

SECTION 305 TECH SUB COMM

MINUTES

JUNE 7, 2012

3:00PM EDT

CONFERENCE CALL

FACILITATOR	<i>Mario Bergeron, Chairman, S305 Technical subcommittee</i>
ATTENDEES	Core Team Members: Mario Bergeron, Dale Engelhardt, Ken Uznanski, Tammy Krause, Dave Warner, Michael Burshtin, Andrew Wood, Kevin Kesler, Melissa Shurland, Ryan Swick, Jeff Gordon, Stan Hunter, (Stan also had proxies for Allan Paul, NCDOT and George Weber, IDOT), Camren Cordell, Charlie Poltenson, Jack Madden, Phil Meraz, Ron Adams, Steve Hewitt, Industry Participants: Paul Jamieson, Jack Martinson, George Mekosh, James Michel, Tom Hunt, Terence Monaghan, Gabe Dinu, Pete Mazzeo, Ted Schaefer, Tim Buchanan, Eric Wilde
ABSENTEES	<i>Greg Gagarin, Mike Trosino, Devin Rouse, Charles Bielitz, Anand Prabhakaran, Brian Marquis, Michael Coltman, Allan Paul, Curtis McDowell, Art Peterson, George Weber, Eric Curtit, Kevin Lawson, Jeff Schultz, Shayne Gill, Leo Penne, Andy House</i>

DISCUSSION/DECISIONS MADE

Chairman Mario Bergeron called today's meeting to order and asked Steve Hewitt to take the roll.

Steve Hewitt took the roll and confirmed the presence of a quorum. Industry participants are asked, as always, to email a notification of their attendance to Steve at shewitt109@aol.com.

Review of Action Items:

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:

Maintaining Industry Participation List:

Steve Hewitt reported that this remains an ongoing action item. There are currently **204** registered industry participants. There was one new member added to replace another member who left since the last call.

Formation of a Cars Technology Task Force:

This action item remains as an open item for future consideration based on need and subcommittee capacity to do it.

Adding new PRIIA Clones to the website:

This task is complete. Dave Warner provided Steve Hewitt with additional clones to hold and distribute upon request and those clones have been added to the list on the website.

Approval of the Minutes of the May 24, 2012 Technical subcommittee call – Mario Bergeron:

On a motion by Ron Adams, Wisconsin DOT, and a second Jack Madden, NYSDOT, the Minutes of the May 24, 2012 conference call of the Technical subcommittee, were approved without objection.

Status: DMU Specification – Dave Warner:

Dave Warner provided the following report for inclusion in today's minutes:

"All the comments for the DMU have been adjudicated. The Summary Sheet is available on the AASHTO web site along with the DMU chapters. We're in the process of incorporating the accepted changes into the document, and plan to have the updated chapters posted on the web site by the end of the week. We'll see many of you in Boston to vote on approving the DMU specification next week."

Mario Bergeron asked about the volume of changes received since the comment period ended. Dave Warner responded

that he had received nothing more following that which had been originally submitted.

Mario asked those in attendance if there were any issues or concerns to discuss. Hearing none, this agenda item was closed.

Update: Document Control Management – Dave Warner:

a. Accessibility DCR – electronic vote results/next steps – Steve Hewitt:

Mario Bergeron asked Steve Hewitt about the electronic vote that had taken place by the subcommittee to approve the Accessibility DCRs process. Steve reported that the procedures, as revised with input provided by Kevin Kesler, FRA, had been approved unanimously by the Technical subcommittee voting members. Steve said the document had been sent to the Executive Board as revised and would be on the agenda for Board consideration on Tuesday, June 12, 2012.

Mario noted that the DCR process for handling Accessibility related issues was “well aligned” with our overall 305 processes and underlines the importance of accessibility. He added that this shows “another facet of the way we work and improve our processes and procedures”.

Kevin Kesler, FRA, thanked the subcommittee and specifically Dave Warner for including the changes FRA had recommended. “Glad we were able to get it done and get it in front of the Board.”

It was agreed that Mario Bergeron will introduce the topic to the Executive Board and that Dave Warner will be available for any questions that may come up.

