

SECTION 305 TECH SUB COMM

MINUTES AUGUST 19, 2015 9:00AM EASTERN CONFERENCE CALL

Dual Mode (DC 3rd Rail) Locomotive Specification Approval Meeting Albany, NY

FACILITATOR	<i>Mario Bergeron, Chair, NGENC Technical Subcommittee</i>
ATTENDEES	Core Team Members: Mario Bergeron, Dale Engelhardt, Tammy Krause, Jeff Gordon, Ray Hessinger, Jack Madden, Charlie Poltenson, Phil Meraz, Marci Petterson, Steve Hewitt, Shayne Gill, Brian Marquis, Larry Salci Proxies: Jack Madden for: Momoko Tamaoki, Allan Paul, Jason Biggs; Phil Meraz for: Jennifer Bastian, and for Troy Hughes Industry Members: Al Bieber, Lew Hoens, Alexander Epstein, Pat Sheeran, Roger Patton, Kevin Myles, Paul Jamieson, Bill Slater, Adam Drufke, Roman Porter, Glen Rees, Michael Latour, Tony Jones, Guests:
ABSENTEES	<i>Momoko Tamaoki, Jennifer Bastian, Allan Paul, Jason Biggs, Troy Hughes, Vincent Brotski, Andrew Wood, Jeff Schultz, Nico Lindenau, Art Peterson, Jonathan Hines, Jay Glifillan, Devin Rouse, Anand Prabhakaran, Charles Bielitz, Michael Coltman, Brian Marquis, Patricia Llana,</i>

DISCUSSION/DECISIONS MADE

<p>1. Safety Briefing:</p>	<p>A Safety briefing was provided by Denise Authement, NYSDOT.</p>
<p>2. Call the Meeting to Order – Mario Bergeron:</p>	<p>Chairman Bergeron, Amtrak, called today's meeting to order and called for self-introductions of all meeting attendees.</p>
<p>3. Establishing a Quorum – Steve Hewitt:</p>	<p>Steve Hewitt called the roll of voting members and confirmed proxies conveyed to voting members. A quorum of voting members was established with all members present or accounted for via proxy.</p>
<p>4. Review of the Meeting Packet – Steve Hewitt:</p>	<p>Steve Hewitt reviewed the materials contained in today's meeting packets.</p>
<p>5. Approval of the Minutes from 8-13-15 - Mario Bergeron:</p>	<p>On a motion by Jeff Gordon, FRA, and a second by Phil Meraz, Iowa DOT, the minutes from the August 13, 2015 meeting of the Technical subcommittee were approved without objection or exception.</p>
<p>6. Opening Remarks – Review of Meeting Objectives – Mario Bergeron:</p>	<p>Mario Bergeron thanked all those in attendance, and especially thanked NYSDOT for hosting the meeting.</p> <p>Ray Hessinger, NYSDOT, and Secretary of the NGENC Executive Board, welcomed all attendees to Albany, and expressed how pleased NYSDOT was to host the meeting.</p> <p>Chairman Bergeron reviewed the objective of the meeting which is to approve the Dual Mode (3rd Rail) Locomotive Specification. He noted that this is the primary business of the day and "we will approve the specification today".</p> <p>Mario explained that this is not the final step in the process – but it is the Technical subcommittee's final step in</p>

the development of the specification. From here it is submitted to the Executive Board Chairman – Eric Curtit – who will convene the review Panel to review the specification and provide a report with recommendations (Written by Larry Salci, Consultant and approved by the Review Panel) to the Executive Board for its consideration. Once accepted by the Board, the Dual Mode (DC 3rd Rail) Locomotive Specification will become the 6th PRIIA vehicle specification adopted by the NGEC.

7.

