**ITEM: 12-GM (Continued)**

**BPW – 10/16/13**

**SELECTION PROCESS DESCRIPTION:** MDOT submits the Solicitation Plan to the Board of Public Works with this Agenda Item in support of the request that the Board approve the proposed competitive solicitation method for selecting a concessionaire for the Purple Line.

A Purple Line P3 project delivery team, led by MDOT and MTA executives and supported by technical, legal, and transaction experts, is prepared to commence competitive and transparent solicitation process to select a concessionaire. The solicitation process will be consistent with COMAR 11.01.17 (MDOT’s P3 regulations). The competitive solicitation process will begin with a Request for Qualifications to which proposer teams will submit Statements of Qualifications (SOQ). Based on the SOQs, MDOT/MTA will select a shortlist of qualified proposers. Next, MDOT/MTA will issue a draft Request for Proposals (RFP) to the shortlisted proposers. A series of industry review meetings will be held with shortlisted proposers before MDOT/MTA issues the final RFP. After evaluating the offers received in response to the RFP, MDOT/MTA will select a preferred concessionaire. After selecting a preferred concessionaire and finalizing the P3 agreement, MDOT will submit the agreement to the Comptroller, the State Treasurer, the budget committees, and DLS. Following this review and comment period, MDOT will return to the Board of Public Works for approval of the final P3 Agreement.

**PRELIMINARY SOLICITATION SCHEDULE:** The preliminary solicitation schedule is as follows. All dates are subject to change.

Solicitation Milestone	Date
Request for Qualifications Issued	Mid Fall 2013
Statements of Qualifications Submitted by Proposers	Late Fall 2013
Shortlist of Qualified Proposers Determined	Winter 2013
Draft Request for Proposals Issued to Shortlisted Proposers	Winter 2013
Industry Review Meetings with Shortlisted Proposers	Winter 2013/2014
Final RFP Issued to Shortlisted Proposers	Spring 2014
Final Proposals Due	Fall 2014
Selected Proposer Announced and P3 Agreement Finalized	Winter 2014/2015
Final P3 Agreement Submitted to Comptroller, Treasurer, budget committees, and DLS	Winter 2014/2015
Final P3 Agreement Recommended to BPW	Winter 2014/2015
Financial Close	Spring 2015

**OUTLINE OF PUBLIC NOTICE OF SOLICITATION /ORGANIZATION AND CONTENTS:**

The RFQ is intended to include:

- A description of the Purple Line project, including: project characteristics; the status of federal grants; environmental and permit approvals; a schedule for the availability of right of way; known site conditions; and third-party coordination. It also provides the location of additional project documents
- A summary of the anticipated project financing approach and transaction structure, including a preliminary description of the AP structure; available public funding; private financing assumptions; the status of a federal TIFIA loan; and the potential use of Private Activity Bonds
- Preliminary information regarding the anticipated P3 Agreement
- Description of the planned solicitation process, including guidelines for questions/clarifications; key communications guidance and restrictions; and general proposer requirements
- Requirements for SOQ content and submittals
- A summary of the evaluation process and criteria

