

SECTION 305 TECH SUB COMM

MINUTES

NOVEMBER 2,
2017

3:00PM EASTERN

CONFERENCE CALL

FACILITATOR	<i>Mario Bergeron, Chair, NGENC Technical Subcommittee</i>
ATTENDEES	<p>Core Team Members: Mario Bergeron, Charlie King, George Hull, Jeff Gordon, Phil Meraz, Eric Curtit, Momo Tamaoki, Bruce Roberts, Charlie Poltenson, Jeff Schultz for Marci Petterson, Curtis McDowell for Allan Paul, Jason Biggs, Jennifer Bastian, Mike Jenkins, Kevin Kesler, Tammy Krause, Michael Burshtin, Mike Trosino, Art Peterson, Melissa Shurland, Tarek Omar, Anand Prabhakaran, Larry Salci, Steve Hewitt,</p> <p>Industry Members: Joe Diliello, Rich Stegner, Paul Jamieson, Tom Hunt, Steve Morrison, Richard Curtis, Josh Coran, Dick Bruss, Tom Hunt, Joe Kenas, Casey Skinner, Donald Sandala, Martin Schroeder, Jim Coston, Steve Finnegan, Ray Ginnell, Bill Saddler, George Long, Tom Sisler, Al Engel, Kevin Myles, James Michel, Lew Hoens, Jack Madden, Martin Green</p>
ABSENTEES	<i>Marci Petterson, Jonathan Hines, Jay Gilfillan, Devin Rouse, Sal DeAngelo, Charles Bielitz, Michael Coltman, Brian Marquis</i>

DISCUSSION/DECISIONS MADE

1.	<p>Chairman Bergeron, Amtrak, called today's meeting to order and asked Steve Hewitt to call the roll.</p> <p>After calling the roll, the presence of a quorum was confirmed.</p> <p>As always, industry participants are asked to email a notification of their attendance to Steve Hewitt at shewitt109@aol.com</p>
2.	<p>Review of the Meeting Agenda:</p> <p>Mario Bergeron provided a brief overview of today's meeting agenda.</p>
3.	<p>Welcome and Introduction – Mr. Charles King, incoming Amtrak CMO, and NGENC Vice Chair/NGENC Technical subcommittee Chair – effective COB 11-3-17 – Mario Bergeron:</p> <p>Mario Bergeron introduced Charles King who will be the new CMO of Amtrak effective COB 11-3-17, upon Mario's retirement from Amtrak. Charlie began with Amtrak a few weeks ago and has been working closely with Mario on the transition. Effective COB on 11-3-17, Charlie will also become the Chair of the Technical subcommittee and the Vice Chair of the NGENC Executive Board.</p>
4.	<p>Remarks – Charlie King, Amtrak:</p> <p>Charlie introduced himself to the members on the call, and said that this is his second NGENC related call. He noted that has been working with Steve Hewitt on transitioning to his roles within the NGENC. Coming from the AAR side of rail, Charlie has been a part of similar technical committees. The process and structure are familiar to him, but the "content is the fire hose". Charlie told members of the subcommittee to feel free to reach out to him or through Steve Hewitt. "We (Amtrak) will continue to support this committee".</p>
5.	<p>Review of Action Items that are not on the agenda – Steve Hewitt:</p> <p>Steve Hewitt reviewed the open action items, providing a brief update on only those items that were not to be specifically covered on the agenda:</p>
<p>Maintaining Industry Participation List: Status: There are currently around 240 registered industry participants. Steve Hewitt has updated the industry list with the information at hand, but continues to seek input from members</p>	

regarding any additional updates or changes they may be aware of.

Requesting Backgrounder educational document: Copies remain available, and subcommittee members (core team and industry) who would like a hard copy (copies) should contact Steve at shewitt109@aol.com with the number requested and an address to send them to. Revisions to this document are under review by the Finance and Administrative subcommittee (FASC) with expectations being that the changes will be approved by the subcommittee and submitted to the Executive Board by late October/early November.

As of 11-2-17, Missouri DOT graphic arts completed a first draft with the proposed design revisions. The FASC will be reviewing those changes during its next call – 11-15-17. The intent is to have an updated document ready for distribution by the NGEAC Annual Meeting in February 2018.

Updating ECP Standards This is an ongoing item which the Technical subcommittee is tracking – it is anticipated that status updates will take place on every other call.

Today (11-2-17) Paul Jamieson provided the following update for inclusion in the minutes:

"The revenue service demonstration test train has accumulated 407,976 operating miles in ECP mode and 1,731,883 operating miles in Emulation mode. Total train mileage to date is 2,139,859 miles since the project started in June 2014. The train did not operate in ECP due to a damaged display screen which is not an ECP fault.

