

SECTION 305 TECH SUB COMM

MINUTES

MARCH 4, 2010

3:00 PM EST

CONFERENCE CALL

FACILITATOR	<i>Mario Bergeron, CMO Amtrak</i>
ATTENDEES	<i>Shayne Gill, AASHTO; Eloy Martinez, FRA; Darm ?, FRA; Dale Engelhardt, Amtrak; Stan Hunter, CA DOT; Steve Fretwell, CA DOT; Bob Haslam, CA CCJPA; Charles Poltenson, NY DOT; Jack Madden, NY DOT; Andrew Wood WA DOT</i>
ABSENTEES	<i>Gil Wilson, TX DOT; Kevin Kesler, FRA (Darm attended in his place)</i>

AGENDA TOPICS

<p>Opening Comments, Review Call Agenda, Technical S305 SubComm. Membership review</p> <ul style="list-style-type: none"> - Biography material <p>March 10 Executive Board meeting and Tech. SubComm. presentation:</p> <ul style="list-style-type: none"> - 1 hour presentation @ 1:00 pm - Membership - Work Plan (slide 2) - Budget (slide 3) <p>Discuss draft Industry Participation Request Letter, Distribution & Return Form Next Technical SubComm. meeting (slide 4)</p>	
DISCUSSION	<p>Biography Material of Tech Sub Comm to be shared within the group.</p> <p>Email addresses reviewed and corrections if needed are made.</p>
DECISIONS	<p>Send Biography to Mary Antonelli by Monday March 8, 2010</p>
ACTION ITEMS	
<p>Biographies submitted and compiled into one document to be emailed to everyone by Mary.</p> <p>List of email (with corrections) addresses sent to group.</p>	
DISCUSSION	<p>March 10th Executive Board meeting & Tech SubComm presentation: Work Plan: Specification Development Proposal</p> <p>Vehicle types and delivery dates; Discussions that based on schedule conflicts whether the (July) delivery date be postponed</p>
DECISIONS	<p>Various discussions on delivery date, it seemed final position was it can not be delayed</p>
ACTION ITEMS	
<p>Must be aggressive with meetings, decisions and actions in order to meet deadlines scheduled</p>	

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DISCUSSION	March 10 th Executive Board meeting & Tech SubComm presentation: Work Plan: Design Parameters – Clearance and Track requirements
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- 1) NY suggested that bi-level specification needs to meet clearance requirements for tunnels and third rails.
- 2) Discussed concerns whether a bi level is appropriate for the east coast.

DECISIONS	1) NY commented that they did not want to delay California’s Surfliner progress
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- 2) Conditions may force a single level car when considering luggage.

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ACTION ITEMS

Continued discussion on both items.

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DISCUSSION	Budget
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Discussion on budget pertaining to possibly 2 full time Amtrak employees, travel costs, costs for meetings/rooms/conference fees, consultant fees

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DECISIONS	Funding for state DOT members for travel may be a problem if provided by Amtrak. AASHTO may have a method as to how monies can be routed to support PRIIA 305 travel
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ACTION ITEMS

These items are on going for discussion for our next meeting.

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DISCUSSION	Meeting schedule for S-305 Tech SubComm
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DECISIONS	Decided to do weekly conference call every Thursday at 3:00 pm EST
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As well as scheduling a group meeting with possible supplier attendance on April 22nd in Chicago as a “central” location is best for all. The first half of the meeting exclusive for Tech SubComm and the second part opened for supplier attendance

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ACTION ITEMS

ASSHTO and Darm will look into locations and hotels in Chicago for our use.

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ATTACHEMENTS

Suggestions, Objectives for Tech Committee; Goals for Standardization. For discussion at next meeting.

Biographies for Tech SubComm.

List of corrected email addresses for Tech SubComm

NEXT MEETING / CONFERENCE CALL: MARCH 11th 3:00-3:30 pm EST

NEW BRIDGELINE NUMBER 1-866/209-1307 x6486648

Attachments below
Email Addresses
Biographies

A specific email address has been set up for the Section 305 Technical Sub-Committee. Please utilize this email address when sending any type of information that has to do with the Section 305. This will make things easier to track. Going forward please use:

S305TechCommittee@amtrak.com

Below is the updated email list for the S305 Technical Sub Committee.