Technical Subcommittee Specification Creation and Approval Process – Mario Bergeron:

Mario provided the following overview presentation (highlighted below – full presentation to be distributed and posted to the website) setting the stage for today's meeting, and describing the process:

Purpose of the Meeting:

- The TSC's Locomotive Working Group has developed the Draft Dual Mode (DC 3rd Rail) Locomotive Specification
- This specification has involved NY State (working with Metro North RR and ConnDOT), Amtrak and the Technical Teams under the Loco WG
- Lessons learned from previous specification writing efforts have been incorporated
- By the end of this meeting, we expect to vote to approve:
 - The Dual Mode Locomotive Specification
 - Rev B to the Dual Mode Requirements Document
 - Rev B to the PRIIA Spec 305-912 Operating Environmental Conditions

The PRIIA Specification Family:

- Bi-Level: C.3 – 7/29/15
- Locomotive: A.1 – 12/9/14
- Single Level: A – 11/13/12
- Trainset: A – 12/10/13
- DMU: IR – 9/4/12

Dual Mode Locomotive Specification Development:

- Requirements Document Rev A
 - Approved by Executive Committee on January 6, 2015
 - Provides Basis for Specification Details
- Develop First Draft Chapters 1/7/15 to 5/7/15
- TSC Open Comment Period 6/4/15 to 7/2/15
- Technical Subcommittee Approval 8/19/15
- Send To Executive Committee
- Create Review Panel Review Spec vs. Req. Document
- Executive Committee Approval
- Subsequent Changes/Configuration Mgmt.

Industry Role for Dual Mode-1:

- At the outset of the Dual Mode specification process there was much discussion over the NY State demand for equipment. The PRIIA Diesel-Electric Locomotive cannot operate into Penn Station and Grand Central Terminal as it has no electric capability.
- A core group of people from NY State, Connecticut DOT, and MTA-Metro North Railroad took a leadership role that resulted in the specification being initiated.
- The Locomotive Working Group included members from State DOT's, Railroads using Dual Mode units, locomotive manufacturers, and other industry members; the Loco WG developed the Dual Mode (DC 3rd Rail) Locomotive Specification

Industry Role for Dual Mode-2:

- The Loco WG used the Diesel-Electric Locomotive, currently under procurement from Siemens, as the starting point for the Dual Mode specification
 - Included changes made to the Diesel-Electric Locomotive specification during the procurement process (RFC's, DCR's)
 - Included known requirements for AMTK, MNR and LIRR Dual Mode locomotives learned during MNR DM Spec research
 - Included Northeast United States specific environmental requirements
 - Included new features beyond the PRIIA D-E Loco (e.g., Added Diagnostic Chapter)
 - Corrected and updated references used in the D-E Specification to current usage.
- Today is the culmination of the review process and we shall follow the process to approve this specification as was the case for the previous specifications.

PRIIA 305 Tech. Subcommittee Locomotive Working Group Organizational Structure:

- The same Locomotive Working Group structure has been used as was the case for the previous Locomotive specification
- Specification Director– Jack Madden
- Technical Teams in Loco WG
 - General – Jack Madden
 - VTI – Brian Marquis
 - Mechanical/Carbody – Al Bieber
 - Customer Amenities – Jack Madden
 - Environmental – Glen Rees
- Many thanks to the Team Leaders and those members of their groups that have worked on this specification.

What Makes the Dual Mode Specification Different?:

- Primarily controlled by New York State requirements to enter Penn Station and Grand Central Terminal
- Environmental consideration for tunnels and overrunning/underrunning third rail operation
- The goal is to have a specification that:
 - does not unduly favor any manufacturer over any other
 - does not favor any technological approach over any other
 - provides compatibility with PRIIA single-level equipment
 - is compatible with existing 3rd rail infrastructure

Dual Mode (DC 3rd Rail) Locomotives Currently in Service:

- Amtrak, P32AC-DM: 18 units
 - Service on all trains between Albany and NY Penn Station
 - Service on one daily train to/from Rutland VT and NY Penn Station
 - Service on two daily train to/from Niagara Falls NY and NY Penn Station
- MNR, P32AC-DM: 31 units
 - Push-Pull Service on all trains between Poughkeepsie and Grand Central Terminal
 - Push-Pull Service on most weekday trains between Wassiac NY; New Canaan CT; Danbury CT; Waterbury CT; and Grand Central Terminal
- LIRR, DM-30AC: 23 units
- Push-Pull Service on some weekday peak trains between Port Jefferson; Oyster Bay; and Montauk to Penn Station.