The test committee met on October 31, 2017. The test committee approved the FRA interim report and continuation of the revenue service demonstration at least until June of 2018. The FRA interim report will be submitted under the waiver.

The updated CFR draft language was presented to the RSAC ETF meeting on October 12, 2017. The draft language is currently under review by FRA counsel to incorporate into NPRM2. The RASC ETF will review the NPRM2 language prior to publication."

AWG Update: Melissa Shurland, FRA, had submitted the following report for inclusion in the minutes of 7-13-17: *The contract to Oregon State U to continue the accessibility research was awarded. I will be meeting with the principal investigator from OSU and Volpe today at 2PM to discuss simulation of the interior environment of a passenger in a large power-based wheeled mobility device under normal load profile and accident loadings, 8g longitudinal. We will be looking at some of the scenarios we developed for including 2 wheeled mobility devices on-board that resulted in one accessible space with limited containment. Any industry members from the TSC willing to provide support for our simulations should contact me at 202-493-1316. We hope to focus on simulation at first before going to sled tests.*

RVACC: No new activity on the RVACC at this time. Melissa is in contact with the Access Board on a regular basis to check on the status of its efforts.

AWG: Melissa Shurland, FRA, is working with Volpe and Oregon State University (OSU) on a white paper using prior research as the basis, and using knowledge of determinations on wide seating and wheelchair accessibility. Using existing research is saving funding for potential new research after completion of the white paper.

Asked if the Interiors working group should be briefed on the white paper and potential changes, Melissa responded that the white paper will align with what has been discussed previously in the AWG regarding able body row to row seating and should not impact interiors on the single level or bi-level cars. She said she would be happy to brief the members of the Interiors group.

6. Approval of the Minutes from 10-5-17 – Mario Bergeron:

With a quorum having been confirmed, Mario Bergeron called for a motion to approve the minutes from the 10-5-17 conference call:

On a motion offered by Charlie Poltenson, NYSDOT, and seconded by Eric Curtit, Missouri DOT, the minutes from the 10-5-17 conference call were approved as presented.

7. Update: Diesel-electric Locomotive Procurement – Jennifer Bastian, IDOT:

Jennifer Bastian, IDOT, provided the following update for inclusion in today's minutes:

- a) All locomotives have completed required testing and all reports have been submitted and received. 110 mph hour testing in MI and the Chicago/St. Louis line will take place when all PTC logistics and software are up and in place. There may be a window of opportunity to do this testing next month when the UP turns off cab signal in that territory.
- b) IDOT and Siemens have signed conditional and final acceptance on 27 IDOT units.
- c) IDOT Revenue service started 7/27/2017, with units placed in trailing position. IDOT locomotives began revenue service in Lead Position as of 8/24/2017, but that was suspended, due to a forward-facing camera download problem with Wabtec LDRS-V. This is the data storage for the video recorder. Wabtec, Siemens and Amtrak are addressing. Units continue to operate in trailing position. A new software update was installed last week. We are advised by Amtrak that an issue remains. Siemens and Wabtec are working to resolve the remaining problem. One unit continues in Lead position, others are being used run in trailing position.
- d) IDOT locomotives 4616 - 4630 have completed burn-in testing at TTCI. Locomotive 4631 experienced a component failure (first locomotive in 30) and will be completed this week. Locomotives 4632 and 4633 will go to TTCI next month. These are the last units of the order that are shipping from Siemens.
- e) The locomotives stored at TTCI will ship to Chicago, as soon as storage space becomes available. Storage space in Chicago is limited, until the P-42 locomotives are re-deployed by Amtrak.
- f) All WSDOT Locomotives have been delivered and have competed pre-revenue testing and are ready for revenue service.
- g) WSDOT is finalizing their lease with Amtrak; they are down to one last item that they are working on.
- h) All Caltrans Locomotives have been delivered and are operating in revenue service 3 in lead and 3 in trailing position.
- i) The Failure Review Board has been established, with two meetings taking place so far with all JPE's included and Siemens. The meeting for October was held in Wilmington, Delaware, and included a visit to Siemens' customer service facility. Amtrak representatives were added and are participating in the meetings. The first Bi-weekly warranty meeting was held by Siemens, they are working on setting this up as a recurring meeting with the JPE's.

**8.
DEF-UREA Update – Jennifer Bastian, IDOT:**

Jennifer Bastian provided the following update/DEF recap for inclusion in today's minutes:

- a) Locomotives have been in operation in five different states and DEF supply contracts are in place
- b) Amtrak has established processes for DEF procurement and handling.
- c) Midwest fill points are currently Chicago and Milwaukee. Truck based delivery is in place. Contracts are in place. Supply is going well, no problems reported.
- d) WSDOT supply chain is set up and ready to run.
- e) Fill point is set up in Oakland for Caltrans. The contracts are in place to add another fill point in LA. Caltrans has placed a storage container at the site in Oakland, and is doing some initial research into a more permanent storage container/building.
- f) Plan is to gather usage data from the Chargers for next year and re-evaluate supply once we have more data.

