

SECTION 305 TECH SUB COMM

MINUTES

AUGUST 11, 2011

3:00PM

CONFERENCE CALL

FACILITATOR	<i>Dale Engelhardt, 305 Technical Subcommittee Vice Chair</i>
ATTENDEES	<i>Dale Engelhardt, Ken Uznanski, Tammy Krause, David Warner, Kevin Kesler, Melissa Shurland, Chad Edison, Jeff Gordon, Stan Hunter, Camren Cordell, Allan Paul, Jack Madden, Anand Prabhakaran, Ron Adams, Kevin Lawson, Leo Penne, Steve Hewitt</i> Industry Participants: <i>George Mekosh, Michael Weinman, Jack Martinson, Eric Wilde, Tom Hunt, Peter Mazzeo, Rick Brilz, Phil Strong</i>
ABSENTEES	<i>Mario Bergeron, Greg Gagarin, Michael Burshtin, Mike Trosino, Andrew Wood, Devin Rouse, Whitney Phend, Anand Prabhakaran, Charles Bieliz, Michael Coltman, Brian Marquis, Steve Fretwell, Curtis McDowell, Charlie Poltenson, George Weber, Art Peterson, Tammy Nicholson, Jeff Schultz, John Olmoen, Michael Treazise, Don Damron, Shayne Gill</i>

DISCUSSION/DECISIONS MADE

In the absence of Chairman Bergeron, Vice Chairman Dale Engelhardt opened the meeting and reviewed the agenda.

Steve Hewitt took the roll of the "Core Team" members present and determined that a quorum was present. Industry participants were asked to email a notification of their attendance to Steve at shewitt109@aol.com.

On a motion by Jack Madden, NYSDOT, and a second by Allan Paul, NCDOT, the minutes of the July 28, 2011 conference call of the Technical subcommittee, were approved without objection.

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

Maintaining Industry Participation List:

Steve Hewitt reported that since the last update the subcommittee has added one additional industry participant. The list has been updated, and now includes **182** members! The list is posted on line at the AASHTO website at www.highspeed-rail.org in the subcommittee link and is included in the monthly S305 NGEN activities report.

Dual Mode Locomotive Requirements Document:

As previously reported, the Dual Mode Locomotive Requirements Document has been submitted from the subcommittee to the Board, and the Board has been asked not to consider the document until the issue of CEM has been resolved.

Formation of a Cars Technology Task Force:

This action item will remain 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.

Agenda Items:

Executive Board Approval of the Trainset Specification – Dale Engelhardt:

Dale Engelhardt reported that the Trainset specification was adopted by the Executive Board on August 2, 2011 during its webinar/conference call meeting. Larry Salci provided the Board with an overview of the Review Panel report and its recommendation for approval. Due to their ongoing concerns over the CEM language in the specification, the FRA abstained from voting for adoption of the Trainset specification. All other Board members voted in favor.

Kevin Kesler summarized, for the Technical subcommittee, the reason for the abstention. The FRA is concerned

that with the CEM language in the specification, there are, essentially, two definitions in two places. (The Engineering Task Force, working with RSAC, and the NGEC) "The concern is that we are building two tracks at the same time". FRA would prefer that the NGEC "adopt what's been done by RSAC".

Steve Hewitt reminded Kevin that there was also discussion at the Board meeting of the development of a disclaimer statement by the FRA, as a part of the CEM position paper they are preparing. The issue is that if the FRA votes to approve a specification with language (such as the CEM requirement), when regulations have not yet been written, then the NGEC, could be perceived as modifying the current FRA regulations. A member of the Board recommended that a resolution to the problem may be to propose a disclaimer statement that clarifies that there is no intent to modify regulations. FRA had agreed to include a proposed disclaimer statement in its position paper for Board consideration as a possible remedy for this issue.

Status: FRA-CEM position paper – Kevin Kesler:

Kevin Kesler reported that the position paper is in the approval process at FRA, and it is hoped that it will be ready for submittal to the Executive Board in time for its next conference call. The Board's next call is Tuesday, August 16, 2011.

Standardization Pilot Program Review – Jeff Gordon:

Jeff Gordon reported that the Standardization working group is continuing its work on the pilot program which he described as "similar to the Document Control Process". Each of the Technical subcommittee subgroups are working on a few candidates for standardization and how they should be considered.

The next call of the working group is August 18, 2011. It is hoped that by the end of the month the working group will have some standardization items completed "in case they are needed for the bi-level procurement."