What Happens Next to the Specification?:

- Executive Board will need to review the Dual Mode Locomotive Specification for approval, if it is recommended for approval by the technical subcommittee
 - A requirements document was approved by the Executive Board
 - Executive Board Chair Eric Curtit will establish a Review Panel that will assess the specification against those requirements and recommend acceptance or further work

- The Executive Board will then vote on acceptance of the specification

Thank You!

8. Specification Development and Approval – Dale Engelhardt:

Dale Engelhardt, Technical subcommittee Vice Chair, gave an overview of today's meeting with respect to the review and ultimate approval of the DRAFT (Revision 2) Dual Mode (DC 3rd Rail) Locomotive Specification:

What Will Happen Today?

We have one goal before the meeting is concluded:
Finalize and approve the Dual Mode specification
How has that specification been produced?
How are we going to review that work today?
Who is going to take us through the process?

Dual Mode Specification Inputs:



What Makes the Dual Mode Specification Different?

Several chapters on project management, testing, materials, references, etc. (Chapters 2, 3, 18 and 19) have used the common wording found in previous specifications.

Primary requirements were defined by NY State, with Metro North.

What Happens Today?

Everyone has had the opportunity to review the draft specification, and propose changes.

The subgroups have reviewed and decided upon each of the change requests, and a summary matrix of findings is posted on the AASHTO website.

Decision on some late requests will be reviewed today.

We will review all late, deferred urgent and as many less urgent change requests as time allows.

How Will the Review Take Place?

The same as we've done before:

Each question is allocated 15 minutes maximum.

5 minutes for the proposer to explain why they believe a change is necessary.

5 minutes for the rolling stock team and subgroup leader to discuss

5 minutes for discussion and conclusion.

The decision will be made by the specification director and the Technical Working Group leader based on the discussion held.

When all points are reviewed and decisions made, a vote will be taken by the voting members on the acceptability or otherwise of the specification for submission to the Executive Board.

Please Be Concise!

Summary of Work on Technical Specification:

Summary of Status of Changes Proposed for the Dual Mode:

Initial draft of all Dual Mode Chapters, and Change Request form posted on AASHTO website.

Comment period was June 4th-July 2nd.

Each submitted Change Request form was reviewed and final decision made by Subgroup, who revised Chapter wording as necessary.

Change Request details are as follows:

	Original	7/30 Version
Accepted	27	12
Amended	22	10
Rejected	6	1
Deferred	1	3
Open	0	5
TOTAL	56	31

Thank You!

9.

Review of DRAFT Dual Mode (DC 3rd Rail) Locomotive Specification Revision 2 – Jack Madden:

At this point, it was noted that the locomotive working group had adjudicated changes requested over the period between 7/30 and 8/18 and a Revision 2 of the DRAFT specification had been distributed to working group members just prior to the meeting. As ample time had not been afforded the members to review this document, Jack Madden was asked to go through all changes that had been requested – accepted – or rejected – and highlight the changes made to the document from revision Draft 1 to Revision 2.

Jack Madden reviewed all proposed changes, and the team's disposition of each were covered.

Following Jack's presentation, an opportunity for questions and comments was offered.

Most comments revolved around the process for tracking changes made to this specification that will also need to be tracked back to other specifications where applicable.

Where applicable to other specifications, Tammy Krause will send the sections to the appropriate working groups for review, and the PRIIA NGEC DCR process will be followed.

