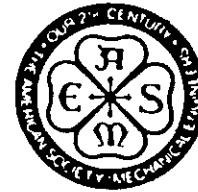


THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS



AND



THE INSTITUTE OF ELECTRICAL AND ELECTRONIC ENGINEERS

Cordially invites you to our monthly luncheon meeting

- SPEAKER:** **JEROME R. PIER** - J.R. Pier & Associates
- TOPIC:** **A COMPARISON OF LOCOMOTIVE TECHNOLOGIES IN TERMS OF
AIR POLLUTION, ENERGY USE AND MAINTENANCE COST**
- PLACE:** **UNIVERSITY CLUB, George Washington University
Marvin Center, 3rd. floor
800 21st. Street, NW, Washington, DC**
- DATE/TIME:** **TUESDAY, JANUARY 14, 1992 - 11:30 a.m.**
- PRICE:** **\$ 15.00 CASH AT THE DOOR**
- RESERVATIONS:** **LOU SANDERS 301/266-4685
RAUL V. BRAVO 703/425-6059**

ABOUT THE SPEAKER AND THE SUBJECT:

Jerome R. Pier, who has been involved in the railroad industry since 1950, formed his own management consulting firm, J.R. Pier & Associates in 1986. Jerry has provided support to the prime contractor and major subsystem suppliers for the RTX Turbine Locomotive proposed for service in the Northeast Corridor as well as for many other corridors in the U.S.

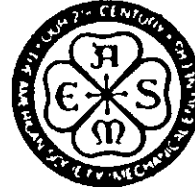
Jerry has a degree in Mechanical Engineering from Penn State University. Mr. Pier is a licensed Professional Engineer.

Mr. Pier's presentation compares the performance of turbine hydraulic, diesel electric and electric locomotives with respect to their air pollution, energy use and maintenance cost. The presentation will start with a short history of the successful RTL Turboliner motive power in New York State's Empire Corridor followed by a description of the basic technology. A detailed comparison of the three technologies within the scope of the presentation will then be developed. The presentation will conclude with a quick look at the future possibilities for higher powered turbine locomotives with 200 mph capability.

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SPEAKER: **TONY DeANGELO** - Vice President of Real Estate and Operations
Development, National Railroad Passenger Corporation

TOPIC: **THE DEVELOPMENT OF REAL ESTATE PROPERTY AND ITS
CONTRIBUTION TO MASS TRANSPORTATION SYSTEMS**

PLACE: **UNIVERSITY CLUB, George Washington University
Marvin Center, 3rd. floor
800 21st. Street, NW, Washington, DC**

DATE/TIME: **TUESDAY, FEBRUARY 11, 1992 - 11:30 a.m.**

PRICE: **\$ 15.00 CASH AT THE DOOR**

RESERVATIONS: **LOU SANDERS 301/266-4685
RAUL V. BRAVO 703/425-6059**

ABOUT THE SPEAKER AND THE SUBJECT:

Tony DeAngelo is Vice President of Real Estate Development and Operation Development for the National Railroad Passenger Corporation (Amtrak). In this Capacity, Mr. DeAngelo is charged with developing maximum non-passenger related revenues from all of Amtrak's interests, as well as providing for the corporation's Real Estate needs.

Tony has a degree in Economics from the University of Pennsylvania.

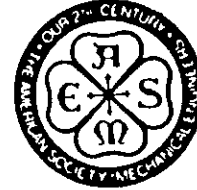
Mr. DeAngelo has held several positions in the area of economic development. These include Vice President and Board Member American Medical Buildings, Inc., Director, Office of Program Operations, Economic Development Administration, U.S. Department of Commerce, and Deputy Assistant Secretary, Economic Development Administration, Department of Commerce.

Mr. DeAngelo will discuss the development of real estate property and its contribution to mass transit systems.

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- SPEAKER:** ED GREGERMAN - Director - Rail Technology, APTA
- TOPIC:** AMERICAN PUBLIC TRANSIT ASSOCIATION & COMMUTER RAIL
- PLACE:** UNIVERSITY CLUB, George Washington University
Marvin Center, 3rd. floor
800 21st. Street, NW, Washington, DC
- DATE/TIME:** TUESDAY, MARCH 10, 1992 - 11:30 a.m.
- PRICE:** \$ 15.00 CASH AT THE DOOR
- RESERVATIONS:** LOU SANDERS 301/266-4685
RAUL V. BRAVO 703/425-6059

ABOUT THE SPEAKER AND THE SUBJECT:

Ed Gregerman is the Director - Rail Technology for the American Public Transit Association (APTA) in Washington, DC, a position he has held since 1987.

