

SECTION 305 TECH SUB COMM

MINUTES

JUNE 2, 2011

3:00PM

CONFERENCE CALL

FACILITATOR	<i>Mario Bergeron, 305 Technical Subcommittee Vice Chair</i>
ATTENDEES	<i>Mario Bergeron, Dale Engelhardt, Ken Uznanski, Tammy Krause, Greg Gagarin, Dave Warner, Michael Burshtin, Kevin Kesler, Anand Prabhakaran, Jeff Gordon, Stan Hunter, Camren Cordell, Allan Paul, Jack Madden, Charles Poltenson, Andrew Wood, Kevin Lawson, Ron Adams, Steve Hewitt, Leo Penne Industry Participants: Richard Curtis, Eloy Martinez, George Mekosh, Fran Nelson, Paul Jamieson, Ken Takeda, James Michel, Michael Weinman, Rick DeBella, Eric Wilde, Phil Strong</i>
ABSENTEES	<i>Greg Gagarin, Mike Trosino, Charles Bielitz, Michael Coltman, Curtis McDowell, Charlie Poltenson, George Weber, Art Peterson, Kevin Lawson, John Oimoen, Michael Treazise, Ron Adams, Don Damron, Shayne Gill, Leo Penne</i>

DISCUSSION/DECISIONS MADE

Chairman Bergeron opened the meeting and reviewed the agenda.

Steve Hewitt took the roll of the "Core Team" members 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 on the agenda:

Improving website organization and navigability: Steve Hewitt reported that a series of changes have been made to the website and noted that it remains a work in progress, but the changes made thus far are meant to improve navigability and accommodate the ever increasing amount of information being placed on the site.

On a motion by Allan Paul, NCDOT, and a second by Charlie Poltenson, NYSDOT, the minutes of the May 19, 2011 conference call of the Technical Subcommittee were approved without objection.

Agenda Items:

Status update on the Trainset Specification:

- a.) Specification Publication – Michael Burshtin reported that the trainset specification document; change request form; and change request summary form; are posted on the AASHTO website (www.highspeed-rail.org). He emphasized that anyone submitting changes must use the form. After filling out the form online, simply click on "submit" and it will go directly to Michael. Once he receives a change, he sends it to the appropriate subgroup. The intent is to utilize the summary form to show all changes received and the status of each (accepted, revised, not accepted, etc.). All comments are due by 6-16-2011 – wording will then be finalized and an updated specification will be posted on the website and brought to the June 22, 2011 Technical subcommittee trainset review meeting in Chicago.

Michael provided a brief history of how we have proceeded in developing the specification to this point, and complimented the subgroup leaders and members for their hard work throughout the process. He especially expressed appreciation to Anand Prabhakaran for doing Chapter 1 so it could be used as a guidepost – "it helped to coordinate the effort greatly."

- b.) LTK role – Michael Burshtin reported that LTK's role is to do the change request summary forms. Michael receives the change request forms and sends them to LTK for inputting on the summary form.
- c.) Additional team leader inputs – no additional comments were offered.

Standardization Pilot Program Review: Michael Burshtin reported that the Standardization Working Group is looking at the step by step process with the team leaders and are looking at ways to improve the process. Kevin Kesler emphasized that the goal is to look more like what the freight industry has done.

Michael noted that pilot standardization candidates have been sent to each subgroup leader. The subgroups are

reviewing the candidates and will provide input to Michael.

Document Control Pilot Update: Stan Hunter, on behalf of Dave Warner, reported the following:

"Based on the experiences so far, the documents documenting the procedures are in the process of being updated. This includes the flowchart and the supporting text. These should be completed by the end of next week. The goal is to have these be available by the Technical Subcommittee meeting.

"More document changes have been received, and are being processed as either minor or major changes. We have received our first Document Change Request from one of the technical subcommittees, as opposed to those of us involved in the pilot project leadership working through the previously identified changes.

"Dave Warner had a discussion with Mario Bergeron regarding the "urgent" change request process".

Mario interjected his thoughts on how best to address the "urgent" change request process. He suggested that Dave prepare a proposal to present to the Technical subcommittee on the next conference call (June 16, 2011) with discussion points describing issues as it relates to how we suggest progressing these "urgent" changes. The presentation must go through the subcommittee first, before going to the Executive Board. He also noted that the Board meets bi-weekly, via conference call, and this issue could be taken up at the right time on one of those calls – when it is ready.

Stan continued to present Dave's report, "Mario and Dave determined that the pilot project itself will last through the issuing of Revision A to the bi-level specification. The goal is to issue that on/around Sept. 1, depending upon when the Executive Board will be meeting/holding phone calls. The cutoff date for submitting changes to be considered for Rev. A will be June 24...just after the Technical Subcommittee meeting".

Acceptance of dual-mode locomotive requirements document – Jack Madden provided an overview of the proposed requirements document for dual mode passenger locomotives, and he reported that he had received no comments since the most recent draft had been distributed two weeks ago.

In summary, Jack reported that they had taken the Diesel-electric locomotive as a starting point, and had formatted the document so as to be consistent with all previous PRIIA requirements documents.

Some highlights:

The document calls for 110 mph capability in the Diesel-electric mode
80 mph in pure electric mode.

They used 700 volt DC third rail as a nominal number (range is usually 650 to 750).
They "left in consideration of CEM".

Mike Weinman (industry member) asked why they had decided on 110 rather than 125 mph. Jack replied that it was reality based – "currently the rail system in NY state has no place where we can operate over 110 – so this was more realistic at this point." Michael Weinman suggested that they consider using 125 mph as a "reasonable aspiration to attain."