The DCR process includes working groups agreeing or rejecting change requests; the Technical subcommittee approving the DCRs as submitted; and forwarding on to the Executive Board. The Board then asks the

appropriate Review Panel to convene and consultant Larry Salci is asked to prepare a report with recommendations to revise the specific specification after comparing the changes to the spec against the requirements document upon which the specification was based.

A further discussion was held with regard to maintaining a record of all changes made. The process allows for a record of the data which is clear and could be used by vendors during the bidding process.

It was suggested that a common tracking spreadsheet be available when bids are to be accepted. Owners of the RFP – or the agency putting out the RFP – should have the spreadsheet available.

Phil Meraz, Iowa DOT, noted that the weight conversions in the specification, as drafted, are incorrect.

The numbers will be corrected in the final version of Revision2 and it was noted that there needs to be consistency for all conversions across specifications.

The conversion rates will be added to the glossary.

Several other edits/corrections were provided and accepted with regard to Revision 2.

10.

Consideration of Approval Dual Mode (DC 3rd Rail) Locomotive Specification Revision 2:

With no additional change requests forthcoming, Chairman Bergeron called for a motion to approve Dual Mode (DC 3rd Rail) Locomotive Specification as submitted in Draft Revision 2 with the additional changes/edits as discussed today.

A motion to approve was offered by Jack Madden, NYSDOT and seconded by Marci Petterson, ConnDOT.

With no further discussion forthcoming, Chairman Bergeron asked Steve Hewitt to call the roll of voting members:

Mario Bergeron, Amtrak – aye
Jeff Gordon, FRA – aye
Jack Madden, NYSDOT – aye
Jack Madden as proxy for Allan Paul, NCDOT – aye
Jack Madden as proxy for Momoko Tamaoki, Caltrans – aye
Jack Madden as proxy for Washington State DOT – aye
Phil Meraz, Iowa DOT – aye
Phil Meraz as proxy for Jennifer Bastian, Illinois DOT – aye
Phil Meraz as proxy for Troy Hughes, Missouri DOT - aye
Marci Petterson, ConnDOT - aye

With a quorum having been established, and all votes cast in the affirmative, Chairman Bergeron declared that consensus had been achieved and the motion is approved.

Tammy Krause will finalize Revision 2 with the edits/changes agreed to today, and provide it to Steve Hewitt for submittal to Eric Curtit, on behalf of Mario Bergeron and the Technical subcommittee.

Eric Curtit will be asked to convene the Review Panel and begin the final process for Board adoption of the PRIIA Dual Mode (DC 3rd Rail) Passenger Locomotive Technical Specification.

11.

Revising the Requirements Document for the Dual Mode(DC 3rd Rail) Passenger Locomotive:

At this point, Mario Bergeron asked Jack Madden to review a change that the Locomotive Working Group had determined was needed to be made to the requirements document Revision A – January, 2015.

Jack explained that for the Dual Mode the HEP should drop from 1000kw to 800kw in section 2.6 (Electrical) of the requirements document – the same as it is in the Diesel-Electric Locomotive specification.

The process for making a requirements document change is for the Technical subcommittee to recommend the change to the NGEC Executive Board. (The Executive Board "owns" the requirements documents) The Board would, if it accepts the recommendation, be responsible for approving/accepting the change.

After some discussion, a motion to recommend the change to the Executive Board was offered by Jack Madden,

NYSDOT, and seconded by Marci Petterson, ConnDOT.

With no further discussion forthcoming, Chairman Bergeron asked Steve Hewitt to call the roll of voting members:

Mario Bergeron, Amtrak – aye
Jeff Gordon, FRA – aye
Jack Madden, NYSDOT – aye
Jack Madden as proxy for Allan Paul, NCDOT – aye
Jack Madden as proxy for Momoko Tamaoki, Caltrans – aye
Jack Madden as proxy for Washington State DOT – aye
Phil Meraz, Iowa DOT – aye
Phil Meraz as proxy for Jennifer Bastian, Illinois DOT – aye
Phil Meraz as proxy for Troy Hughes, Missouri DOT - aye
Marci Petterson, ConnDOT - aye

With a quorum having been established, and all votes cast in the affirmative, Chairman Bergeron declared that consensus had been achieved and the motion is approved.