Ed joined the New Haven Railroad in 1950 as a Test Engineer right out of Northeastern University in Boston. After working his way up to Master Mechanic in Boston for both commuter and freight, he went to BART where he was Director of Maintenance of Rolling Stock and Plant.

Mr. Gregerman has, along the way, been Assistant Vice President, Engineering and Maintenance, for New Jersey Transit, Chief, Facilities Design, for the Northeast Corridor program, and consulted with Kaiser, DeLeuw Cather, and independently in the Pacific Rim.

Mr. Gregerman will discuss APTA and Commuter Rail: "How the Relationship Started and Where It Is Going."

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Cordially invites you to our monthly luncheon meeting

SPEAKER: **KENNETH M. WATKINS** - Director, Equipment Design, Amtrak

TOPIC: **AMTRAK'S NEW 4000 HP LOCOMOTIVES**

PLACE: **UNIVERSITY CLUB, George Washington University**
Marvin Center, 3rd. floor
800 21st. Street, NW, Washington, DC

DATE/TIME: **TUESDAY, APRIL 14, 1992 - 11:30 a.m.**

PRICE: **\$ 15.00 CASH AT THE DOOR**

RESERVATIONS: **LOU SANDERS 301/266-4685**
 RAUL V. BRAVO 703/425-6059

ABOUT THE SPEAKER AND THE SUBJECT:

Mr. Watkins joined Amtrak in 1976 and is presently Director, Equipment Design in Amtrak's Office of Engineering in Philadelphia. Ken is responsible for technical support of Amtrak's locomotive and passenger car fleet, enhancement of equipment performance, warranty and enforcement and for providing technical direction to planning and acquisition activities. His previous assignments have been as Director Motive Power Engineering and Manager, Engineering at the wilmington Maintenance Facility.

Ken graduated from Coventry Technical College in 1955 with a Higher National Certificate, the equivalent of a Bachelor of Science in Electrical Engineering. Since graduation Mr watkins has held a variety of positions before joining General Electric in Erie, Pennsylvania in 1970. Ken was the Electrical Systems Engineer in the Locomotive Department immediately before joining Amtrak.

Mr. Watkins will Amtrak's new 4000 Horse Power Locomotives, the first new General Electric passenger locomotives since the mid 1970's.

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SPEAKER: **STEFAN B. RUSYNKO** - Vice President, Marketing, KNORR Brake and New York Air Brake Corporations

TOPIC: **KNORR BRAKE CORPORATION AND NEW YORK AIR BRAKE CORPORATION ACTIVITIES AND PRODUCT UPDATE**

PLACE: **UNIVERSITY CLUB, George Washington University**
Marvin Center, 3rd. floor
800 21st. Street, NW, Washington, DC

DATE/TIME: **TUESDAY, MAY 12, 1992 - 11:30 a.m.**

PRICE: **\$ 15.00 CASH AT THE DOOR**

RESERVATIONS: **LOU SANDERS** **410/266-4685**
 RAUL V. BRAVO **703/425-6059**

ABOUT THE SPEAKER AND THE SUBJECT:

Mr. Rusynko joined KNORR in 1975 and is presently Vice President, Marketing for the Passenger and Mass Transit Divisions of Knorr Brake Corporation in Westminster, Maryland and New York Air Brake Corporation in Watertown, New York. Stefan is responsible for the strategic planning, Marketing, sales, contract administration and field service activities for KNORR/NYAB. His previous assignments have been Marketing Manager, Program Manager, Project Engineer and Sales manager at KNORR in the USA, and Project Engineer at Knorr-BREMSE AG in Munich, Germany.

Stefan graduated from Lafayette College in 1968 with a B.S. in Mechanical Engineering. Since Graduation Mr. Rusynko has also been an Application Engineer with Ingersoll-Rand, served with the Corp of Engineers for 4 years in Germany, and with Ford Motor Company as a Structural Sheet Metal Engineer.

Mr. Rusynko will speak about the reorganization of the activities of KNORR Brake Corporation and New York Air Brake in Passenger, Freight and Locomotive markets, and current developments of products for these markets.