Technical Sub-Committee:

Mario Bergeron, Amtrak – (proposed Chair) – bergerm@amtrak.com

Dale Engelhardt, Amtrak – engelhd@amtrak.com

Kevin Kesler, FRA – Kevin.kesler@dot.gov

Eloy Martinez, FRA – Eloy.Martinez@dot.gov

Gil Wilson, Texas DOT – Gwilso1@dot.state.tx.us

Stan Hunter, California DOT – stan.hunter@dot.ca.gov

Steve Fretwell, California DOT – steve.fretwell@dot.ca.gov

Bob Haslam, California – Capitol Corridor JPA – rhaslam@bart.gov

Alan Paul, North Carolina DOT – apaul@ncdot.gov

Charles Poltenson, New York DOT – cpoltenson@dot.state.ny.us

John (Jack) Madden, New York DOT – jmadden@dot.state.ny.us

Andrew Wood, Washington DOT – wooda@wsdot.wa.gov

George Weber, Illinois DOT – George.Weber@illinois.gov

Tammy Nicholson, Iowa DOT – Tamara.Nicholson@dot.iowa.gov

BIOGRAPHIES

Alan Paul

I am the Director - Operations & Facilities Branch for the North Carolina Department of Transportation's Rail Division. As such I am responsible for the daily operation and maintenance of the state supported Carolinian and Piedmont passenger trains. I have been railroading for 34 years, primarily mechanical, equipment and operations tasks. I have been with the NCDOT Rail Division since 1992 during which I have overseen the establishment of the state owned locomotive and railcar program used to operate the Piedmont service. NCDOT owns 6 passenger locomotives and 19 Heritage cars. To date we have purchased good used Heritage equipment and refurbished it to like new condition for daily operations. I've done most of the design work, spec writing, and contract refurbishment oversight for NCDOT. We maintain the state owned equipment via a mechanical contract with Herzog Transit Services. I oversee that contract. I'm also responsible for 16 stations and the Raleigh maintenance facility, which have either been restored or are new construction. Prior to joining NCDOT in 1992 I was an equipment consultant for 12 years, primarily working with the mechanical departments of Class I railroads, and tourist railroads.

Andrew Wood Bio

Currently: Deputy Director - Delivery, Rail & Marine for Washington State DOT. Directly responsible for project delivery, marketing of Amtrak Cascades services, environmental and engineering aspects of projects. We have no person on our team whose job has them dedicated to rolling stock expertise.

Prior to joining WSDOT 4 years ago, I ran my own company for ten years, which was a buyout of an HQ department with British Rail at privatization, called Ideas Management Ltd., responsible for ideas, creativity, innovation and quality systems. The company worked under contract for several of the newly privatized rail businesses plus London Underground, British Airways and a number of smaller organizations.

I had worked exclusively for British Rail before this, and after being an Operational Management Trainee served in a number of operational roles over a long career. I was the Area Train Crew Manager at the North End of the East Coast Main Line at the introduction of the InterCity 125 High Speed Diesel Train in 1978. While I have never had a position responsible for day to day management of the engineering aspect of equipment I did obtain an Ordinary National Certificate in Mechanical and Electrical Engineering while at College in the UK and I was also part of the Eastern Region Strategic Planning Group and the Eastern Region Works & Equipment Panel at the time of the later Electrification of the East Coast Main Line. I obtained Membership of the Chartered Institute of Transport in March 1978. All my British Rail positions had operations as the main focus apart from a spell as a Shipping and Port Manager for British Rail Subsidiary, Sealink. Hope this helps people understand my own experience

Charles A. Poltenson, Sr.

As a member of the Operations and Planning Section, Mr. Poltenson serves as Project Manager for capital and operational analysis initiatives, such as Empire Corridor West passenger and freight operational analysis. In addition he represents NYSDOT on multi-state task forces and constituent groups including States for Passenger Rail Coalition, the Northeast Corridor Working group, the AASHTO Standing Committee on Rail Transportation (SCORT) and PRIAA Section 305 Committee on Next Generation Corridor Equipment. With a focus on operations he coordinates NYSDOT's response to railroad passenger and freight service outages and disruptions; monitors Amtrak on-time performance, service quality and improvement indices; and recommends corrective actions for public, awareness, and overall service improvements.

