

SECTION 305 TECH SUB COMM

MINUTES

SEPT 2, 2010

3:00PM

CONFERENCE CALL

FACILITATOR	<i>Mario Bergeron, 305 Technical Subcommittee Chair</i>
ATTENDEES	Core Team Members: Dale Engelhardt, Ken Uznanski, Rob Edgcumbe, Tammy Krause, Kevin Kesler, Anand Prabhakaran, Eloy Martinez, Charles Bielitz, David Tyrell, Brian Marquis, Michael Coltman, Stan Hunter, Steve Fretwell, Jack Madden, Charlie Poltenson, Andrew Wood, Mike Treazise, Steve Hewitt, Tammy Nicholson, John Tunna; Industry Participants: Rick Debella, Bill Saddler, Josh Coran, Francoise Lavoie, Glenn Gough, Richard Curtis, Neil Glennie, Mas Wantanabe, Jan Radtke, George Barr, Larry Salci, Frances Nelson, Jack Martinson, Rodney McGhee, Eric Wilde, George Mekosh, Scott Braverman, Steve Unger, Phil Hoeffner, Chuck Wochele, Tony Jones
ABSENTEES	<i>Mario Bergeron, Greg Gagarin, Dharm Guruswamy, Michelle Muhlanger, Jeffrey Gordon, Gil Wilson, Bob Haslam, Allan Paul, Curtis McDowell, George Weber, Kevin Lawson, John Oimoen, Don Damron, Leonard Evans, Shayne Gill</i>

DISCUSSION/DECISIONS MADE

Steve Hewitt took the roll of the "core Team" members present on this conference call meeting and reviewed the current Action Items list to provide a status on open items.

On a motion made by Dale Engelhardt and seconded by Eloy Martinez, the minutes/decisions/action items summary of the August 19, 2010 conference call meeting of the subcommittee were approved, without exception.

FRA update and leadership changes:

Kevin Kesler, FRA, announced that Eloy Martinez had tendered his resignation from FRA (Volpe) and would be moving into a private sector position; but that he would be staying involved in the industry and in the efforts of the subcommittee. Kevin announced that in the interim, Anand Prabhakaran of Sharma Associates will be serving as the team leader of the Structural subgroup.

Kevin also conveyed the Administration's congratulations to the subcommittee members for the successful development (and ultimate adoption) of the first PRIIA Specification – the Bi-level Car Specification – which was approved unanimously by the Executive Board at its meeting held August 31, 2010.

Kevin made note of the fact that there were a number of press releases that were out – which announced the historic action taken by the Executive Board in approving the Bi-Level Specification. There were releases by USDOT, AASHTO, Amtrak and the S305 NGEC Committee, as well as others. Steve Hewitt commented that he had sent out, at Chairman Bergeron's request, the 4 press releases to all subcommittee members for their information.

Kevin reminded the subcommittee members of the \$25 million Research grant program which has been announced by FRA in recent weeks. All are encouraged to submit ideas/concepts that they believe will help to develop High Speed Rail "sooner and safer". If an idea/concept is found to have some merit – the individual submitting the concept will be notified and asked to submit a proposal of up to 10 pages to describe the concept in some detail. The FRA had received dozens of proposals/ideas already and would like to see more.

Briefing on the approval of the bi-level specification by the Executive Board:

Dale Engelhardt provided a summary description of the Executive Board action which approved the PRIIA Bi-Level Specification as developed by the technical subcommittee. He summarized the report of the Review Board consultant, Larry Salci and commented on the fact that Larry was highly complementary of the specification – that it was "one of the best he had ever seen."

The vote of the Executive Board was taken by roll and was unanimous.

Prioritization of the train set, then standalone single level car specifications:

Dale provided a brief summary of the Executive Board's decision to change priority order to develop single level train sets specifications now with a completion date of December 31 and do the single level stand alone cars next – beginning as soon as January.

He noted that Rob Edgcumbe had presented a "white paper" prepared for the Board to clarify some perceptions or misperceptions in regards to the differences between train sets and stand alone cars. (Steve Hewitt was asked to distribute the presentation to subcommittee members)

Dale summarized the long discussion that ensued at the Board meeting and some of the issues raised. Bottom line: A number of states were interested in train sets and the timing and need for the specification was related to the use of federal funds that these states had received via Round 1 ARRA funding. (PRIIA specifications must be used when purchasing equipment with ARRA federal funding) When to do it? What is the technical team capable of doing? Dale stated emphatically to the Board that he did not feel that the Technical subcommittee would be able to do three specs at the same time and that there were enough differences in train sets and standalone cars that you can't do them as one specification.

In the end, the Board came to the general conclusion that it was prudent – due to the timing need of the states looking to procure train sets – to do train sets first and immediately follow with the stand alone car specifications.

Dale noted that a number of questions have been raised and he has provided them (through Steve Hewitt) to the subcommittee members. He has given answers to the questions as best as possible, but those answers will be more complete once a requirements document has been developed.

Kevin Kesler agreed with Dale's summary of the discussion and commented that what was driving the process was the timing. He also noted that the states, involved, had identified train sets as appropriate for their particular rail service. Those states will provide the FRA with their requirements to assist them in developing the requirements document that the subcommittee will use as they develop the specification.

It was agreed that work on the single level train sets should go on in the subgroups while awaiting the completion of the requirements document. The subgroups were asked to not let this slow down the process at all – as timelines are still tight.

Bill Saddler of Wabtec volunteered to help as they have some experience working with train sets.

