



APTA Streetcar Subcommittee Mid-Year Meeting Tucson and Phoenix, Arizona Meeting Minutes

*James H. Graebner..... Chair
T. R. Hickey..... Vice Chair
Timothy R. Borchers..... Secretary*

**Friday March 8, 2013
481 West Paseo Redondo (IT Conference Room), Tucson**

7:30 – Continental Breakfast

8:00 – Welcome & IntroductionsJim Graebner
Chairman Jim Graebner welcomed the filled to capacity room and thanked the Tucson city, transit and engineering team for planning and hosting the meeting, as well as Charles Joseph of APTA for his ongoing organizing of events around the subcommittee. He thanked Frank Pierson from HDR for providing all background information on the new Tucson streetcar system and hosting the tour.

8:10 – Previous meeting minutes- Salt Lake City, 11/11/12..... Tim Borchers

8:15 – APTA Updates

Streetcar Subcommittee succession planningJim Graebner
The chairman was pleased to submit to APTA the following unanimous recommendations of the Streetcar Subcommittee nominating group for the officers to be elected at the Annual Meeting of the Subcommittee in June 2013, to serve as outlined in the Succession Plan.

Chair: Tom: Hickey
Vice Chair: Paul Grether
Secretary: Jim Schantz
Chair Emeritus: Jim Graebner

Beginning with the election of officers at the Annual Meeting in June 2013, the plan for succession will be as follows:

1. Officers of the Subcommittee will consist of the Chair, Vice-Chair, Chair Emeritus and Secretary, who shall be elected at the Annual Meeting of the Subcommittee, to be held in conjunction with the APTA Rail Conference.
2. Terms for officers shall be two years. Every two years, the Chair will become the Chair Emeritus and the Vice Chair shall become Chair. The Secretary may serve multiple terms.
3. For the term beginning in June, 2013 only, the Chair, Chair Emeritus and Vice Chair shall serve only for one year, at the end of which the Chair shall become Chair Emeritus, the Vice Chair shall become Chair, and a new Vice Chair shall be elected. This one-year term shall be a one-time transition and is done to provide continuity while moving to the new succession plan.

Rail Transit Conference Sessions, Philadelphia, June 2013..... Tom Hickey
Tom discussed the topics and process for selection.

APTA/Seashore Streetcar & Heritage Trolley websiteJim Schantz
Jim detailed an update and navigation of the website.

8:25 – APTA Streetcar Sub-Committee Coordination with FTAJim Graebner

8:35 – Community Streetcar Coalition Updates Jeff Boothe

Jeff updated the Subcommittee on the Community Streetcar Coalition and recommended attendance at the 4th Annual Streetcar Summit March 13-14, 2013 in Washington DC.

8:45 – Modern Streetcar Vehicle Guideline and Work Program

Comments receivedJohn Smatlak

Project Manager John Smatlak provided an update on the process used to document and resolve comments received on the document's final draft, and provided an overview of the final revisions. Charles Joseph reported that the draft document had one final approval step to go through, (Policy and Planning Committee) and should be formally published in April. The carbuilder survey has been updated and is available on the modernstreetcar.org website.

The draft document "Streetcar Level Boarding-Background Memo" was reviewed. The consensus of the Subcommittee was to continue working with the Community Streetcar Coalition to finalize this memo and to make it available to the industry. The draft document will be emailed to the Subcommittee membership for final comments.

A status review was also provided on several other proposed work program topics:

- Review of US and International standards applicable to LRT and Streetcar vehicles
- Development of problem statement: "Application of NFPA-130 to low-floor vehicles"

10:05 – Upcoming MeetingsJim Graebner

APTA Rail Conference – Philadelphia, June 2, 2013

Mid-Year Meeting – Cincinnati, January 2014

10:10 – Presentations (Working Lunch)

10:10 - Portable Wheel Truing Delta Rail Manufacturing
Tim Coble, Plant Manager for Delta Manufacturing presented details on Deltas new portable precision wheel truing machine. Typical cost for the unit is \$70,000, current trends show that it takes 3 hours to machine each axle (including set up time) has an accuracy within 4/10 of a millimeter and can be adapted for resilient wheels.

10:35 – KLD Labs monitoring wheels etc

Thomas O'Brien, Director of Business Development for KLDLABS presentation featured KLDLABS development and deployment of real-time measurement systems including a wide variety of automated and portable measurement systems for assessment of the wear of wheels, bogie and trucks, couplers, and brake components. Also offered was a wide variety of automated and portable measurement systems for assessment of the wear of rails, cant gauge, surface and other track geometry parameters. All equipment was suitable for use in a streetcar environment.

10:45 Non-Reinforced Track Slab Construction Rick Nannenga
Rick Nannenga Vice President and Senior Project manager for URS detailed the use of non reinforced slab construction for the Tucson Streetcar. This presentation detailed the time saving that this design provided and typically shortened the length of road closures and disturbance to wayside businesses while laying streetcar track. The reduction of stray currents and general electrolysis related issues were also reduced.

11:00 - Sun Link Tucson Modern Streetcar Overview City of Tucson
Frank Pierson from HDR provided a complete overview of the streetcar project in Tucson and detailed some of the design innovations, challenges and successes of the project

11:30 - Old Pueblo Trolley Overview..... Old Pueblo Trolley
Gene Caywood President and CEO of Old Pueblo Trolley detailed to the subcommittee that Old Pueblo Trolley (OPT) is a non-profit all-volunteer group that provided an "operating transit museum" in Tucson with an 1.1-mile heritage streetcar service from the Fourth Avenue Business District to the Main Gate District of the University of Arizona. The route of the streetcar was along 4th Avenue and University Boulevard, from 8th Street and 4th Avenue to Tyndall and University Boulevard. OPT operations ceased in 2012 to allow for the construction of the modern streetcar.

Construction of the OPT system followed city approval of the complete track and overhead plan and the 1990 \$500,000 allocation from the State Lottery transportation fund to support the trolley as a demonstration light rail project. After the uncovering of six blocks of vintage Tucson streetcar tracks along University Boulevard, track installation on the remainder of the route, and overhead construction, regular weekend service subsequently began. The system officially opened on April 17, 1993.

Old Pueblo Trolley's focus had been the operation of historic trolleys from the Fourth Avenue Business District to the Main Gate District of the University of Arizona. They continue to collect, restore and maintain historic streetcars and buses, publish and display historical research, and support efforts to expand public transportation.

12:00 Meeting Concluded

1:00- 4:00 – Technical Tour

Sun Link Tucson Modern Streetcar Alignment & Facilities City of Tucson
Frank Pierson of HDR led a two hour bus and walking tour of the streetcar line under construction and the recently completed maintenance and storage facility.

Saturday March 9, 2013
44 Street/Washington LRT Station, Phoenix

8:00- 12:30 – Presentations and Technical Tour (includes Continental Breakfast)

- Light Rail Operations and Maintenance Tour Valley Metro Rail
- Light Rail Operations and Future Expansion (Presentation)
- Introducing the Tempe Streetcar (Presentation)
- Tempe Streetcar Tour (Walking Tour)
- Lunch

12:30 – Adjourn