Prior to Mr. Poltenson's service with NYSDOT he worked for 13 years as Senior Intermodal Planner for the Syracuse Metropolitan Transportation Council, the Metropolitan Planning Organization (MPO) for Syracuse, New York. . He served as Project Manager for the Transportation Improvement Program (regional capital program); Air Quality and Conformity; and Freight Planning at the MPO. Mr. Poltenson worked as an advisor to the New York State Senate Task Force on High Speed Rail as they developed their rail plan for the state. He also advised other MPOs and regional leaders on the impact of railroad transactions and state legislation. During this period he was Technical Chair of the Empire Corridor Rail Task Force, which was a pro-passenger advocacy group formed by County Legislative Chairs to promote improved passenger services for upstate New York. In addition to several statewide conferences, three technical reports were generated by that group. Railroad participants included Amtrak, CSX and short line railroads. Railcar manufacturers and business groups participated in one of the conferences.

As an active member of the Transportation Research Board he has served for 13 years on a variety of Committees and Task Forces including the Task Force on Intermodal Transportation; Standing Committee on Intermodal Freight; Standing Committee on Short Line & Regional Rail Freight and; the Standing Committee on Passenger Rail Equipment and Systems Integration. Mr. Poltenson is a Founding Member and Past President of the Empire State Passengers Association, a passenger advocacy group.

Mr. Poltenson has made a variety of presentations before the American Association of State Highway and Transportation Officials (AASHTO), Standing Committee on Rail Transportation (SCORT), Transportation Research Board, and others to share "Best Practices" and encourage innovative intermodal planning.

Dale Engelhardt

I am the Deputy Chief Mechanical Officer at Amtrak in charge of Engineering and Standards and Compliance for both conventional and high speed rail. My organization is responsible for all rolling stock engineering issues as well as quality assurance. In my role in Amtrak engineering one of my group's responsibilities is to create the specifications for all new rolling stock equipment. I have been involved in the rail industry for 30 years with 25 years of service at EMD in engineering, marketing, and manufacturing. My Amtrak organization is responsible for the development of the specifications for Amtrak's electric locomotives, long distance rail cars, and Surfliners. Members of my organization are generally well known throughout the rail industry including Greg Gagarin, Dick Bruss, and Bill Durham. My team has been focusing on standardization of components for similar vehicles in order to reduce inventories and simplify training.

George Weber

I am the Bureau Chief of Railroads for IDOT. I oversee the State's Rail Freight (which includes the CREATE Program), Passenger Rail and High Speed Rail Programs. I have been with the department since 1991 initially as a Section chief in charge of the passenger rail or Amtrak program until my appointment to Bureau Chief in 2008. Prior to working for the State I was employed by Amtrak for 11 years working in the operations department in Chicago, Albany, NY, St. Cloud , MN and Denver, Co. I am familiar with most of Amtrak's equipment fleet in terms of cars and locomotives.

I was part of a joint State and Amtrak team that developed equipment specifications for 110 mph trainsets back in 2003. I manage the nation's second largest Amtrak program in the country in terms of funding and operations and coordinated the State's submission of over \$4 billion in ARRA applications which included equipment components.

Gil Wilson – Biography

Gil Wilson began his career in railroading in 1974, working as a track laborer and equipment operator at the Republic Steel railroad while attending Stark State College. He quickly advanced to a supervisory position and worked for Republic as a track supervisor, dispatcher, yardmaster, and general supervisor until 1988. Mr. Wilson then accepted a position with the Mahoning Valley Railway where he again served as a dispatcher and yardmaster while training in locomotive and freight car maintenance. In 1990, he went to work for the N&T Railway as the General Supervisor of Maintenance and Transportation. After 26 years in the railroad industry, Gil relocated to Texas in 2001 and accepted a position at TxDOT as a Rail Transportation Specialist. During his career, he has been responsible for scheduling and supervision of train crews, track workers, locomotive mechanics, and freight car repairmen. He is a qualified locomotive engineer, conductor and brakeman, as well as car and track inspector. Mr. Wilson has served as an expert witness at Federal Railroad Administration hearings and has been responsible for safety programs and employee training. He has served as a workshop instructor for the American Association of Railroads' car repair seminars and was a member of the TxDOT team that was awarded the "2002 AASHTO Presidents Award for Excellence in Rail Transportation". As a member of TxDOT's Rail Division staff, Gil has been responsible for the day-to-day oversight and of TxDOT owned or supported rail facilities and operations, performs infrastructure inspection and analysis throughout Texas, has assisted in the development of the state rail plan, is involved in a variety of rail acquisition and improvement projects and studies throughout Texas, and is currently managing over \$26 million in track rehabilitation projects in the state.