Dave Warner stated that "I would not change from what we have in there now." Greg Gagarin agreed. Dale Engelhardt noted that 110 is consistent with class 6 track - 125 would be class 7.

Dale also noted that the document should be revised to include language that will allow for national standards for third rail and catenary so that there will be one spec written as opposed to two. Mario Bergeron also asked that Dale include language to address the 125 mph speeds and the Class 7 track issue.

After much discussion, it was agreed that Dale will provide proposed language to Jack Madden, Dave Warner and Greg Gagarin. Kevin Kesler will provide the document to FRA's Office of Safety to review the CEM section. Once language has been agreed to – Jack will send a revised document to Steve Hewitt for circulation to subcommittee members. The intent will be to vote on the document on June 16, 2011 on the next Technical subcommittee conference call if a quorum is present. If there is no quorum, or if the document is not ready for a vote, it may (time permitting) be taken up at the June 22, 2011 subcommittee meeting in Chicago. (The Chairman reminded those on the call that the primary purpose of the June 22nd meeting is to finalize and approve the trainset specification – this will take priority)

Locomotive Technology Task Force: Steve Hewitt read Dave Warner's report to the subcommittee and noted that he would enter it verbatim in the minutes:

"The locomotive Technology Task Force had its second conference call yesterday (June 1, 2011). Fourteen people were on the call. For the short term, the Task Force discussed how to categorize available technologies for a dual mode locomotive that could be implemented within a few years, and those technologies presently in development that might be feasible in a longer time frame. This may sound simple, but it was clear from the discussion that finding a good way to concisely summarize available information for our required report will not be simple. Task Force members were asked to continue sending their results of industry searches on available technologies. An annex of a report issued by Metrolinx on rolling stock options for the planned electrification of GoTransit's routes in the Toronto area had been sent to all Task Force members. This may serve somewhat as a template for the short term effort.

"For the intermediate and long term, we're going to look at technologies presently in the R&D phase. The FRA is supporting some efforts that may have applicability for dual modes. In addition, the FRA said it was interested in what R&D efforts members of the Task Force might want to pursue. The FRA does have a mechanism in place to support such efforts with public funds while maintaining a company's intellectual property rights.

"It should be noted that, really, a production Tier IV compliant diesel engine for a locomotive, dual mode or straight diesel, is still in the R&D phase.

"Finally, a long discussion was held on possible areas where dual mode locomotives could solve problems such as air quality in terminal areas, that aren't presently electrified. This may result in some unique technology applications.

"We hope there will be time in the schedule of the Technical Subcommittee meeting in Chicago in three weeks for attending Task Force members to get together for a short meeting. Our next conference call is scheduled for Thursday, June 30, 2011."

Trainset acceptance meeting details update: Steve Hewitt reported that plans are finalized for the June 22, 2011 meeting. There are 67 registrants for the meeting. Rooms are still available at the Holiday Inn Chicago Mart Plaza under the NGEC room block, but, today, June 2, 2011, is the final day for reserving a room in that block. Anyone needing a room at the hotel and wants to be included under the NGEC block must call today.

Other Items:

1. Kevin Kesler asked for time on the June 22nd meeting agenda for Mellissa Shurland, FRA, to provide an update on complying with ADA requirements and projected needs for ADA. Chairman Bergeron reiterated that the trainset specification was priority for this meeting, but that he would try to allow for time for this presentation. Kevin said he would need about 20 minutes.
2. Kevin also asked for input from carbuilders in regards to Buy America compliance. Kevin is doing an update on this issue for the Administration. He is looking for input from carbuilders as to what is achievable today and in the future.

Note to carbuilders: Mr. Kesler is asking for contact information on individuals that he can contact to discuss "at a high level" the issue of Buy America and what is achievable.

Kevin's contact information is: Kevin.kesler@dot.gov 202 493 6352 or 202 495 8633 (cell)

3. Charlie Poltenson commented that an article in Trains Magazine had come out recently, and had presented a negative view of the S305 NGEC. The article, according to Charlie, referred to the NGEC as being "lethargic". It also stated that the Committee had not completed any specifications (untrue – we have adopted 3 and are well on our way to completing the 4th PRIIA spec). Charlie also noted that the article's author stated that the NGEC is holding up Amtrak's ability to procure new equipment.

After a significant discussion, the subcommittee members agreed that there should be a response that "sets the record straight". The response most likely should come from the Executive Board. Steve Hewitt will ask Bill Bronte to add this to the agenda for next week's Executive Board conference call as a discussion item. Steve will also distribute the Trains article to all Board members and subcommittee members as well. (Charlie will provide Steve with the article).

Kevin Kesler will reach out to FRA's Office of Public Affairs in regards to this issue and as an indication of the need for more public outreach and communication.

Next Conference Call: June 16, 2011

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| 3. Review Action Items | Steve Hewitt |
| 4. Approve Minutes previous meeting | Mario Bergeron |
| 5. Status update on Trainset specification | |
| a) Specification Publication | Greg Gagarin |
| b) Timetable for comments / LTK Role | Greg Gagarin |
| c) Any additional team leader inputs | As required |
| 6. Standardization pilot program review | Michael Burshtin |
| 7. Document control pilot review of change form | David Warner |
| 8. Locomotive Technology Taskforce | David Warner |
| 9. Acceptance of dual mode loco requirements document | David Warner / Jack Madden |
| 10. Trainset acceptance meeting details update | Steve Hewitt |
| 11. Review this meeting: | Steve Hewitt |
| a) Decisions | |
| b) New Action Items | |

***Technical Sub Committee Conference Call Meeting:
Thursday June 2nd 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