Tammy Krause will prepare the language for the proposed change to the requirements document and the recommendation will be submitted to the Executive Board by Steve Hewitt on behalf of Chairman Bergeron and the Technical subcommittee.

**12.
Proposed revisions to PRIIA Specification 305-912 (reference document):**

Through the process of developing the Dual Mode specification, it was noted that several changes to 305-912 (Environmental conditions document) to accurately reflect specifics of the area in which the locomotives were going to operate.

A long discussion with regard to these specific changes ensued, and, additionally, a number of changes were suggested including the need to change the cover page to include all PRIIA Rail Rolling Stock as opposed to the current title referencing the Bi-Level Rail Rolling Stock.

Eventually, there were many changes suggested and discussed that would update and provide consistency along with accuracy. It was, therefore, agreed that Tammy Krause will prepare an updated DRAFT of 305-912 Revision B for distribution to all Technical subcommittee members by COB on September 3, 2015; and the subcommittee will consider its approval on its next call scheduled for September 10, 2015.

**13.
Bi-Level Car Procurement Update – Larry Salci:**

Larry Salci, Consultant to the FRA on the Bi-Level Specification provided a brief high level update on the status of the bi-level car procurement.

FAIs are ongoing.

There are no option cars being added to the order – it was thought there might be, but it did not happen.

The big picture challenge is to meet the HSIPR ARRA deadline for expending the federal funds by 9/30-17.

Some of the money is state money which does not have the same deadline, but the effort is underway to make sure that the ARRA funds are spent and the deadline is met.

**14.
Diesel-Electric Locomotive Procurement Update – Jeff Gordon:**

Jeff Gordon, FRA, provided a brief update on the D/E locomotive procurement:

The procurement is proceeding well.

There are options for additional locomotives.

The initial order was for 38 and is now at 47.

The Mid-West states are working on establishing ownership/governance and maintenance responsibilities compliant with Section 6 requirements.

15.

Diesel Exhaust Fluid (DEF-UREA) Working Group Update – Dale Englehardt:

Dale Engelhardt described the purpose for establishing the DEF working group which is to look at what DEF is and how to handle it from an infrastructure standpoint as the new locomotives come on line under Tier IV.

Jennifer Bastian, IDOT, is the working group chair.

DEF is hard to handle.

A key issue is to determine if the existing fueling stations will be adequate. Will the new locomotives have the range to get to the fueling stations where they are currently located? Are more locations needed?

A brief discussion regarding funding DEF facilities, took place with Al Bieber providing the following comments for inclusion in the minutes:

"The true cost to an agency for a locomotive requiring DEF should include the cost of installing such a facility (or facilities) when evaluating bid pricing so as to maintain a level playing field.

From a life cycle cost:

a) A supplier bidding a non-DEF system (EGR) needs to identify fuel penalties associated with that choice (if any).

b) Those bidding a DEF system need to include the ongoing cost of purchasing DEF."

All also provided the attached "(simplified) requirements summary for a DEF fueling facility that a bidder should be required to include in contract pricing if offering a DEF Tier 4 locomotive".

There is a timeline/sense of urgency to this issue as the first locomotives are expected to be tested from March to June 2016 and the first one to be in service in August of 2016. Questions revolving around DEF handling and fuel consumption need to be answered.

Mario Bergeron asked if a project schedule has been developed. This request from Chairman Bergeron has been made several times since the working group was established.