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

**WITH DISCUSSION**

**WITHOUT DISCUSSION**

**ATTACHMENT I**

**SUMMARY OF DRAFT P3 AGREEMENT KEY TERMS\***

P3 Agreement	The P3 Agreement will be a set of integrated contract documents that will include, at a minimum, a concession agreement setting forth legal and business terms under which the concessionaire will design, construct, supply light rail vehicles, finance, operate, maintain, rehabilitate the facility, as well as technical provisions that include the project scope, design-build, operations, maintenance, rehabilitation, and other related requirements. The concessionaire will not have a leasehold or other real property interest in the project.
Term	The Term of the P3 Agreement will be 35 years, assuming 5 years of construction and 30 years of operating and maintenance responsibility.
Governing Law	Maryland law will govern.
Federal Requirements	The concessionaire will be required to comply with applicable federal laws and other requirements.
Indemnity	The concessionaire will indemnify, defend, protect and hold harmless MDOT/MTA against certain claims or losses resulting from the concessionaire's responsibilities and liabilities under the P3 Agreement.
Third Party Commitments	The P3 Agreement will specify the responsibilities of the concessionaire for implementation of commitments to third-parties as part of the project.
Project Management Plan	Upon execution of the P3 Agreement, the concessionaire will prepare a project management plan for approval by MDOT/MTA which details specifics of the development, design, construction, testing and commissioning, operation and maintenance of the project. The plan will include, among other topics: management and staffing, labor relations, quality control, community impacts, environmental protection and mitigation, operations and maintenance, and maintenance of traffic.
Financing	The concessionaire will be responsible for financing a part of the project, and a comprehensive description of the financing plan will be incorporated into the P3 Agreement.
Taxes	The concessionaire will be responsible for payment of all applicable taxes and assumes the risk of future changes in tax laws.
Payments to Concessionaire	Payments to the concessionaire will include payments during construction from a combination of public and private funding. The public funding includes the Maryland Transportation Trust Fund, FTA New Starts grants, and local government contributions. The private funding will be concessionaire-provided funding (borrowed funds and equity). Once construction and testing is complete, availability payments will be made to the concessionaire. The availability payments will be based on the concessionaire's performance during the operating period. If the performance does not meet established standards, the availability payment will be reduced (see Noncompliance below). MDOT/MTA will have the right to offset any payment owed to the concessionaire.
Fare Policy and Collection	MDOT/MTA will retain responsibility for fare policy and collection.

Light Rail Vehicles	Concessionaire will supply light rail vehicles (LRVs) meeting specified requirements, from the supplier identified in the Proposal. The concessionaire will be responsible for assuring quality of LRVs. MDOT/MTA will provide quality assurance oversight including plant inspections.
Quality Assurance / Quality Control	The concessionaire will provide and implement a quality assurance/ quality control plan. MDOT/MTA will provide quality assurance oversight.
Noncompliance with operating standards and requirements	Noncompliance with operating standards and requirements will result in decreases in availability payments and may result in termination. Standards and requirements for operations, maintenance, workforce training, reporting, and other activities will be included in the P3 Agreement.
Renewal Work and Handback Requirements	The concessionaire will be required to maintain and rehabilitate the facility so that, at the end of the term, it will be handed back to the MDOT / MTA in an acceptable condition with defined remaining useful life parameters, as specified in the agreement. MDOT/MTA and the concessionaire will begin five years prior to the end of the Term to identify the schedule for completion of such work.
Contracting	The concessionaire may contract with others, but the contracts will not relieve concessionaire of responsibility.
Economic Empowerment Programs	The concessionaire will be required to implement economic empowerment programs such as community workforce partnerships as well as comply with goals for Disadvantaged Business Enterprises.
MDOT/MTA Right to Direct Changes	MDOT/MTA will have the right to modify the scope of the concessionaire's work through a change order or P3 Agreement Modification.
Changes Proposed by Concessionaire	The concessionaire may propose changes to the scope of work; MDOT/MTA will have sole discretion to accept or reject any proposed changes.

*\*subject to future development of the P3 Agreement and negotiations. More details on preliminary Purple Line P3 Risk/Responsibility Allocations can be found in the appendices to the Presolicitation Report, dated August 2013.*

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BPW – 10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**GENERAL MISCELLANEOUS**

**ITEM: 13-GM**

**MARYLAND PORT ADMINISTRATION:** All MPA Marine Terminals in Baltimore

**CONTRACT NO. & TITLE:** Price/Rules Schedule No. 22

**CONTRACTOR:** All users of MPA Marine Terminals in Baltimore

**EFFECTIVE DATE:** October 16, 2013

**REVENUE:** Estimated revenue increase based on past tonnage levels and activity is \$23,418 annually.

**REMARKS:** The Price Rules Schedule is a list of rates that are charged to customers who use MPA terminals to offset the cost of operations at MPA terminals. The MPA reviewed the current schedule (Schedule No. 21, Item 24-GM, October 31, 2012) and proposed revisions to address changing costs and other issues that financially impact Port operations. The Prices and Rules Schedule can be found on the internet at: <http://www.mpa.maryland.gov/content/rate-schedules.php>.

The MPA reviews each item included in its Price/Rules Schedule to determine the extent of required tariff increases based on inflation, competitive market conditions and maritime security. Select items are then adjusted to reflect current market conditions and increased costs. Specifically, Rule: 34-019, Rates, Item 3, Charges for aircraft landings and take-offs has been changed, and Rule: 34-022 Equipment Rental, Item 4, Grove Hydraulic Mobile Crane has been added.