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- SPEAKER:** GILBERT E. CARMICHAEL - Administrator, Federal Railroad Administration
- TOPIC:** OVERVIEW OF POLICIES FOR EXPANSION AND DEVELOPMENT OF RAIL TRANSPORTATION PROJECTS
- PLACE:** UNIVERSITY CLUB, George Washington University
Marvin Center, 3rd. floor
800 21st. Street, NW, Washington, DC
- DATE/TIME:** TUESDAY, JUNE 9, 1992 - 11:30 a.m.
- PRICE:** \$ 15.00 CASH AT THE DOOR
- RESERVATIONS:** PLEASE MAKE YOUR RESERVATIONS AS EARLY AS POSSIBLE TO ASSURE ADEQUATE SPACE IS AVAILABLE FOR YOU.
- CALL:** LOU SANDERS 410/266-4685
RAUL V. BRAVO 703/425-6059

ABOUT THE SPEAKER AND THE SUBJECT:

Mr. Carmichael was appointed Federal Railroad Administrator by President Bush in 1989. Under his leadership the FRA has implemented the Rail Safety Improvement Act, which confers broad new safety authority upon the agency, has developed a new safety training program for federal and state inspectors, and has set in motion a new National Inspection Plan designed to provide a strategic and systemic approach to assuring safety on the nation's 180,000-mile rail network.

Mr. Carmichael has been instrumental in securing Administration backing for funding advanced technology systems such as high-speed rail and magnetic levitation, as well as support for Amtrak's capital investment needs while moving it towards financial self-sufficiency. He has been a forceful public advocate for the role of railroads in a balanced national transportation system, and for intermodal projects to improve transportation efficiency.

Mr. Carmichael will present an overview of his policies for expansion and development of rail transportation projects within the Federal Railroad Administration.

11 POINTS TO MAKE THE MOST OF ISTEA...

If you want to make the maximum use of flexible ISTEA funds for transit, here are 11 propositions that require your attention.

1. **Funding for the National Highway System (NHS) is not just for Highway Construction...**
 - o Between \$3.0 and \$3.5 billion will be available in the NHS program for fiscal 1993, nationwide;
 - o 50% of NHS funds can be transferred by the Governor to the flexible Surface Transportation Program (STP) and used for transit;
 - o All of the NHS funds can be transferred to the STP and used for transit, if the Governor and DOT Secretary concur;
 - o Transit projects are directly eligible for NHS funding if they: (a) are in an access-controlled NHS corridor; (b) will improve the level of service on the NHS route; and (c) are more cost-effective than improvements to the NHS route.
 - o The state cannot dictate how NHS funds are to be used in areas over 200,000; the state, local officials and the public must cooperate through the MPO process to decide how NHS funds are to be used in metro areas.

2. **Designation of the National Highway System in your State and Region will affect availability of flexible funds for transit; Get involved now...**
 - o Designation of the NHS is underway now:
 - states must submit their proposed NHS route network to U.S. DOT by April, 1993;
 - U.S. DOT must submit a national NHS system proposal to Congress for adoption by December 18, 1993;
 - Congress must adopt an NHS system by December 18, 1995;
 - o Local officials acting through the MPO process must reach agreement with the state on NHS designations in metro areas over 200,000;

- o Which routes are selected for the NHS in the metro region will influence transit funding prospects; routes not included on the NHS will compete for flexible funds.
3. **The Surface Transportation Program (STP) is not "a highway program that can be used for transit"...**
- o Between \$3.0 and \$3.5 billion will be available in the STP program for fiscal 1993, nationwide;
 - o STP funds are up for grabs; transit capital investments and highway projects compete equally for STP funds; neither mode has a prior claim; STP funds will go to those who make the strongest case;
 - o Each metro area over 200,000 has its own formula allocation of fully flexible STP funds each year;
 - o The state cannot dictate how STP funds are to be used in areas over 200,000; priorities for the use of STP funds must be negotiated through the MPO process;
4. **The Congestion Mitigation and Air Quality (CMAQ) is not only a program to fund traffic operations improvements...**
- o CMAQ is transit-friendly:
 - Projects and activities listed as a Transportation Control Measure (TCM) in the State Implementation Plan (SIP) for air quality must receive priority; enhanced transit is a TCM;
 - In the CMAQ program, increased vehicle occupancy and reduced vehicle-miles of travel are recognized as key means to relieve congestion and reduce emissions;
 - o The use of CMAQ funds for the exclusive benefit of single-occupant vehicles is severely restricted;
 - o CMAQ funds must be spent in air quality non-attainment areas first;
 - o CMAQ funding priorities must be negotiated through the MPO process.