Larry Salci responded that the project schedule has not been completed, and he agreed with the Chairman's concerns over the need to for one asap because of the short timeline. Larry suggested that the subcommittee "keep asking" for a schedule, and he also agreed to ask Jennifer for it, and to "elevate" the issue.

Mario emphasized that "the window is closing...we need a project schedule".

Shayne Gill asked if this issue should not be brought to the attention of the Executive Board.

Steve Hewitt reported that it is already a part of the ongoing bi-weekly update from IDOT to the Board as a part of the procurement status update.

16.

AAR Committee Update/Progress Report – Jeff Gordon, FRA:

Earlier in the meeting the topic of the AAR committee came up and Jeff Gordon provided a basic overview of what the committee was and progress being made. At this point Jeff reiterated what he stated previously.

The committee was formed to establish standards (by 12/31/15) to address the new passenger equipment that will coming on line in the near future. The committee will develop a list of standards most of which are related to VTI and shunting. The standards will not apply to the PRIIA procurements but will be used as a comparison against them as they are underway to see if they work.

Adjourn: With no other issues to come before the subcommittee today, at approximately 3:45 PM Eastern, Mario Bergeron adjourned today's Technical Subcommittee specification approval meeting.

Next Call: September 10, 2015 – 3:00pm Eastern

Decisions and Action Items (Ongoing and new)

RVAAC: RVAAC presented its recommendations for improved access on rail vehicles to the Access Board on July 29, 2015. Melissa Shurland will keep the Tech SC apprised as deliberations conclude. (Ongoing)

Updating ECP Standards: remains as a standing action item and as activities occur; Paul Jamieson will provide status updates to the subcommittee. (Ongoing)

Maintaining Industry Participation List: This remains an ongoing action item. There are currently **256** registered industry participants. (ongoing)

Backgrounder educational document: The updated Backgrounder remains available upon request. Please contact Steve Hewitt at shewitt109@aol.com if you want to receive Backgrounders. Provide the quantity requested and an address for sending them to.

DEF Working Group: The working group will meet next on August 31st. During today's meeting (8-19-15) the need for a project schedule was stressed. Larry Salci agreed to contact Jennifer Bastian and ask for the schedule to be submitted to the Technical subcommittee as soon as possible and to emphasize the sense of urgency.

The PRIIA Dual Mode (DC 3rd Rail) Passenger Locomotive Technical Specification – DRAFT Revision2 was approved by the Technical subcommittee on 8-19-15 and will be put in final form with changes as noted during today's meeting, by Tammy Krause. Once in final form, Steve Hewitt will transmit it to Eric Curtit on behalf of Mario Bergeron and the Technical subcommittee and request that the Board begin the process for formally adopting the specification.

The Technical subcommittee today, 8-19-15, voted to recommend that the Executive Board make a change to the Dual Mode (DC 3rd Rail) Passenger Locomotive Requirements Document Revision A to reduce HEP from 1000kw to 800kw in Section 2.6 Electrical. Tammy Krause will provide Steve Hewitt with the recommended language to be submitted to the Executive Board.

Specification 305-912 reference document changes: The subcommittee on 8-19-15 agreed to a series of updates/revisions to the 305-912 document. Tammy Krause will capture those changes and revise the document accordingly. A draft revised document will be distributed to the full Technical subcommittee by COB 9-3-15 for its consideration on 9-10-15.

All PowerPoint presentations from today's meeting (8-19-15) will be distributed to Technical subcommittee members by Steve Hewitt, along with the DRAFT meeting minutes, and will be posted to the website as well.

AWG report: Oregon State University and Amtrak have signed NDA and work will begin on the study of the drawings. (Ongoing)

AAR Committee: Next update due September 24, 2015.(Ongoing)

The August 27th Technical subcommittee call is CANCELED – Steve Hewitt will send calendar notices to all members.

