

SECTION 305 TECH SUB COMM

MINUTES

DECEMBER 15,
2011

3:00PM EDT

CONFERENCE CALL

FACILITATOR	<i>Mario Bergeron, Chairman, S305 Technical subcommittee and Vice Chair S305 NGEN Executive Board</i>
ATTENDEES	Core Team members: <i>Mario Bergeron, Dale Engelhardt, Ken Uznanski, Tammy Krause, Dave Warner, Michael Burshtin, Melissa Shurland, Devin Rouse, Jeff Gordon, Anand Prabhakaran, Brian Marquis, Stan Hunter, Camren Cordell, Allan Paul, Jack Madden, Jeff Schultz, Phil Meraz, Ron Adams, Steve Hewitt</i> Industry participants: <i>Richard Curtis, Larry Salci, Mark Kaidy, Arvind Kapoor, Terry Monaghan, Rodney McGhee, Mike Weinman, Bill Saddler, Bill Slater, Mike Pracht, Tony Sanchez</i>
ABSENTEES	<i>Greg Gagarin, Mike Trosino, Andrew Wood, Kevin Kesler, Charles Bielitz, Nico Lindenau, Michael Coltman, Curtis McDowell, Charlie Poltenson, George Weber, Art Peterson, Kevin Lawson, John Oimoen, Michael Trezise, Don Damron, Shayne Gill, Leo Penne, Andy House</i>

DISCUSSION/DECISIONS MADE

Chairman Bergeron opened the meeting and called for the roll of core team members.

Steve Hewitt took the roll and confirmed that there was a quorum present. Industry participants were asked to email a notification of their attendance to Steve at shewitt109@aol.com.

Steve Hewitt reviewed the open action items and provided a brief update on those items that were not to be specifically covered on the agenda:

Review of Action Items:

Standardization:

Nothing new to report – the SOW for outside assessment has been approved by the Executive Board, as has the budget. The Executive Board has authorized AASHTO (Leo Penne) to contract with consultant Larry Salci on behalf of the NGEN.

Maintaining Industry Participation List:

Steve Hewitt reported that this remains an ongoing action item. The latest list can be found on the website in the monthly update of the NGEN background/activities report. There are currently 190 registered industry participants.

The Locomotive Technology Task Force:

There is nothing new to report at this time.

Formation of a Cars Technology Task Force:

This action item remains as an open item for future consideration once the LTF has completed its work, and if it is determined that the subcommittee has the capacity to do it.

Improving website organization and navigability:

This effort is ongoing – some additional changes have been made. There is now a section for related documents and a link to request drawings

Revision B Approval:

The Review Panel is meeting again tomorrow (Friday-Dec. 16, 2011) to review and consider the revised report and recommendations. If approved it will go to the Executive Board for consideration on December 20, 2011.

Setting a date and location for the final (face to face) DMU review meeting:

This will be taken up after the February 23, 2012 NGEC Annual Meeting

FRA-Commerce webinar meeting with carbuilders and suppliers:

Kevin Kesler provided me with the meeting information and I distributed it to all subcommittee members and industry participants. The webinar is taking place today – December 15, 2011.

Approval of the Minutes of December 1, 2011 Technical subcommittee call:

On a motion by Allan Paul, NCDOT, and a second by Jack Madden, NYSDOT, the minutes of the December 1, 2011 conference call of the Technical subcommittee, were approved without objection.

Status: Dual Mode Locomotive Requirements Document – Mario Bergeron:

Mario Bergeron reported that the Executive Board had adopted the Dual Mode Locomotive Requirements Document as previously approved by the Technical subcommittee. He also noted that it had been agreed that the FRA disclaimer statement (approved by the Board previously as part of the position paper on the FRA-CEM issue) will be added to the Requirements document, and the subsequent specification once it is developed. Steve Hewitt agreed to add the disclaimer, ask AASHTO to post the final version of the document with the disclaimer, and distribute the document to all subcommittee members.

Jack Madden, NYSDOT, commented that it should be noted that the development of the Dual Mode Locomotive Specification should not proceed until the DMU specification has been completed. The Chair agreed.

DMU Specification: Reports from sub-group leaders – Dave Warner:

Mario Bergeron provided some clarification for those industry participants who are new to the process the subcommittee uses for specification development. He wanted to make it clear that there are numerous opportunities for input by industry participants in their areas of interest. "We developed, over time, a process that brings credibility to the involvement of the states, the industry, Amtrak and FRA, and ultimately concludes with a final face to face review of the specification by all subcommittee members." There are opportunities for input and proposed changes throughout the process right up to, and including, the final review meeting.

"It has worked well in the past and has established credibility. Those who are new to the process should work with it, and work through the various subgroups (or technical working groups) to express their viewpoints and issues." He continued, "not everyone gets all that they want, as there are other forces to be considered, but we are a technical subcommittee, not a commercial subcommittee. We are charged to come up with standardized specifications and move forward. We have the means by which various viewpoints do get discussed."