Review/Approval: Locomotive Revision A Summary Sheet – Dave Warner/Jack Madden:

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

“On Monday, Steve Hewitt sent out to the Technical Subcommittee members the Summary Sheet with the disposition of the 55 DCRs to be considered for Revision A. You’ll recall from the last phone call, we found out with very short notice that movement had begun on the locomotive RFI/RFP, and to support that effort from the perspective of the Technical Subcommittee Jack Madden and I developed a schedule that included today’s vote. Also, because of the short notice, no additional DCR submissions were solicited. Indeed, if there are comments any of you have waiting in the wings, they should be saved until the specification (Revision A) and the terms and conditions are formally issued out by the state that will be leading the procurement.”

Jack Madden and the members of the locomotive Technical Working groups did an excellent job of working through the DCRs not related strictly to administrative clean-up of the specification based on comments received during the Bi-level Revision A and B processes. At this point, I’d like to turn this over to Jack so he can answer any questions on items you may have and point out one particular change that also involves the need to make a minor correction to the Requirements Document that we believe can be done simultaneously with the approval of the DCRs themselves.”

Jack Madden, NYSDOT provided the following report for inclusion in the minutes:

“Thank you, Dave. Well, it has been a busy couple of weeks...

On Friday 18 May, I alerted the members of the Locomotive Document Control Board that we were going to have to review about 20 Locomotive DCRs and decide upon them by Thursday 31 May, in order to meet the schedule which Dave outlined to the Technical Subcommittee on the last conference call.

First, let me make a comment about the structure and composition of the Loco DCB. As contained in Appendix C of the PRIIA Document Management Process, the Loco DCB is composed of five working groups, which follow the working group structure used in the development of the initial issue of the Loco Specification in the Fall 2010 / Winter 2011 time period. The WGs and their current Leaders are:

- *Vehicle / Track Interface, led by Brian Marquis of Volpe*
- *Mechanical / Carbody, led by Al Bieber of STV*
- *Environmental, led by Bruce Wolff, MTU*
- *And two smaller WGs, “Cab and Customer Amenities” and “General”, led by me.*

The Loco DCB has 14 members, with representatives from the following industry sectors:

*Locomotive Manufacturers
Engine Manufacturers
Parts Suppliers
Consultants
As well as one US DOT member and one State DOT member*

The WGs received the DCRs on Tuesday 22 May, with the initial assignment of DCRs to each WG or WGs. The WG Leaders (and many of the members) met by conference call on Wednesday 23 May for the initial review and discussion and again on Wednesday 30 May. Individual WGs met via conference calls on Thursday 24 May, Friday 25 May and Tuesday 29 May, as well as exchanging emails. By 31 May, the DCB had reviewed 21 DCRs for the Loco Spec and one DCR for the Locomotive Requirements Document.

Let me speak to the DCR for the Requirements Document first, DCR-005-0054. This DCR corrects a typographical error in the Performance Goals of the Requirements Document, which listed the "Head End Power (HEP) capacity of 600 kW @ 85% duty cycle", where the intent had been to list Head End Power (HEP) capacity of 600 kW @ 85% power factor". This error was discovered in review of another DCR pertaining to HEP.

The DCB reviewed 21 so-called "technical" DCRs. They are in the Revision "A" Summary Sheet numbers DCR-005-0032 through DCR-005-0051, and DCR-005-0053. The DCB made disposition as follows:

*3 were Approved, as submitted by the Proposer
13 were Approved, as Amended by the DCB
5 were Rejected*

For the DCRs Rejected or Approved as Amended, the explanation of the rejection or amendment and the approved amended language are in the far right two columns of the Summary Spreadsheet.

I want to thank the WG Leaders for their running of their WGs and all the members of the DCB for their participation, many on more than one WG. These people are all volunteers and gave a large amount of their time and effort in the last 2 weeks of May.

Mr. Chairman that completes my briefing. Are there any questions by the members of the Technical Subcommittee concerning the adjudication of the DCRs by the Locomotive Document Control Board?"

With no questions forthcoming, Jack Madden offered a motion to accept the Revision A summary sheet as presented. Steve Hewitt asked for clarification as to whether the motion included the DCR for the Requirements document as well as the Specification DCRs.

Jack explained that he meant for the motion to be all inclusive.

Mario expressed concern about doing it all together and expressed the view that the DCR for the Requirements document should be done separately as "it follows a different process."

Dave Warner clarified that the "process is the same except that the DCR for the Requirements Document does not go through the Review Panel". Dave suggested, "for brevity we should approve the entire summary sheet as a package."