The Prices and Rules Schedule was approved the Maryland Port Commission on October 1, 2013.

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**BOARD OF PUBLIC WORKS ACTION – THE ABOVE REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

**WITH DISCUSSION**

**WITHOUT DISCUSSION**

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**BPW – 10/16/13**

**DEPARTMENT OF TRANSPORTATION  
ACTION AGENDA**

**GENERAL/MISCELLANEOUS**

**ITEM: 14-GM**

**THE SECRETARY'S OFFICE**

**NATURE OF REQUEST:** Submission of a request by the Department of Transportation (the “Department”), made by the Secretary of Transportation, for the adoption of resolutions authorizing the issuance and sale by the Department of its Consolidated Transportation Bonds, Series 2013 (Second Issue) in an amount not exceeding \$300,000,000, at a public sale to occur on or before December 31, 2013, as determined by the Secretary, taking into account then current market conditions, such Bonds being authorized by Subtitle 2 of Title 3 of the Transportation Article of the Annotated Code of Maryland.

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**BOARD OF PUBLIC WORKS - THE ABOVE-REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRAWN**

**WITH DISCUSSION**

**WITHOUT DISCUSSION**

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BPW—10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**GENERAL MISCELLANEOUS**

**ITEM: 15-GM**

**MARYLAND TRANSIT ADMINISTRATION**

**CONTRACT ID:** T8000-0414  
 Commuter Bus Service between Waldorf, Maryland and  
 Washington DC Route No. 630  
 ADPICS No.: T80000414

**CONTRACT DESCRIPTION:** The purpose of this contract is to provide commuter bus services between Waldorf, Maryland and Washington, DC. Route 630 provides for a total of sixteen (16) daily trips. There are currently eight (8) morning commuter rush hour and eight (8) evening commuter rush hour express bus trips each weekday.

**AWARDS:** Keller Transportation, Inc.  
 Waldorf, Maryland

**TERM:** 11/01/2013 - 10/31/2018

**AMOUNT:** \$7,670,903 NTE

**PROCUREMENT METHOD:** Competitive Sealed Bidding  
 (Multi-Step)

**BIDS:**

Keller Transportation, Inc. \$7,614,612  
 Waldorf, Maryland

Dillon's Bus Services, Inc. \$8,097,975  
 Hanover, Maryland

Gold Line, Inc. \$9,458,280  
 Tuxedo, Maryland

**MBE PARTICIPATION:** 9%

**PERFORMANCE SECURITY:** A Performance Bond in the amount of 10% of the contract amount is in place.

**ITEM: 15-GM (Continued)**

**BPW -- 10/16/13**

**REMARKS:** The NTE contract value of \$7,670,903 includes the bid price of \$7,614,612 plus \$56,291 for fuel surcharges.

Commuter Bus Route 620 will make stops in Charles County, at the U.S. 301 Park & Ride, St. Charles Towne Mall and St. Charles Towne Plaza. Route 620 will travel to Washington D.C. to make stops at State Department, HUD, L’Enfant Plaza Mall, Foggy Bottom – GWUM, FBI, Justice and Metro Center Mall.

The procurement method used was a Multi-Step Invitation for Bid as provided under the Code of Maryland Regulations (COMAR) 21.05.02.17. The contract was advertised on April, 23, 2013, on eMaryland Marketplace, the MTA’s website and distributed to the Governor’s Office of Minority Affairs. In response, three technical proposals were received in response to the Invitation for Bid. All firms were found responsive and responsible.

The MTA will lease two (2) buses to Keller Transportation, Inc. in the amount of one dollar \$1.00 per month per vehicle a total of \$120.00 for five years.

The MBE goal established for this contract was 6.3%; however, the Contractor is exceeding the goal by 2.7%

**FUND SOURCE:** 100% Special Funds Budgeted to MTA

**APPROPRIATION CODE:** J05H0102

**RESIDENT BUSINESS:** Yes

**MD TAX CLEARANCE:** 13-2208-0111

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE-REFERENCED ITEM WAS:**

**APPROVED**

**DISAPPROVED**

**DEFERRED**

**WITHDRWAN**

**WITH DISCUSSION**

**WITHOUT DISCUSSION**

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BPW—10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**GENERAL MISCELLANEOUS**

**ITEM: 16-GM**

**MARYLAND TRANSIT ADMINISTRATION**

**CONTRACT ID:** T8000-0415  
 Commuter Bus Service between Waldorf, Maryland and  
 Washington DC Route No. 640  
 ADPICS No.: T80000415

**CONTRACT DESCRIPTION:** The purpose of this contract is to provide commuter bus services between Waldorf, Maryland and Washington, DC. Route 640 provides for a total of sixteen (16) daily trips. There are currently eight (8) morning commuter rush hour and eight (8) evening commuter rush hour express bus trips each weekday.