Dave Warner then provided the following summary for inclusion in the minutes:

"It has been an interesting six weeks since we first brought our proposed concept of handling the DMU specification to this group. I believe this effort served us well because it brought out the many different images of a DMU held by people and companies within the world of PRIIA. So, it has been a good exercise to help us focus on what the Working Groups will write in the coming months.

In previous meetings I said that we were considering proposing a change to the requirements document as further insurance of this last event not happening. But, as thoughts around our intended vehicle have evolved, we believe this is not going to be necessary.

The base vehicles to be written into the specification will be our originally-proposed A- and B-cab cars, with an intermediate, powered C-car. Further, there will be an option for the C-car to be unpowered. We will include 27-pin and MU trainline capability so that these vehicles could be used with a compatible PRIIA vehicle, if a customer so desires. Further, if requested for WiFi or other onboard passenger amenities, a train network can be added. We envision the specification as more performance driven rather than prescriptive, and this task is now in the hands of the individual Working Groups to be done in accordance with the previously-approved timeline."

Dale Engelhardt, subcommittee vice chair, added, for clarification, "we are in the middle of developing the spec; Dave's summary is where we are today. We do a review and get changes through the process – move to a face to face meeting, and everyone has an opportunity to mold the spec for submission to the Executive Board." He then added that his point is that it is "premature to say 'what we have', because things will evolve."

Reports from the subgroup leaders:

Interiors – Andrew Wood:

In the absence of Andrew Wood, Jeff Schultz reported on his behalf. The subgroup has had a couple of quick meetings to coordinate with members. The team is now “standing by waiting for our assignments.”

Dave Warner commented that the teams are awaiting his draft strawman document which will be used as the basis for their work. Dave is to have the strawman complete and out to subgroup leaders by next week. (week of December 19, 2011)

Electrical – Tammy Krause:

Tammy Krause reported that she has a list of those who wish to participate on the electrical subgroup, and they are ready to go as soon as Dave provides them with the strawman.

Mechanical – Jeff Gordon:

Jeff Gordon reported that the Mechanical subgroup has met twice –“last week and earlier today”, and that he has distributed the DMU Requirements document to all members and reviewed the general concept of the DMU spec and “what it will look like.” The team is ready to go, once they have received the strawman.

Structures – Anand Prabhakaran:

Anand Prabhakaran reported that the Structures subgroup met last week and discussed what the cars might be, and “now that we have more definition of the configuration we will continue to meet and progress.”

VTI – Brian Marquis:

Brian Marquis reported that the VTI subgroup has not met yet. They are waiting for the finalization of the configuration and the strawman document. They expect to begin calls next week, and believe they will be able to meet the schedule as developed by Dave Warner.

Propulsion – Jack Madden:

Jack Madden reported that the Propulsion subgroup has held two meetings (December 2 and 7, 2011). He had nothing to add from what he reported on the last call. The team is nailing down who will do which chapters and then they will get moving.

Mario Bergeron thanked all team leaders and members for their commitment to this effort, and added that “we welcome all participation and help” from those who still wish to get involved.

Update: Document Control Management – Dave Warner:

Dave provided the following report for inclusion in the minutes of today’s call:

“Steve mentioned some of these items briefly earlier, but I’d like to provide a bit more detail.

The Review Panel for the Bi-Level Specification Rev. B changes met on Dec. 2, 2011. A few questions came out of the meeting, so the Change Summary was not voted on at the Dec. 6, 2011, Executive Board Meeting. The questions have now been answered, a revised report issued, and at a Review Panel meeting tomorrow (Dec. 16, 2011) I anticipate approval and a recommendation to the Executive Board for a positive vote at its Dec. 20 meeting.

AASHTO (Thank you, Zach) has posted the PRIIA Reference Documents and Drawings—the former Amtrak references in the specifications—on the PRIIA Document/Specifications page. To request a copy, click on the link, and an email request automatically opens. Include the requested information, hit send, and the email will go to Steve Hewitt.

I finished going through the approved Bi-Level Rev. A and Rev. B DCRs, and submitted appropriate/applicable ones to Michael Burshtin for incorporation in the Single-Level specification. As reported two weeks ago, a related purpose of this effort was to assist me in creating the dmU-strawman from the Single-Level specification, which as you heard earlier is being anxiously awaited by members of the DMU Working Groups. I now have to go through all approved DCRs for the Locomotive specification, not only to support part of the DMU effort, but in support of

the impending RFI."

Review Panel consultant, Larry Salci summarized some of the questions that had arisen during the Review panel's discussion on December 2, 2011.

There had been about 8 or 9 questions raised, most of which were minor in nature and addressed easily. A couple of larger issues included:

The reference of to the Surfliner contained in the document. The reference was asked to be removed, but members wanted to ensure that this did not impact the ride quality the Committee is seeking (which is why Surfliner was referenced – in the aspect of its ride quality)

Testing for interior noise was required at 80 mph and members wanted it to call for 125 mph – there is a cross reference to testing at 125 in a minor DCR, so the point has been covered – the change is already in there.