5. **All flexible funds in ISTEA need not be first committed to fund a backlog of highway projects...**
6. **Existing Regional Transportation Plans and Priorities can and should be reconsidered immediately...**
 - o Old plans will not reflect or satisfy ISTEA philosophy or requirements;
 - o ISTEA requires (15) factors to be addressed in regional transportation plans in metro areas over 200,000; many factors imply added emphasis on transit improvements; revise plans and incorporate those factors now;
 - o Between \$625 and \$760 million in CMAQ funds will be available in fiscal 1993, nationwide; CMAQ funds are apportioned by formula to states with air quality non-attainment areas;
 - o CMAQ funds must be used on projects that offer demonstrable reductions in air pollution and congestion;
7. **Do not wait for final federal guidance and regulations to lay claim to flexible funds...**
 - o Federal guidance will be vague; regulations will be slow;
 - o Flexible funds for transit (NHS, STP or CMAQ) should be negotiated and programmed now for the FY 1993 TIP that must be adopted by October 1, 1992;
 - o If the FY 1993 TIP does not include aggressive use of flexible funds for transit, there will be no successes to reinforce the importance of flexibility with Congress.
8. **Get smart now about how ISTEA funds will be programmed and priorities established...**
 - o Meet with MPO officials and staff; meet with state DOT officials and staff; meet with clean air agency staff;
 - o Find out...
 - ...how much NHS, STP and CMAQ funding is allocated or available to your region;
 - ...how the state intends to allocate its "obligation authority" (limits on funding commitments for specific programs) among flexible programs;

...what project priorities the MPO and state are proposing for flexible funds;

...what projects the state is proposing for state funding;

...what funding "commitments" the state or MPO has made and the basis for those commitments;

...how the state plans to merge and reconcile metro TIPs and the state TIP;

...about the process and approach for developing new "management systems" for congestion management, transit facilities and intermodal facilities; these "management systems" will dictate, in part, ISTEA funding priorities;

...how the MPO is planning to establish priorities between transit and highway projects;

9. **Get smart about how the 1990 Clean Air Act Amendments (CAA) support transit investments...**

- o The CAA is transit-friendly;
- o The CAA requires a State Implementation Plan (SIP) and Transportation Control Measures (TCMs) to guide emission reductions; enhanced transit is recommended for inclusion;
- o In CAA "non-attainment" areas, priority must be given to transportation projects drawn from the SIP and TCM list;
- o Federal funding sanctions on highways result if transportation plans and Transportation Improvement Programs (TIPs) do not conform to the SIP, or if implementation progress is not demonstrated;
- o State clean air agencies are designated to implement CAA requirements.

10. **Make Sure That Transit Allies are involved...**

- o ISTEA requires extensive public involvement at every major step; many groups have become strong transit advocates;
- o Local interest groups and constituencies can make all the difference in establishing local ISTEA funding priorities; professional transportation planners may find it hard to avoid business-as-usual; local officials will avoid business-as-usual only if they see support from their constituents.

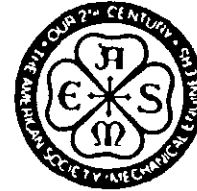
11. **Continue to work hard for increased federal funding...**

- o Without increased federal funds, negotiating flexible funds for transit will be more difficult;
- o Even major highway interests support full funding for transit, believing that full funding will lesson pressure on flexible funds.

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SPEAKER: **LEE H. ROGERS - TRANSPORT PLANNER / ECONOMIST**

TOPIC: **AEROMOVEL TECHNOLOGY**

PLACE: **UNIVERSITY CLUB, George Washington University**
Marvin Center, 3rd. floor
800 21st. Street, NW, Washington, DC

DATE/TIME: **TUESDAY, OCTOBER 13, 1992 - 11:30 a.m.**

PRICE: **\$ 15.00 CASH AT THE DOOR**

RESERVATIONS: **LOU SANDERS 410/266-4685**
 RAUL V. BRAVO 703/425-6059

ABOUT THE SPEAKER AND THE SUBJECT:

Mr. Rogers is a transport planner with a variety of experience. For the past 18 years his principle work has been done in Indonesia. After attending American University he worked with Mr. Sol Colker for various local service airlines, international carriers and helicopter firms in regulatory issues required by the CAB. Under Robert L. Banks & Associates, evaluation of intermodal patterns were made during the ICC proceedings for the Union Pacific - Rock Island Merger plan. Since 1987 Mr. Rogers has been associated with the Brazilian firm of Sur Coester to evaluate locations and projects for installation of a new urban transit technology - Aeromovel. In October, 1987 a team of Indonesian engineers visited the Aeromovel site in Porto Alegre, Brazil and signed a contract to build such a system in Jakarta.