**AWARDS:** Keller Transportation, Inc.  
 Waldorf, Maryland

**TERM:** 11/01/2013 - 10/31/2018

**AMOUNT:** \$ 7,806,145 NTE

**PROCUREMENT METHOD:** Competitive Sealed Bidding  
 (Multi-Step)

**BIDS:**

Keller Transportation, Inc \$7,761,600  
 Waldorf, Maryland

Dillon's Bus Services, Inc. \$8,619,800  
 Hanover, Maryland

Gold Line, Inc. \$9,667,000  
 Tuxedo, Maryland

**MBE PARTICIPATION:** 8.7%

**PERFORMANCE SECURITY:** A Performance Bond in the amount of 10% of the contract amount is in place.

**ITEM: 16-GM (Continued)****BPW- 10/16/13**

**REMARKS:** The NTE contract value of \$7,806,145 includes the bid price of \$7,761,600 plus \$44,545 for fuel surcharges.

Commuter Bus Route 640 will make stops in Charles County including, Smallwood Village Center, Southern Maryland Blue Crabs Stadium and Accokeek Park & Ride, in Prince George's County. Route 640 will travel to Washington D.C. to make stops at HUD, L'Enfant Plaza Mall, Archives Mall, FBI, Justice, Metro Center Mall, Foggy Bottom – GWUM, and the State Department.

The procurement method used was a Multi Step Invitation for Bid as provided under the Code of Maryland Regulations (COMAR) 21.05.02.17. The contract was advertised on April, 23, 2013, on eMaryland Marketplace, the MTA's website and distributed to the Governor's Office of Minority Affairs. In response, three technical proposals were received in response to the Invitation for Bid. All firms were found responsive and responsible.

The MBE goal established for this contract was 5.8%; however, the Contractor is exceeding the goal by 2.9%

**FUND SOURCE:** 100% Special Funds Budgeted to MTA

**APPROPRIATION CODE:** J05H0102

**RESIDENT BUSINESS:** Yes

**MD TAX CLEARANCE:** 13-2208-0111

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE-REFERENCED ITEM WAS:**

**APPROVED****DISAPPROVED****DEFERRED****WITHDRAWN****WITH DISCUSSION****WITHOUT DISCUSSION**

Norie Calvert 410-545-0433  
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BPW – 10/16/13

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**RENEWAL OPTION:** (General/Miscellaneous)

**ITEM:** 17-GM-OPT

**STATE HIGHWAY ADMINISTRATION:**

**CONTRACT ID:** CPS-FY2011  
 Sponsorship of Coordinated Highways Action  
 Response Team (CHART) Emergency Traffic  
 Patrols  
 ADPICS NO.: CO303290

**ORIGINAL CONTRACT APPROVED:** Item 27-GM, DOT Agenda 12/15/10

**ORIGINAL PROCUREMENT METHOD:** Sole Source

**CONTRACTOR:** Travelers Marketing, LLC and State Farm Mutual  
 Automobile Insurance Company  
 Wellesley, MA

**MODIFICATION:** In accordance with State Finance and Procurement Article 10-305, Board of Public Works approval is requested to exercise Renewal Option No. 1 for the operating agreement between the State Highway Administration and Travelers Marketing, LLC and State Farm Mutual Automobile Insurance Company.