John "Jack" Madden

John "Jack" Madden is a Civil Engineer 2 and Head of the Project and Program Delivery Section, High Speed & Intercity Passenger Rail Bureau of the New York State Department of Transportation. The HSIPR Bureau was created in January 2010 to manage existing projects to improve intercity passenger rail service; to manage the \$158M awarded by the Federal Railroad Administration to NYS for seven new HSIPR projects; and to prepare and submit applications for a portion of the \$2.5B in new FFY 2010 HSIPR funds available in fall 2010.

Until December 2009, Mr. Madden led one of two Project Teams in the Freight Rail Bureau. These Teams are responsible for planning and project management of State-funded railroad capital programs for clearance, capacity and capability improvements with the 48 Class I, Class II and Class III railroads comprising the rail network in New York State, with an annual capital budget of approximately \$47M.

Prior to joining the Department, Mr. Madden worked for Consolidated Rail Corporation (Conrail) for over 15 years in a variety of engineering and operating positions. As an Operations Improvements Analyst for two years, he rode with and performed studies of local and yard train crew operations in terminals throughout Conrail's system. As an Industrial Engineer in Conrail's Industrial Engineering Department, two years in Regional and one year in System positions, and as Planning Manager for three years in Conrail's Automotive Terminals organization, he prepared as well as evaluated capital project proposals and assisted in developing the capital budget for Additions and Improvements. For two years as Regional Vehicle Control Manager, he managed an 800+ vehicle fleet in support of railroad operations and developed the fleet replacement program within the Conrail Northeast Region. He served for two years as Terminal Manager of Conrail's Newark Delaware Automotive Terminal, and one year as a Transportation Quality Manager Automotive/Intermodal in Conrail's Risk Management Department.

Prior to joining Conrail, Mr. Madden served in a variety of assignments as a U.S. Army Transportation Corps Officer, with 8 years Active Duty and 17 years in the Reserves. He served in a variety of units and positions, several of which included port terminal and rail head operations. He currently serves in the New York Guard.

Mr. Madden received his Bachelor of Science in Industrial Engineering in 1973 from Northeastern University in Boston, Massachusetts; a Master of Science in Transportation in 1977 from Northwestern University in Evanston, Illinois; a Masters in Business Administration with Logistics Concentration from Florida Institute of Technology in 1980; and a Master of Regional Planning in 2006 from SUNY-Albany.

Mr. Madden is a member of the ASCE, the American Planning Association, and NYS Association of Transportation Engineers. He is a member of TRB Committees AT025 Urban Freight Transportation and AT050 Intermodal Freight Terminal Design & Operations. He is also a friend of TRB Committees AR010 Intercity Passenger Rail and AR020 Passenger Rail Equipment and Systems Integration. He joined the Department in September 1998, and has been a licensed Professional Engineer in New York since 2001.

Kevin Kesler

Mr. Kesler joined the FRA Office of Research and Development one year ago as Chief of Equipment and Operating Practices Division- Office of R&D. The Division is responsible for Rolling Stock, Rail Hazmat Transport and Human Factors R&D. The division provides technical support to both the FRA Office of Safety and the Office of Railroad Development. Mr. Kesler is responsible for the FRA's support for the PRIIA 305 Corridor Pool equipment committee, Technical Subcommittee.

Though fairly new to the FRA, Mr. Kesler had been active in rail safety and performance R&D for more than 34 years with ENSCO, where he was Vice President of the rail division prior to joining the FRA.

Over the years he has been a major contributor to the development and application of safety standards for both conventional and high speed rail. This included the evaluation and safety assurance for the X2000 and ICE transets in NEC demonstration service and the creation, application and refinement of HSR safety standards, and the assessment and resolution the Acela disk brake cracking.

Mr. Kesler graduated from the University of Maryland with a degree in Mechanical Engineer and studied technical management at Johns Hopkins University.

Mario Bergeron

Mr. Bergeron joined Amtrak in October 2005 as Deputy Chief Mechanical Officer. He was promoted to Chief Mechanical Officer in August 2009. He offers specialized engineering and executive business experience in the railway transportation industry having more than 22 years of mechanical operations experience.