Much discussion revolved around whether it was performance based or design based. Dale reiterated that much of the work done on the bi-level specification will still be applicable to train sets and to other future specifications as well. He advised the team leaders that they "should approach this in the same way as you did the bi-levels." The idea is to "standardize, but not to limit". He also emphasized that "no particular design has been selected". The specification is to be developed by the subcommittee as were the bi-level specifications and that, as much as possible, teams should pull together design and performance.

In regards to the question of clearance levels for the train sets – will they be single level to allow for NEC use – the answer was yes. In regards to high level-low level platforms – Dale stated that the answer was not known, but that the intent is to develop standards that would accommodate both. The specification is to go across the US and the specification should be made applicable to all – "access should be low or high – universal."

In answer to a question about what the sense is for future procurement of train sets – what are we looking at in the future? The answer is not known. What is known is that Wisconsin and Washington State are looking to procure train sets – others are looking at train sets, but there is no clear sense of the others at this point in time.

Brian Marquis raised the issue of Cant deficiency – "What is the maximum cant deficiency? Currently designing at 5 inches – is that going to work for train sets and tilt technology? Kevin responded that the current practice is to define the route and schedule and from that "cant deficiency falls out of it."

Status of the locomotive specification:

Steve Fretwell reported that his subgroup was making great progress and anticipated meeting the timelines presented at the last conference call meeting. He did request some points of clarification in regards to the train sets specification:

Are the Train sets pinned together or always married? Dale responded that they are "married", but can be taken apart – but with great difficulty.

Horsepower of the Diesel Locomotives required for train sets? The HP of the diesel locomotive will be contingent upon the configuration of the train set.

Dale made the point that the train sets specification does not change anything that the locomotive team is doing.

There was also some discussion of visual appearance of the locomotives in regards to train sets – generally – the view is that the locomotives for either train sets or single level cars would be aerodynamic on the lead locomotive and square on the back end. This is the way it is now – no reason to change.

In his status update, Steve reported that he has divided the locomotive Team into 3 groups: car body, performance & VTI, and customer amenities. The team is meeting weekly and anticipates meeting the schedule as defined.

Program of work, and timeline, for remainder of 2010:

Team leaders were asked if they had reviewed the timelines and schedule provided on the last call and whether or not they would be able to adhere to the schedule.

The locomotive team accepted the timeline as proposed.

The car subgroups will need an additional week to consider the timeline due to the priority change from stand alone to train sets.

It was agreed that the car subgroups would take this next week to review the timelines previously presented and provide any changes or suggestions to Dale in writing for consideration.

Requirements Document for Single Level and Locomotive Specifications:

A requirements document is under development by FRA. For train sets they are awaiting input/examples of requirements from states (Wisconsin, Washington State and possibly Amtrak – Acela – once proprietary ok is given) to use in preparing the document. While no set date was decided on – FRA has committed to getting a requirements document together asap and out to the subcommittee for consideration. Kevin will report on the progress next week to Dale and Steve Hewitt will send it out when it is received.

Configuration Management:

With regards to configuration management it was determined that there are a number of issues to be considered:

Now that the bi-level specification has been approved and is a matter of record – it remains a “living document”. There will be changes required that may be as simple or minor as typo corrections and there may well be technological changes that need to be addressed as time goes on.

- a.) How can you make changes in the future? What is the process?
- b.) Who controls it?

Stan Hunter has developed a draft control management process and responsibility document for this spec and future specs. It has gone to The Amtrak engineering team – Tammy and Greg - after their review; it will go to Dale for his review. Once Dale has had input – it will go to the FRA and to the subcommittee members for simultaneous review. (distributed by Steve Hewitt)

After the subcommittee has approved the proposed control management process document – it will be submitted for Executive Board review and approval.

Additionally – the issue of Procuring PRIIA vehicles will need to be decided by the Executive Board. It is important to ensure consistency and compliance to the PRIIA specifications whether procured by Amtrak, or individual state agencies, etc.

The **next call of the Technical subcommittee will be September 16th at 3:00pm Eastern.** The following call will be two weeks later. At that point in time a regular schedule will be considered.

Action Items Update (New and Current)

FRA will develop the requirements documents as quickly as possible. For train sets – they will use Wisconsin requirements and those of Washington State and possibly Amtrak Acela in preparing the train sets requirements document. Update of status by next week.



PRIIA Section 305 Tech Sub Committee Meeting

September 2, 2010

The agenda for the meeting is below:

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| 1. Review meeting agenda | Chair / Dale Engelhardt |
| 2. Roll Call | AASHTO/Steve Hewitt |
| 3. Approve Minutes
Review Action Items | Steve Hewitt |
| 4. FRA update and leadership changes | Kevin Kesler |
| 5. Briefing on the approval of the bi-level specification by the Executive Board | Dale Engelhardt/Kevin Kesler |
| 6. Prioritization of the train set, then standalone single level car specifications. | Dale Engelhardt/Kevin Kesler |
| 7. Status of the locomotive specification | Steve Fretwell |
| 8. Program of work, and timeline, for the remainder of 2010 | Dale Engelhardt |
| 9. Requirement documents for single level train set & locomotive | Kevin Kesler |
| 10. Configuration of Management Task Force | Dale Engelhardt |
| 11. Review this meeting: | AASHTO/Steve Hewitt |
| a. Decisions | |
| b. New Action Items | |

***Technical Sub Committee Conference Call Meeting:
Thursday 3PM EST: 1-866-209-1307 / passcode 6486648***

Go to meeting invitation link: <https://www1.gotomeeting.com/join/608558625>

***Please call in a few minutes early so all is in attendance for Roll Call.
Thank you***