Mario determined that he would prefer the DCR for the Requirements Document be taken separately and asked that there be two separate motions.

Jack Madden offered a motion to approve DCR 005-0054 – which corrects a typo error on the Requirements Document. Kevin Kesler, FRA seconded the motion.

Steve Hewitt polled the voting members:

Mario Bergeron, Amtrak – aye

Kevin Kesler, FRA – aye

Stan Hunter, Caltrans – aye

Stan Hunter as proxy for Allan Paul, NCDOT – aye

Stan Hunter as proxy for George Weber, IDOT – aye

Jack Madden, NYSDOT – aye

Phil Meraz, Iowa DOT – aye

Ron Adams, Wisconsin DOT – aye

With a quorum having been established and all voting members present voting in favor, the chair determined that consensus had been achieved and the motion was approved.

Mario Bergeron called for a motion to approve the Revision A DCR Summary Sheet.

Jack Madden, NYSDOT, offered a motion to approve Revision A DCRs 005-0001 through 005-0053 and DCR 005-0055. Stan Hunter, Caltrans seconded the motion.

At this point a fairly lengthy discussion took place.

Ron Adams, Wisconsin DOT asked about DCR 005-0051 which lifts the prohibition for painting axles. Ron was under the impression that axles cannot be painted.

Kevin Kesler, FRA, agreed stating, "axles should not be painted, nor should wheels".

Jack Madden explained that there are a number of instances where that is proven to be untrue. He cited NJT, Siemens trains in California, and Stadler DMUs as examples locomotives which are FRA approved and have painted axles. He added that the Locomotive Document Control Board (DCB) members of the manufacturing industry supported the DCR that called for an option for painting.

Kevin Kesler agreed to accept the explanation, but said he would do research to get verification.

Paul Jamieson an industry member of the DCB – explained that the concern has been whether or not using paint inhibits the ability to see cracks in the axle. Paul noted that some paints will actually show a crack more clearly than unpainted axles and that this was the rationale they had used in lifting the prohibition on paint.

Paul offered to do research on how other specs have handled this.

Dave Warner said it could be covered in Design review.

Jack Madden reiterated that this DCR was simply lifting paint from the prohibition list.

Terry Monaghan, also an industry member noted that his firm had originated the DCR and believes that you can see a crack better with the paint. He also noted that this would actually reduce the locomotive weight by about 600 lbs. per axle or approximately 2400lbs for a 4 axle locomotive. The reduction in weight comes from being able to reduce the diameter of each axle and paint for protection purposes. Several passenger locomotive designs will have painted axles including the Amtrak ACS64 model.

Ron Adams accepted the explanations and agreed the DCR should remain as is.

Kevin Kesler agreed, but said he would still do research to verify.

Jeff Gordon, FRA noted that AAR 2.5.2 inspecting axles – notes that if testing is needed – the axle must be

cleaned of paint (and other material) – so it appears that paint is not prohibited by AAR.

With no further discussion, the chair asked jack to repeat his motion (which he did) and it was again seconded by Stan Hunter.

Steve Hewitt polled the voting members:

Mario Bergeron, Amtrak – aye

Kevin Kesler, FRA – aye

Stan Hunter, Caltrans – aye

Stan Hunter as proxy for Allan Paul, NCDOT – aye

Stan Hunter as proxy for George Weber, IDOT – aye

Jack Madden, NYSDOT – aye

Phil Meraz, Iowa DOT – aye

Ron Adams, Wisconsin DOT – aye

With a quorum having been established and all voting members present voting in favor, the chair determined that consensus had been achieved and the motion was approved.

It was agreed that these DCRs (Rev A and the one DCR for the Requirements Document) will be presented to the Board on Tuesday – itemized. Mario will introduce the topic and Dave Warner and possibly Jack Madden should be on hand to respond to questions.

Steve Hewitt reminded all that the Board would be receiving the Rev A Summary and passing it on to the Locomotive Review panel on Tuesday (June 12, 2012). The Review Panel would then develop a report and recommendation which would subsequently come back to the Board for consideration.

Steve agreed to add to the Board agenda (assuming chairman Bronte's concurrence) an item to re-establish the Locomotive Review Panel.

Accessibility Working Group Update – Melissa Shurland:

Melissa Shurland reported that the Accessibility Working Group had not held a meeting since her last report, but she expects to get the group together soon.

