1. The meeting was called to order at 9:30 a.m. Chris Bushell discussed CM At-Risk as a project delivery method and the CTA’s recent experience with it. It has been used in building, highway, and bridge projects. The contractors’ expertise is available to guide and refine, not design. With respect to a recent station project that began as CM At-Risk, a struggle existed to put the scope together. The parties ultimately couldn’t agree on the risk, which was better defined only as the project progressed. The contractor and design firms were described as high caliber firms with whom the CTA would do business again based upon their transit expertise. The CTA has changed its project management team as a result of this project. The project is now going out as design-build. The CTA would do CM At-Risk again, with a different approached learned from this experience. In the future it is imperative that scope/budget/schedule be established. In addition, it is important there be no early missteps, clear information from and with the designer of record, and the contractor is to understand the risk of vertical construction. Such project delivery methods require unity of command and cohesion.

2. The CTA then discussed the Red Purple Modernization program. The RPM is the largest capital improvement project in CTA history: it will completely rebuild the nearly century old North Red Line from Belmont to Howard and the Purple Line from Belmont to Linden in Wilmette. CTA is not committing to design build as a project delivery method, but they do see advantages to it. It opens the door to other partnerships, including PPP. Owners’ Rep/CM was also discussed. Questions on how to get involved should be directed to the purchasing department. The challenge is placing things in kind. For timing, the best case is 2016 construction season, with construction ending at the end of the 2017 construction season. The existing team will do bridging documents.

3. No significant spec changes were noted by CTA.

4. A newly enacted law providing for transit funding through value capture was discussed.
5. The committee discussed rail safety training. Industry seeks a better definition of who needs training. It is believed that it will be at least one year to tighten it up. On-site training is recommended.

6. The CTA will discuss future projects at the IRTBA’s State of the Industry Meeting on September 9. The next coop meeting will be announced.