Prior to Amtrak, Mr. Bergeron has been with Canadian Pacific Railway for over 18 years. He held senior management positions ranging from Facility and System Process Engineer, Facility Manager to his last assignment with the organization as Director, Car Maintenance and Planning.

Mr. Bergeron received a Bachelor of Engineering degree in Industrial Engineering from Ecole Polytechnique of Montreal in 1986 and his Diploma in Management (Applied) from McGill University in Montreal in 1993. He is a member of the O.I.Q. (Quebec Engineering Association).

Mr. Bergeron, his wife and three children reside in Delaware.

Robert (Bob) Haslam

The Capitol Corridor Joint Powers Authority is responsible for the maintenance oversight management of the Northern California Pool of Equipment which is owned by the State of California and maintained by Amtrak.

I am presently working with the California Department of Transportation, Division of Rail, in develop their new car specifications and equipment overhaul programs. My experience in equipment maintenance and operation provides a keen perspective in how design specs effect the operation, reliability and maintainability of the equipment. Time line is as follows:

2000 – Present

Assistant Mechanical Officer, Capitol Corridor Joint Powers Authority, Bay Area Rapid Transit District
Oakland, California

1998 – 2000

Manager, Maintenance Support, Amtrak West, Oakland, California

1994 – 1998

General Foreman, Amtrak, Metrolink, Los Angeles, California

1985 – 1993

General Manager, General Electric Railcar Services, Mira Loma, California

1973 – 1984

Carman Mechanic/Foreman/Industrial Engineer, Atchison Topeka & Santa Fe Railroad, San Bernardino,
Barstow, Richmond, Los Angeles, California

Stan Hunter BIO 3/8/10

I am the technical specialist for the rail passenger car technology branch at California Department of Transportation (Caltrans), Division of Rail, and am the team leader for the development of the new bi-level intercity rail car technical specification here at Caltrans. I have been primarily responsible for developing and reviewing specification content, overseeing the editing and review process, coordinating with other entities such as CCJPA and Amtrak for input and comment on the draft spec, and preparing the document for distribution for industry and constituent review. I have also been writing the support documents and specifications that we have included in our technical specification.

I have been with the Caltrans Division of Rail since 1992, when I joined the division to participate on the California Car acquisition project. I have since been involved with a variety of rail equipment projects, including the Surfliner acquisition, rebuilds of the California Cars and our F59PHI locomotives, repair of wreck-damaged Superliners at Beech Grove for use in our intercity services, and the development of technical specifications for other procurement and remanufacture projects. My experience includes in-plant inspection and design review, equipment operations and maintenance, facility design, long-range equipment funding and deployment planning, and management of acquisition and consultant contracts. I have also been.

Steven Fretwell

I currently work for the California Department of Transportation (Department) in the Division of Rail. My responsibilities include the safety, maintenance, and operation of all State-owned passenger locomotives and rail equipment. The State-owned equipment consists of 17 locomotives and 88 passenger cars. I am the Department's resident subject matter expert on locomotives.

I have over 44 years of experience in the railroad industry having been a Diesel Mechanic, Foreman, General Foreman and Trainmaster for the freight railroads. The 44 years of experience includes 34 years in passenger rail services. I have been with the Department for 19 years and have been involved in passenger rail operations, train service implementation, rail equipment procurement, equipment operations and equipment maintenance oversight. Most recently, my focus has been on reducing locomotive exhaust emissions and developing new locomotive specifications.

Tammy Nicholson

Currently: Director, Office of Rail Transportation at Iowa DOT. I manage a staff of 13, with duties including passenger rail, 2 track inspectors, Highway-Railroad grade crossing surface and signal programs, a Railroad Revolving Loan and Grant program for economic development, coordinate highway/railroad projects, rail legislation and rail regulation activities, freight coordination, and marketing efforts. Iowa DOT does not have any staff with rolling stock expertise.

Previously, from 1990-2007, I was in the Highway Division at Iowa DOT working as a Transportation Engineer. I prepared highway location and planning studies for new or redesigned highway corridors. I worked extensively with FHWA for federal funding and with environmental documentation required by NEPA.

My education is in civil engineering from Iowa State University and I am a registered Professional Engineer.