The Next call is September 10, 2015 – 3:00PM Eastern

ATTACHMENTS

ATTACHMENT 1

Requirements Summary for a DEF FUELING FACILITY

Submitted by Al Bieber

General:

If the proposed locomotive requires the use of Diesel Emission Fluid (DEF) to comply with EPA Tier 4 requirements, the bidder shall include with the proposal, the cost of a turnkey project for DEF fueling facilities. The turnkey project shall include design, supply, build and installation of a DEF fueling facility at every location where the agency (authority? customer?) currently fuels locomotives. The DEF storage requirement at each location shall be based upon a percentage of diesel fuel storage capacity at the facility consistent with the percent DEF required compared to diesel consumed in normal operation.

The turnkey project cost will be added to the cost of the locomotives during proposal evaluation for the purpose of comparing bid prices.

Details:

The bidder shall submit test data showing DEF usage as percent of fuel burned at each notch for the proposed engine.

Each DEF fueling facility shall consist of:

Storage quantity - Equal to percentage diesel stored at the facility.

Materials - All materials (tanks, fueling pumps & nozzles, hoses & lines, etc.) shall be compatible with the corrosive nature of DEF.

Environment - Facility shall be environmentally compatible with the fueling station location to avoid DEF liquid freezing or other harmful conditions.

DEF fueling rate - Equal to percent of diesel fuel rate so that DEF fuel tank fills within the same time duration as that of the locomotive fuel tank.

Shut off- Automatic shut off shall be provided.

Power supply - Installation shall include all necessary cabling from the nearest source of appropriate power as well as all protective devices.

The bidder shall provide installation details of similar DEF fueling facilities including storage capacity, fueling rate, problems found and how they were corrected, etc.

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PRIIA Section 305 NGEC Technical Subcommittee

Dual Mode (DC 3rd Rail) Locomotive Specification Approval Meeting

**NYSDOT
50 Wolf Road
Albany, NY
Conference Rooms A and B
August 19, 2015
9:00 AM– 4:00PM**

AGENDA

8:30 – 8:55 AM	Registration and Coffee Service	
8:55 – 9:00AM	Safety Briefing	Denise Authement
9:00 – 9:05 AM	Call the Meeting to Order	Mario Bergeron
9:05 – 9:15 AM	Roll Call and Review of Meeting Packets	Steve Hewitt
9:15 - 9:20 AM	Approval of the Minutes from 8-13-15	Mario Bergeron
9:20 – 9:40 AM	Welcoming Remarks – Review of Agenda and Meeting Objectives	Mario Bergeron
9:40 – 10:00AM	NGEC Technical Subcommittee Specification Creation and Approval Process	Mario Bergeron
10:00 - 10:30AM	Specification Development and Approval	Dale Engelhardt
10:30 – 10:45AM	Break	
10:45 – 12:15PM	Specification Review	Jack Madden
	Individual Proposals for change requests	
12:15 – 1:30PM	Lunch on your own	
1:30 – 1:35PM	Call the Meeting Back to Order	Mario Bergeron
1:35 – 1:50 PM	Approval -Dual Mode (DC 3 rd Rail) Locomotive Specification	Mario Bergeron
1:50 – 2:00PM	Process Review of Next Steps to Final Adoption	Steve Hewitt
2:00 – 2:15 PM	Bi-Level Car Procurement Update	Larry Salci
2:15 – 2:30PM	Diesel-Electric Locomotive Procurement Update	Jeff Gordon
2:30 – 2:45PM	DEF Working Group Progress Report	Dale Engelhardt
2:45 – 2:55PM	AAR Committee Update/Progress Report	Jeff Gordon

2:55 – 3:10PM	Break	
3:10 – 3:40PM	Questions/Comments/Other Issues	All
3:40 – 4:00PM	Closing Remarks	Mario Bergeron
4:00PM	Adjourn	

Next call – September 10, 2015

**Tour of the Amtrak Rensselaer Maintenance Facility
Rensselaer, NY
August 20, 2015
8:30AM – Noon**