Melissa did report that the FRA Chief Counsel had reviewed the Amtrak legal interpretation of the issue in regards to counter top heights and building code regulations. She said that FRA will be issuing guidance to address this issue.

Mario Bergeron emphasized the need for a broader discussion among Amtrak legal, FRA counsel and OST general counsel before guidance is issued. Melissa agreed to request that OST and FRA meet with Amtrak to discuss the issue further before issuing guidance.

DMU Review Meeting Update – Steve Hewitt:

The hotel for the meeting on June 14, 2012 is the Boston Park Plaza Hotel. The meeting will begin at 9:30am with coffee and beverages at 9:00am.

We currently have 46 registered participants. 19 from the core team and support staff and 27 industry representatives. (The latest list is attached) With the proxies that have been assigned there will be a quorum of

voting members represented at the meeting.

Lunch will be on your own. AASHTO will have a list of restaurants in the meeting handout packet. There will be coffee and beverages throughout the day.

There will be three microphones at the officer's table and a hands free microphone for use by speakers and or audience members.

AASHTO will bring a laptop – a projector and screen will be provided by the hotel.

At this point there have been no requests for conference call capabilities (originally there were two requests, but they are no longer available to call in) The cost to have the conference call capabilities is substantial because they will have a technician running the sound system as they did in Washington, DC at the Board meeting. It would increase the cost by about \$1000.00, so Steve recommended that "we do not arrange for conference call capabilities".

Mario Bergeron agreed with Steve's recommendation and the decision was made to not have a conference line set up due to the excessive costs and lack of anticipated participation.

Steve reminded those who still wished to attend and had not let him know, to please do so asap so there can be a proper head count and name badges for all attendees. He also asked those who are on the list, but can no longer attend to let him know that as well.

Steve then raised the following questions:

1. "Will I be able to distribute the agenda in advance to the attendees?" The response was that the agenda was still being finalized, but if finalized prior to the meeting it could be distributed.
2. "Will we stay to our normal conference call schedule and hold our next call on June 21, 2012?" The response was that subcommittee will not hold a call on June 21st. The next scheduled call would then be July 5, 2012. Mario Bergeron noted that one of the agenda items for discussion in Boston will be frequency of subcommittee calls going forward. The frequency may change as the subcommittee begins to shift from developing specifications to other areas including document management and systems engineering. (Mario did note that we still have the Dual-Mode Locomotive spec to be developed)
3. "We will need someone to run the computer for the presentations. I can ask Leo Penne to do it, unless there is someone else the chair wishes to designate." Michael Burshtin, Amtrak noted that between himself and Dave Warner they would be able to run the power point presentations.

Strategy for interaction with AASHTO, Amtrak and FRA public Affairs going forward – Jeff Gordon:

Jeff Gordon reported that he facilitated a conference call with AASHTO, FRA and Amtrak public affairs on May 25, 2012. A majority of the call was dedicated to briefing them on what the NGEC is and what it does. He provided each with the comprehensive background activities document that Steve Hewitt prepares, and updates every month, as a way to provide context and information on the work of the NGEC.

It was agreed that FRA will hold a monthly call with the Amtrak and AASHTO public affairs representatives and develop a strategy for working together on press releases or "what makes sense" to promote the accomplishments of the NGEC. They had a particular interest in the Bi-Level procurement and in developing a strategy around publicizing the contract award once it is announced.

Jeff Gordon will be providing a monthly fact sheet for the group in advance of their calls. He will cull the information from minutes of the Technical subcommittee and Executive Board.

Mario Bergeron asked Steve Hewitt to see about adding this topic as an agenda item for the June 12, 2012 Board call, and asked if Jeff Gordon would be available to brief the Board. Jeff agreed to be available and Steve will check with Bill Bronte to add it to the agenda.

Next in person meeting: June 14, 2012 at 9:30 am Eastern – Boston, Ma
Next conference call – July 6, 2012

Decisions and Action Items

Kevin Kesler, FRA, will do additional research on the axle painting issue and report back to the subcommittee.

Steve Hewitt will transmit the Rev A Summary Sheet to the Executive Board and work with Bill Bronte to have it on the agenda as a discussion item to be introduced by Mario Bergeron.

Steve will remind Bill Bronte that the Review Panel will need to be re-established and will ask to have that included on the agenda as well.