**AMOUNT:** \$883,000 In Kind Value to the State

**ORIGINAL REVENUE AMOUNT:** \$1,321,700 In Kind Value to the State

**REVISED REVENUE AMOUNT:** \$2,204,700 In Kind Value to the State

**PERCENTAGE INCREASE:** 66.8% (Renewal Option No. 1)  
 66.8% (Overall)

**ORIGINAL TERM:** 12/15/10 – 12/31/13 (Original)  
 01/01/14 – 12/31/15 (Renewal Option No. 1)

**REMARKS:** SHA's Coordinated Highway Action Response Team (CHART) is a partnership with the Maryland Transportation Authority, Maryland State Police, and other Federal and State agencies responsible for improving real-time operations of the states highway system. One aspect of this effort is to improve incident response times and improve traffic flow in response to vehicle breakdowns and accidents. Under the renewal term, State Farm will expend \$441,500 to continue providing two privately contracted patrol vehicles to supplement the CHART Emergency Traffic Patrol Program. In return, the Sponsor, State Farm Insurance, will have logos placed on CHART Vehicles and highway signs within the SHA Right-of-Way, and be allowed to develop joint promotional materials and conferences related to highway safety.

**ITEM: 17-GM-OPT (Continued)**

**BPW – 10/16/13**

These supplemental patrols will provide services from 5am to 9pm, Monday through Friday each week. These supplemental patrols will supplement existing SHA emergency response vehicles along specified sections of I-70, I-95, US Route 29, MD Route 100, & MD Route 295.

The statistics for FY 2013 indicate that these patrols logged an estimated 8,432 patrol hours and responded 7,070 times (or roughly 27 times per day on average) from July 1, 2012 to June 30, 2013. These records indicated that these vehicles are very effectively supplementing the CHART Patrol Program during the core hours of 5 am to 9 pm, Monday through Friday at essentially no cost to the state.

SHA wishes to exercise the first renewal options since the contractor knows SHA’s CHART system and has performed the contract satisfactorily to date.

**RESIDENT BUSINESS:** No

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE REFERENCED ITEM WAS:**

**APPROVED                      DISAPPROVED                      DEFERRED                      WITHDRAWN**  
**WITH DISCUSSION                      WITHOUT DISCUSSION**



**ATTACHMENT I**

	<b>Amount</b>	<b>Term</b>	<b>BPW/DCAR Date</b>	<b>Reason</b>
<b>Original Contract</b>	\$ 1,321,700	12/15/10- 12/31/13	12/15/2010 Item 27-GM	
<b>Renewal Option #1</b>	\$ 883,000	01/01/14- 12/31/15	10/16/2013	Option Renewal No. 1 for a two (2) year period for this revenue contract
<b>Revised Amount</b>	\$2,204,700			
	Value to the State			

George E. Fabula, Jr. (410) 767-3908  
[gfabula@mta.maryland.gov](mailto:gfabula@mta.maryland.gov)

BPW – 09/18/13

**DEPARTMENT OF TRANSPORTATION  
ACTION AGENDA**

**REAL PROPERTY DISPOSITION**

**ITEM:** 18-RP MMC# 11-5045

**MARYLAND TRANSIT ADMINISTRATION**

**PROPERTY LOCATION:** 66 Wide Inactive Freight Railroad Right of Way running through the Town of Easton

**EXPLANATION:** Conveyance of a Perpetual Easement containing 3.42 acres.

**GRANTOR:** Maryland Transit Administration

**GRANTEE:** Town of Easton

**TYPE:** Quitclaim Deed

**CONSIDERATION:** \$17,100

**APPRAISED VALUE:** 1) Thomas B. Herbert, reviewed and approved by William T. Caffrey, Jr., SHA Review Appraiser (Review Appraisal per Form #19) in the amount of \$17,100  
2) Bruce DiCintio., reviewed and rejected by William T. Caffrey, Jr., SHA Review Appraiser (Review Appraisal per Form #19)

**SPECIAL CONDITIONS:** The appraisals were not updated since this item was submitted in March, 2012 but was held by MDOT to coordinate with the SHA Road Conveyance item on the same Easton Project (Shore Health), Therefore, an updated appraisal is not necessary.

**REMARKS:** This Easement Agreement is intended to be granted to the Easton Utility Commission for underground utility placement for the proposed Shore Hospital in Easton MD. MTA intends to grant a utility easement but will retain underlying Fee Simple ownership. The area is comprised of a 20 foot wide by 7,292 foot long strip of land containing 3.348 acre on the east side of the Railroad corridor and two smaller easements containing 0.022 and 0.046 acres crossing the corridor.

This Item was previously submitted and approved as Item 13-RP on the 9/18/13 DOT Agenda, however the grantee was incorrect. The correct grantee is the Town of Easton.