Mr. Rogers will briefly provide a visual review of the engineering aspects of the Aeromovel Technology and show the experience gained in Jakarta from the construction and operation. Aeromovel, at first, appears to be an elevated light rail operation, but it differs since the propulsion system is removed from the passenger carrying vehicle. Propulsion is made through computer controlled use of low-pressure pneumatic flows below the track.

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- SPEAKER:** TOM WALDRON - DIRECTOR OF OPERATIONS, VIRGINIA RAILWAY EXPRESS
- TOPIC:** VIRGINIA RAILWAY EXPRESS COMMUTER RAIL SYSTEM
- PLACE:** UNIVERSITY CLUB, George Washington University
Marvin Center, 3rd. floor
800 21st. Street, NW, Washington, DC
- DATE/TIME:** TUESDAY, NOVEMBER 10, 1992 - 11:30 a.m.
- PRICE:** \$ 15.00 CASH AT THE DOOR
- RESERVATIONS:** LOU SANDERS 410/266-4685
RAUL V. BRAVO 703/425-6059

ABOUT THE SPEAKER AND THE SUBJECT:

Tom Waldron is currently Director of Operations for the Virginia Railway Express. He joined the Express in August, 1990 to oversee implementation and steer the day-to-day operation of North America's newest commuter rail system serving Northern Virginia and the District of Columbia.

Before joining the Express, Mr Waldron was employed by New Jersey Transit for almost nine years in a variety of engineering, planning, operation and administrative capacities. His assignments included Director of Planning and Operations for NJT's new start Atlantic City rail line and Program Manager for the Penn Station access "new Initiatives" program. His last position with NJT was as Assistant to the Executive Director.

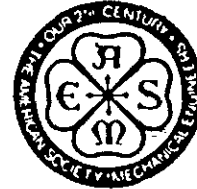
Prior to his experience with NJT, Tom was with Conrail's Metropolitan Region in Operations Planning where he developed operating and capital plans for the commuter lines serving New York City. Mr. Waldron holds degrees in Economics and Political Science and has travelled extensively to transit operations throughout the world to see their operations first hand.

Mr. Waldron will provide an inside view of VRE's current status and plans for the future.

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SPEAKER: STEVEN A. STECKLER - PRICE WATERHOUSE

TOPIC: FINANCING TRANSPORTATION INFRASTRUCTURE

PLACE: UNIVERSITY CLUB, George Washington University
Marvin Center, 3rd. floor
800 21st. Street, NW, Washington, DC

DATE/TIME: TUESDAY, DECEMBER 8, 1992 - 11:30 a.m.

PRICE: \$ 15.00 CASH AT THE DOOR

RESERVATIONS: LOU SANDERS 410/266-4685
RAUL V. BRAVO 703/425-6059

ABOUT THE SPEAKER AND THE SUBJECT:

Steven Steckler is Senior Manager of Price Waterhouse's nation-wide consulting practices in infrastructure finance and privatization. The Washington based Transportation and Utilities Group that he leads advises domestic and international governments and private firms on innovative financing, public-private partnerships, and privatization of rail projects, highways, airports, mass transit, utilities and environmental facilities. The Group has acted as financial advisor on dozens of public-private infrastructure projects totaling over \$20 billion.

Before joining Price Waterhouse, Steven was a top policy advisor on privatization at the U.S. Department of Transportation and an economic advisor on regulatory reform at the U.S. Environmental Protection Agency. He was also a consultant to the President's Commission on Privatization.

Mr. Steckler is Vice President of the Privatization Council and Chairman of the Council's Transportation Task Force. He is Vice Chairman of the Finance and Administration Committee of AACI, the international council of public airports and a member of the Business Transportation Council.

Mr. Steckler will give a presentation entitled "Financing Transportation Infrastructure."