Melissa Shurland will request a meeting among FRA, OST and Amtrak legal prior to FRA issuing guidance on the issue of counter top heights and building code regulations.

Steve Hewitt will send a cancellation notice to all subcommittee members for the June 21st conference call.

Steve will ask Bill Bronte to add an agenda item to Tuesday's Executive Board call in regards to the Public Affairs interaction among FRA, Amtrak and AASHTO. Jeff Gordon will be prepared to brief the Board on June 12, 2012.

Anyone who has not registered their intent to attend the June 14 meeting should do so now via email to Steve Hewitt at shewitt109@aol.com.

ATTACHMENTS



PRIIA Section 305 Tech Sub Committee Meeting

June 7, 2012

The agenda for the meeting is below:

1. Roll Call Steve Hewitt
2. Review meeting agenda Mario Bergeron

- | | | |
|----|--|-------------------------|
| 3. | Review Action Items | Steve Hewitt |
| 4. | Approve Minutes of May 24, 2012 | Mario Bergeron |
| 5. | Status: DMU Specification | Dave Warner |
| 6. | Update: Document Control Management | Dave Warner |
| | a. Accessibility DCR – electronic vote results/next steps | |
| 7 | Review/Approval: Locomotive Revision A Summary Sheet | Dave Warner/Jack Madden |
| 8 | Update: Accessibility Working Group | Melissa Shurland |
| | a. status of FRA Chief Counsel review of Amtrak legal interpretation of building codes/railcar standards | |
| 9 | DMU Review meeting Update | Steve Hewitt |
| 10 | Strategy for interaction with AASHTO, Amtrak and FRA Public Affairs going forward | Jeff Gordon |
| 11 | Review this meeting: | Steve Hewitt |
| | a. Decisions | |
| | a) New Action Items | |

***Technical Sub Committee Conference Call Meeting:
Thursday June 7, 2012 3:00 EST: 1-866-209-1307 / passcode 6486648#***

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

Attachment

Registrants for the June 14th DMU Technical Review Meeting – Boston, Ma. – Total as of 6-7-12 = 46

Subcommittee members/support staff: (19)

***signifies voting member**

*Mario Bergeron, Amtrak, Technical subcommittee Chair
Dale Engelhardt, Amtrak, Technical subcommittee vice chair
Dave Warner, Amtrak
Tammy Krause, Amtrak
Andrew Wood, Amtrak
Michael Burshtin, Amtrak
*Jack Madden, NYSDOT
Charles Poltenson, NYSDOT

*Jeff Schultz, for Connecticut DOT
*Stan Hunter, Caltrans
*Stan Hunter has Allan Paul's proxy for NCDOT, Ron Adams' proxy for Wisconsin DOT, and Eric Curtit's proxy for Missouri DOT
*Phil Meraz, Iowa DOT
* Phil Meraz has Kevin Lawson's proxy for Louisiana DOT
*Kevin Kesler, FRA
Jeff Gordon, FRA
Devin Rouse, FRA
Brian Marquis, Volpe Center
Larry Salci, SalciConsult
Steve Hewitt, NGEN Support Services Manager
Leo Penne, AASHTO
Andrea Ryan, AASHTO

Industry participants: (27)

Paul Jamieson, Wabtec
James Michel, MMC
James Coston, Corridor Capital LLC
Daniel Gornstein, Nippon Sharyo
Randall Mitzelfelt, Voith Turbo, Inc.
Mark Kaidy, Knorr Brake Corporation
Allen Bieber, STV
Joe Moore, Smith Systems
Michael Weinman, PTSI Transportation
Wolf Reimann, BRADKEN
Richard Curtis, Curtis Engineering Consulting Services, Inc.
Cesar Vergara, VergaraStudio
Wei Lu, Siemens
Deep Satsangi, BRADKEN
Rodney McGhee, Timken
Terry Soesbee, Rail Plan International
Ted Schaefer, US Railcar
Gavin Fraser, CH2MHill
Sherif Bastawros P.E., CH2MHILL
Phil Strong, PS Consulting
George Long, Siemens
Joe Gagliardino, McConway and Torley LLC
Roger Patton, McConway and Torley LLC
Dan Sneller, Avalon Rail
Rick Brilz, Motive Power
Robert Doyle – Progress Rail
Randy Nelson, Cummins, Inc.