Document Control Pilot process status – Dave Warner

Dave Warner submitted the following for inclusion in the minutes:

"Following a meeting on Tuesday, August 9, with Amtrak IT personnel in Philadelphia at which Stan, Tammy and Dave were present, we decided to hold DCR-55 for the next revision—Rev. B—of the bi-level specification. This DCR deals with the Wi-Fi and communication system enhancements, and it was clear much more work was needed before the chapter was ready for the specification.

There remain just a handful of the remaining 54 DCRs to finish working their way through the review process, and hopefully that will occur either late this week or early next week. Once that occurs, I will complete the "Change Summary" to submit to the Technical Subcommittee for voting. If all goes well, that vote could occur as early as August 25".

Once the Technical subcommittee has voted, if approved, it will go to a review panel for approximately 2 weeks, and then on to the Executive Board for its consideration. Once approved, Cameron Cordell will enter all changes into the bi-level document.

Stan Hunter added that deferring DCR-55 to Rev B was based on the view that Chapter 12 needs to be fleshed out more. It is the Task Force's priority, at this point, to get the pilot process completed. He did note that they "still may need another cycle before the specification can go to an RFP."

In response to a question posed by Mike Weinman in regards to whether or not the procurement (Bi-level) is to be a California procurement or one which will include the other states (Mid-west), Stan responded that the plan is to have a joint procurement.

Locomotive Technology Taskforce update – Dave Warner:

Dave Warner submitted the following update for inclusion in the minutes:

"Two reports were reviewed earlier today on our bi-weekly conference call. They were: 1) the report of our industry search to determine what technologies are presently available, or may be available in the near future to enhance/improve diesel-electric and dual mode locomotives, and 2) the assessment of the impact of a vehicle top speed difference between 110 and 125 mph.

We reached consensus on the conclusions, and the final, revised documents have been sent to Task Force members. Our plan is to forward both reports to Steve Hewitt for forwarding to the Technical Subcommittee by August 17. Once a final disclaimer from the Administrative Task Force is received and placed in the reports, it can then be sent to the Executive Board.

Along with the agenda for today's call, you received a copy of a white paper the LTF created regarding "non-traditional" locations where dual mode locomotives might be useful. The purpose of the white paper was to summarize our discussions in a form that would be more useful to the Technical Subcommittee than just reading through meeting minutes. It is not, and was not, intended to be an all-encompassing treatise on possible routes and services that could potentially be operated with dual mode locomotives. This document, too, awaits the receipt of the disclaimer text as a prerequisite for submission to the Executive Board.

Representatives of manufacturers are working on providing fuel consumption values for an simulated PRIIA train with top speeds of 90/110/125 mph on a defined flat, tangent route with two stations and no grade crossings. One response has been received so far, and the goal is for all responses to be provided by a week from Friday. I will compile and distribute the results in a non-company attributable format.

Kevin Kesler mentioned talks being had at the FRA and within California, Illinois and other state DOTs about the very real possibility of a Tier IV/125 mph top speed locomotive not being available within the time constraints of spending ARRA funds, Tier IV being a major time-sequence factor. The possibility of a first locomotive order being Tier III/110 mph was broached, but with a caveat that the vehicle, at some point in the future, could be upgraded to Tier IV/125 mph. The subsequent discussion covered many "what ifs" and technical limitations involved with this approach. Anticipating a desire on the part of the Executive Board and Technical Subcommittee for help with this matter, the LTF said that if a well-defined set of questions was provided to it for answering, it would do that. Kevin Kesler volunteered to draft questions and the LTF agreed to review them before Kevin submits them to the Technical Subcommittee where it is anticipated a formal tasking will be given to the LTF to provide answers. This may sound round-about, but we want to make sure that the questions really get to the root issues and complexity of what will be some difficult decisions for the Executive Board".

Steve Hewitt clarified that the plan for preparing a disclaimer statement in regards to the white paper on non-traditional locations, is to bring the issue to the Administrative Task Force, under who's jurisdiction disclaimer statements and policies are developed.

There was some discussion in regards to the fuel consumption issue raised by Dale Engelhardt on the last call. The LTF will be preparing a report on fuel consumption, and the intent is to present it on the next Technical subcommittee call.