Larry has made the changes asked for and revised the report and recommendations. The Panel meets tomorrow (Friday, December 16, 2011) and "I expect it to be approved and sent on to the Board for consideration on the 20th (of December)."

After additional discussion among subcommittee members in regards to various aspects of testing and where testing would take place, Dale Engelhardt commented that "there are very few opportunities to actually run at 125...setting it at 125 sets onerous requirements."

To this assessment, Larry Salci commented "I agree, but the minor DCR changing the test spec to 0-125 has already taken place." He added, "the spec, as written, is ok."

Stan Hunter added that there are a number of tests to be run at 125 other than the interior noise level, such as cant deficiency, etc. He added that it was assumed that the equipment would "go to a qualified test facility (probably Pueblo) and noise will be a part of the testing."

More discussion ensued around the topic of where to test; and it's agreed there are a number of possibilities yet to be decided upon.

Status: Change management during Procurement – Jeff Gordon:

Stan Hunter reported that the Caltrans procurement office had reviewed the proposed "change management during procurement" process developed by the working group, and had come back with some comments and questions. Stan will talk to Jeff Gordon and Dave Warner to get answers to the questions and go back to his procurement office, and then report back to the subcommittee on the next call.

Update: ADA/Accessibility Working Group – Melissa Shurland:

Melissa Shurland reported that the ADA working group met "yesterday" (December 14, 2011). Included at the meeting was the Access Board. One recommendation they had was to change the name of the ADA working group to the Accessibility Working Group. The members agreed, and it will now be referred to as the Accessibility Working Group. Steve Hewitt will change future agendas to reflect the new name, and the minutes will reflect it as well.

Melissa also reported that they have not come to agreement on the proposed recommendations document as of yet, and will not have a final recommendation to provide to the subcommittee by the end of December, as previously anticipated. There are some working group members who want the minimum, and some who want to look further into the future, addressing equipment that will be in service for over ten years. One area of discussion continues to be wheel chair lift requirements of 600 pounds versus 800 pounds. The group believes there needs to be a study on the economic feasibility of moving from 600 to 800 pounds.

The group plans to work closely with the Access Board on finalizing its recommendation document. Melissa will continue to provide updates on the progress of the working group to the Technical subcommittee.

Other:

As the next scheduled call of the Technical subcommittee would be on December 29, 2011, the Chair determined

that it would be prudent to cancel that meeting in deference to the holidays. The next meeting, therefore will take place on **January 12, 2012**.

Steve Hewitt will notify all subcommittee members of this change.

It was also agreed that the calls will continue to be held every other Thursday at 3:00pm Eastern for the foreseeable future. Steve will send a notice out on this as well.

Mario Bergeron closed the meeting by thanking all members for the hard work they have done and all that has been achieved throughout the year. He told members that he was "honored to work with all of you and pleased with all we've accomplished together. Thank you all so much. Have a happy and safe holiday season."

Next call: January 12, 2012 at 3:00pm Eastern

Action Items Update

Steve Hewitt will add the FRA-CEM disclaimer statement to the Dual Mode Locomotive Requirements Document and distribute the document to AASHTO for posting and to all subcommittee members.

Dave Warner to distribute a strawman DMU document to all subgroup leaders by next week (week of December 19, 2011) and the subgroups will get down to work.

Stan Hunter will provide an update on the next subcommittee call on the status of the change management during procurement procedures.

The ADA working group will now be called the Accessibility Working Group. Steve will report this change (and has) in the minutes and will change future agendas to reflect the change as well. He will also ask AASHTO to change the website to reflect the new name.

The December 29, 2011 meeting of the Technical subcommittee is cancelled. The next call is January 12, 2012 and will be held, as usual, every other Thursday at 3:00pm Eastern throughout 2012.

ATTACHMENTS



PRIIA Section 305 Tech Sub Committee Meeting

December 15, 2011

The agenda for the meeting is below:

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|--|---------------------------------|
| 1. Roll Call | Steve Hewitt |
| 2. Review meeting agenda | Mario Bergeron |
| 3. Review Action Items | Steve Hewitt |
| 4. Approve Minutes of December 1, 2011 call | Mario Bergeron |
| 5. Status: Dual Mode Locomotive Requirements Document | Mario Bergeron |
| 6. DMU Specification: Reports from Sub-group leaders | Dave Warner |
| Interiors – Andrew Wood
Electrical – Tammy Krause
Mechanical – Jeff Grodon
Structure – Anand Prabhakaran
VTI – Brian Marquis
Propulsion – Jack Madden | |
| 7. Update: Document Control Management | Dave Warner |
| 8. Status: Change Management during Procurement | Jeff Gordon |
| 9. Update: ADA WG | Melissa Shurland / Kevin Kesler |
| 10. Review this meeting: | Steve Hewitt |
| a) Decisions | |
| b) New Action Items | |

***Technical Sub Committee Conference Call Meeting:
Thursday December 15, 2011 3:00 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***