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**BOARD OF PUBLIC WORKS ACTION – THE ABOVE REFERENCED ITEM WAS:**

**APPROVED                      DISAPPROVED                      DEFERRED                      WITHDRAWN**

**WITH DISCUSSION**

**Norie A. Calvert 410-545-0433**  
[ncalvert@sha.state.md.us](mailto:ncalvert@sha.state.md.us)

**WITHOUT DISCUSSION**

**BPW – 10/16/13**

**DEPARTMENT OF TRANSPORTATION  
 ACTION AGENDA**

**CONTRACT MODIFICATION:** (Architectural/Engineering)

**ITEM:** 19-AE-MOD

**STATE HIGHWAY ADMINISTRATION**

**CONTRACT NO. & TITLE:** See Attachment I  
 ADPICS NOS.: See Attachment

**ORIGINAL CONTRACT APPROVED:** See Attachment I

**ORIGINAL PROCURMENT METHOD:** Maryland Architectural and Engineering Services Act

**MODIFICATION:** This request is for a total of ten (10) contract modifications. Two (2) of these modifications are for additional time only and eight (8) of these modifications are for additional time and contract authority. The contracts in this modification that expire 12/01/2013 through 05/01/2014 require eighteen (18) and twenty-four (24) month time extensions in order to complete new procurements. Other contract details are on the attached listing.

**CONTRACTOR:** See Attachment I

**TERM:** See Attachment I

**AMOUNT:** \$12,600,000

**ORIGINAL CONTRACT AMOUNT:** \$42,000,000

**REVISED CONTRACT AMOUNT:** \$54,600,000

**PERCENTAGE INCREASE:** See Attachment I

**DBE PARTICIPATION:** See Attachment I

**REMARKS:** State Highway Administration (SHA) is responsible for all Maryland numbered highways, with the exception of those within Baltimore city. This includes designing and building roadways, managing traffic safety programs, responding to emergencies including severe weather events, crashes and other incidents, and managing the federal-aid highway program. To facilitate this effort, contracts are procured with firms in the community who can provide expertise unavailable SHA.

The requested time extensions and additional funds will allow SHA to continue to provide these critical services, which will be significantly increased due to the revenue generated by the Transportation Infrastructure Investment Act of 2013.

**ITEM: 19-AE-MOD (Continued)**

**BPW – 10/16/13**

This modification request is for a total of ten (10) contracts. Two (2) of these modifications are for additional time only and eight (8) of these modifications are for additional time and authority. The ten (10) contract modifications requesting time extensions are needed in order to complete the new procurements. These contracts, originally awarded with terms of four (4) to five (5) years, have expiration dates ranging from 12/01/2013 through 05/01/2014.

Eight (8) of the ten (10) contracts are requesting additional funds. Two (2) of these eight (8) contracts requesting additional authority are needed to fund these contracts until the replacement contracts can be completed. Additional funds for the other six (6) contracts requesting additional authority will allow these relatively new contracts to continue through their terms and replacement contracts will be procured prior to the expirations dates.

There are ten (10) different consultants performing the work on these ten (10) contracts. The consultants are providing functions that include, but are not limited to: Traffic Engineering Design Services (2); Traffic Controls Structures Condition Inspection (2) and Traffic Engineering Services (6).

SHA is currently working with the Consultants to increase task assignments that have a low DBE Compliance rate.

<b>FUND SOURCE:</b>	Federal and Special Budgeted to SHA
<b>APPROP CODE:</b>	J02B0101
<b>RESIDENT BUSINESSES:</b>	Yes

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**BOARD OF PUBLIC WORKS ACTION - THE ABOVE REFERENCED ITEM WAS:**

<b>APPROVED</b>	<b>DISAPPROVED</b>	<b>DEFERRED</b>	<b>WITHDRAWN</b>
	<b>WITH DISCUSSION</b>	<b>WITHOUT DISCUSSION</b>	

ADPICS # / Change Order #	Contractor	Current Expiration Date	Requested Time Extension	Original Amount	Requested Funding Increase	Revised Contract Amount	Mod % / Overall %	DBE Goal / DBE Compliance	BPW / DOT Agenda	Replacement Contract / Current Stage / Anticipated Award	Description
SBCS0705A CO303284	Gannett Fleming, Inc.	12/01/13	06/01/15  18 months	\$1,000,000	\$300,000	\$1,300,000	30%  30%	21%  24.31%	06/25/2008  6AE	BCS 2012-16  Expression of Interest Stage  Summer 2015	Traffic Engineering Services in District 2.  Services are needed deliver traffic services and reviews in Caroline, Cecil, Kent, Talbot and Queen Anne's counties such traffic safety and operations, traffic control devices, school zones and signal operations.
SBCS0705B CO303285	Kittelson & Associates Inc.	12/01/13	06/01/15  18 months	\$1,000,000	\$300,000	\$1,300,000	30%  30%	21%  38.13%	06/25/2008  6AE		Additional time and funding authority is needed in order for SHA to continue delivering these critical and safety related services until the replacement contracts can be awarded.