DMU Specification/industry survey – Dave Warner:

Dave Warner provided the following report for inclusion in the minutes:

"Six individuals, four consultants and two vendor representatives, have sent me an email expressing interest in the project. Assuming the project does get a green light to proceed, I have some thoughts on what specifications to use as the starting point, and a few suggestions have been received from industry representatives".

Steve Hewitt added that, at the request of the Executive Board, AASHTO has distributed a survey to the AASHTO Standing Committee on Rail Transportation (SCORT) members to get a sense of the interest and needs of states for a 305 specification for DMUs. The due date for the survey responses is August 24, 2011, but, as of this moment, a number of states have expressed interest in DMUs. Including those who had previously expressed interest via letters and/or emails to the Board, and those who have responded to the survey thus far, Steve estimates approximately 7 or 8 states are interested in seeing a 305 DMU specification developed. The issue of determining the timing and/or demand is difficult because of the current lack of funding.

Steve noted that the subject will be on the Executive Board agenda on August 16, 2011, and that he will keep the subcommittee apprised of the Board's discussions.

Further discussion ensued with regard to the Dual Mode Locomotive Specification as well. Dale Engelhardt commented that it would be the Board's decision as to whether or not either specification (or both) will be assigned for development. Once the decision has been made, Mario Bergeron, Chair of the Technical subcommittee, will determine how best to progress the development of these specs if it is decided that they should be developed.

Steve Hewitt reminded industry members to respond to Dave Warner (cc to Steve) if they are interested/willing to assist the subcommittee in the development of a DMU specification. Industry input is critical to the subcommittee's ability to produce a specification.

Update: ADA working group progress –Kevin Kesler/Melissa Shurland:

Melissa Shurland reported that the ADA Working Group (ADA-WG) held its "kick-off" conference call last week. (Wednesday – August 3, 2011) The purpose of the meeting was to review the Group's charter.

During the kick-off meeting it was decided that a straw man document of the requirements will be reviewed and considered by ADA-WG members, at the next meeting. However, following that meeting, some group members expressed concern over increasing the design load of the wheelchair lift beyond the current ADA requirement of 600lbs.

Melissa reported that she had received data from the UK on the range of mobility weight, and she has sent the data out to ADA-WG members.

The next call of the ADA-WG will be August 17, 2011 and the primary focus will be on the optimum design load for the lift. Melissa will get an agenda out to members shortly.

Update: Buy America survey work – Kevin Kesler:

Kevin Kesler reported that the Buy America Survey has gone out. He noted that it was sent to a limited number of car builders (9) due to cost restrictions that require prior approval by OMB for anything more than 9 entities being surveyed.

Kevin will be following up with conference calls to the survey recipients beginning next Tuesday (August 16, 2011).

Once this has been completed, he will prepare a briefing for the USDOT Secretary and the FRA Administrator. Once he gets the ok, he will offer the briefing to the subcommittee and the Executive Board on a webinar. He will work with Steve Hewitt on those arrangements.

Action Items Update (New)

The Standardization working group is working towards a goal of having some standardization items completed by the end of August, 2011.

The FRA continues to finalize the CEM position paper with a goal of submitting it for Board consideration at the August 16, 2011 Board conference call.

The Document Control Task Force hopes to complete the "change summary" in time for Technical subcommittee consideration during its August 25, 2011 conference call. It would then go to the Review Panel and, subsequently, on to the Board.

By August 17, 2011, it is intended that the LTF will provide its two reports to Steve Hewitt for distribution to all subcommittee members, and onto the Board, once a disclaimer statement has been developed and approved through the Admn TF.

Kevin Kesler will draft questions on 110-125 mph speeds in regard to Tier III and Tier IV. Once complete the questions will be reviewed by the Technical subcommittee and it is anticipated that the subcommittee will task the effort to the LTF.

The LTF will provide a report on fuel consumption issues to the Technical subcommittee by the August 25, 2011 conference call.

The DMU specification remains an open issue – industry representatives should contact Dave Warner and Steve Hewitt if they are willing to assist in a specification development for DMUs.

ADA-WG is progressing its work- the next call is August 17, 2011 with a primary focus on optimum design load for the lift. Steve Hewitt is working with AASHTO to set up a file share section for the ADA-WG on the AASHTO S305 website.

Once the Administration has been briefed on the Buy America survey results, Kevin Kesler will work with Steve Hewitt to arrange for a webinar briefing for the NGECE Executive Board and the Technical subcommittee.

**Technical Sub Committee Conference Call Meeting:
Thursday August 12, 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***