1. The meeting was called to order at 11 a.m. In attendance: Clay Hamano (ICF Consulting), Joe Bodziach (K-Five), Craig Bradley (IHC), Andy Nicol (Hanson Professional Services), John Shaffrey (John Burns Const.), Jim Reitz (Superior Construction), Tom Williams (Wight & Co.), Rob Deming (Primera), Joe Lorenzini (Y.Y. Lin Engineers), Jim Blanusha (Alfred Benesch), Ed Schoenveld (J.A. Watts, Inc.), Len Kapovich (S&J Construction), Dan Brescia (Bowman Barrett & Associates), Kevin Kassay (H.W. Lochner), Mark Barkowski (F.H. Paschen), Don Orseno (Metra), Chris Bushell (CTA), Bart Ellefrizt (CTA), Leanne Redden (RTA), Beth McCluskey (IDOT), Mike Sturino (IRTBA).

2. Industry notified the attendees that he recently received a notice indicating that the FRA may be requiring random drug testing. Mr. Barkowski noted that this is not permitted under various collective bargaining agreements. Rail representatives will be provided with the notice.

3. Industry raised recent CTA requirements for use of minority owned financial institutions, as well as local hire issues. Discussion of federal restrictions on these programs; industry will review with new administration in DC. Industry also advised that negotiations with major private trades are imminent, and that the current collective bargaining agreements expire May 31.

4. Metra advised that it has caught up on radio installation for PTC and that it anticipates it will be completed in 2019. This federal mandate has restricted available funds for capital construction. Union Station Phase 1 engineering is funded.

5. The CTA then discussed the Red Purple Modernization program. The RPM is the largest capital improvement project in CTA history at $2.1 billion: 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 intends that this will be a design build project. An RFQ should be out third quarter, with an RFP anticipated for the first quarter off 2018. The CTA expects that it will award at the end of 2018. Land acquisition and utilities are in progress. Local funding will be
obtained in part through value capture. Industry did not believe materials procurement will be an issue.

6. The transit and rail agencies did not view Chicago and Cook County “sanctuary cities” status as detrimental to federal transportation funding. The concern with federal funding is that there are discretionary and formula cuts being contemplated.

7. A $160 million FAST Lane application is in for the 75th Street rail project.

8. IDOT provided an update on “high speed” rail. The Chicago to St. Louis route is 80% complete. The Rockford HSR project is on hold, while the Quad Cities project will proceed with state bond and federal grand funding.

9. An RTA bonding bill is in the legislature; it sunset every two years. It provides cash flow funding of approximately $1.3-1.5 Million annually. The bond measure would request $400 million to use as needed.

10. Workzone safety issues were highlighted. The railroad provides online training. Industry requested outsourcing training by CTA to reduce wait time; CTA responded that this is not allowed because of ATU CBA. CTA will not consider extending safety certification. FTA’s Safety Management Systems training is being better integrated. Industry input on enhancing efficiency is sought.