ADPICS # / Change Order #	Contractor	Current Expiration Date	Requested Time Extension	Original Amount	Requested Funding Increase	Revised Contract Amount	Mod % / Overall %	DBE Goal / DBE Compliance	BPW / DOT Agenda	Replacement Contract / Current Stage / Anticipated Award	Description
SBCS0803A CO303286	URS Corporation	05/01/14	05/01/16 24 months	\$5,000,000	\$0.00	\$5,000,000	0.00% 0.00%	25% 25.86%	05/20/2009 10AE	BCS 2013-03 Pre-Advertisement Stage Spring 2014	Traffic Controls Structures Condition Inspection.  Services are needed to deliver overhead design, signal structure and high mast light poles inspections to maintain a five (5) year inspection cycle under the TERPS program.  Additional time is needed in order to continue delivering these critical inspections and safety related services until replacement contracts can be awarded.
SBCS0803B CO303288	RKK / Whitman, Requardt & Associates LLP (JV)	05/01/14	05/01/16 24 months	\$5,000,000	\$0.00	\$5,000,000	0.00% 0.00%	25% 28.63%	05/20/2009 10AE		

ADPICS # / Change Order #	Contractor	Current Expiration Date	Requested Time Extension	Original Amount	Requested Funding Increase	Revised Contract Amount	Mod % / Overall %	DBE Goal / DBE Compliance	BPW / DOT Agenda	Replacement Contract / Current Stage / Anticipated Award	Description
SBCS0805A CO302035	Sabra, Wang, & Associates / STV, Inc. (JV)	02/01/14	02/01/16 24 months	\$5,000,000	\$2,000,000	\$7,000,000	40% 40%	25% 45.83%	02/18/2009 5AE	BCS 2013-10 Pre-Advertisem ent Stage January 2016	Traffic Engineering Design Services.  Services are needed to continue delivering Intelligent Transportation Systems design services to meet the accessible pedestrian system / countdown pedestrian system goals due 12/31/15.  Additional time and funding authority is needed in order to continue delivering these critical and safety related services until replacement contracts can be awarded.
SBCS0805A 1 CO302036	Parsons Brinkerhoff, Inc.	02/01/14	02/01/16 24 months	\$5,000,000	\$2,000,000	\$7,000,000	40% 40%	25% 33.77%	02/18/2009 5AE		
SBCS0805B CO302037	Brudis & Associates, Inc.	03/01/14	03/01/16 24 months	\$5,000,000	\$2,000,000	\$7,000,000	40% 40%	25% 17.29%	03/18/2009 6AE		
SBCS0805C CO302038	Whitman, Requardt & Associates LLP	03/01/14	03/01/16 24 months	\$5,000,000	\$2,000,000	\$7,000,000	40% 40%	25% 21.24%	03/18/2009 6AE		
SBCS0805D CO302039	KCI Technologies, Inc.	03/01/14	03/01/16 24 months	\$5,000,000	\$2,000,000	\$7,000,000	40% 40%	25% 14.00%	03/18/2009 6AE		
SBCS0805E CO302040	Rummel, Klepper & Kahl, LLP	01/02/14	01/02/16 24 months	\$5,000,000	\$2,000,000	\$7,000,000	40% 40%	25% 19.39%	01/28/2009 3AE		

**Attachment I Summary:**

Total Contract Modification Requests	10
Total Time Extension Only Contract Modification Requests	2
Total Additional Funds Only Contract Modification Requests	0
Total Time Extension and Additional Funds Contract Modification Requests	8
Original Contract Fund Totals	\$42,000,000
Total Additional Fund Request for all Contract Modification Requests	\$12,600,000
Revised Contract Amount Totals	\$54,600,000