**9.
Document Control Update - Tammy Krause:**

Tammy Krause opened the document control segment of today's call by noting that the only item to be discussed is the Weight change DCR for the single level car specification. She added that Anand Prabhakaran, Sharma Associates, team leader of the structures technical working group, would provide an overview of the DCR.

Chairman Bergeron reminded those on the call that the purpose of the discussion is to hear the technical justification for the change and, ultimately to approve or disapprove the DCR, or possibly amend it. He re-enforced the fact that this is a technical subcommittee which does not deal with commercial issues. There will be nothing commercial discussed on this call what so ever – those issues are a part of the procurement – not a part of the technical subcommittee's activities. If the discussion was to enter into the commercial arena, Mario emphasized that he would interject and move the discussion back to what is appropriate for this group.

Mario provided a brief overview of the NGEC process for approval of document changes, and added that Steve Hewitt would provide details on those procedures at some point on today's call. While this DCR is considered to be of an urgent nature, "we are not going to rush it, if there is not appropriate engagement, we need to get it right". This is why there was a call yesterday to go through the comments submitted, and why we will go over those comments today as well as some additional comments that were received following the call on 11-1-17. Mario again emphasized "we are following due process which includes engagement and participation" of all members of the subcommittee.

Mario also noted that once discussion has occurred, if a vote is to be taken state members, Amtrak and FRA will vote, and the intention is to achieve consensus. If consensus cannot be achieved, the NGEC procedures call for a block vote with the states having one block, Amtrak being a block, and FRA a block. At this point they cast equal votes and majority decides.

At this point, Anand Prabhakaran provided an overview on how the structures group reviewed the DCR, and ultimately approved it.

The working group received the weight change proposal on 10-4-17.

Anand sent it to the structures working group members.

Two conference calls were held – on 10-6 and on 10-10-17 – to discuss the DCR.

The structures group looked at the DCR from the perspective of what would be the structural implications of the weight change. It was looked at from a safety and performance perspective. The working group found that there were no indications that the weight will be a concern. From a safety and CEM perspective the increased weight has no negative impact. The working group looked at newer cars such as the Viewliner in doing its review, and ultimately approved the DCR as submitted. Anand reiterated that the group's consideration was from a structural performance and safety perspective only and did not look at areas such as potential environmental impacts, etc.

Tammy Krause reviewed all of the comments that have been received to date. These comments were all distributed in advance of today's call, as was an overview submitted by Dick Bruss following the 11-1-17 call.

Tammy reminded members that the NGEC specifications are "living documents" and that was the intent when they were developed. It was always understood that the specs would be revised and updated in accordance with "real world" application. Thus far, for example, the single level car specification, since its initial release, has had 145 changes made to it.

In reviewing the comments summary document, and the discussions which took place on 11-1-17, Tammy pointed out that some agree with the weight change, some believe there should be no changes to the spec at all, one was commercial in nature and will not be addressed here. Other comments agreed that the initial weight as identified in the current specification was too low and there needs to be a weight increase, but that which is proposed is too high.

Jeff Gordon, FRA, provided a detailed comment which recommended that all future add-ons not be included in the weight change DCR as it is unknown if they will happen. His recommendation was to reduce the proposed weight by 7,000 lbs for each car type.

Coach cars from 132,000 to 125,000

Cab cars from 143,000 to 136,000

Café/Lounge cars from 139,000 to 132,000

Joe Kenas sent in comments today that also did a revised calculation which would put the car weight at about 123,000 lbs.

Jack Madden commented that the proposed weight change would not be a problem for the locomotives.

Mario Bergeron opened the floor for discussion, and noted that the process within the NGEC is always clear and transparent, so we will "entertain conversation". At the end of the discussion, there are three ways to go – approve as submitted; disapprove or approve with amendment(s).

Discussion:

An extended discussion took place with much of it revolving around the pros and cons of the proposal to remove the allowance for future add-ons.

Momo Tamaoki, Caltrans, believed that, while FRA's suggestions are good ones and the analysis was well done, there are concerns that there should be an allowance for those future add ons – removing these "cushions" could lead to another DCR and Caltrans would like to avoid that.

It was also noted that increasing the weight does not "stop us from working with the car builder to manage the weight and make it less."

Ray Ginnell, Siemens, reiterated that point and explained how they came to the proposed weight. He added that he understands the approach suggested by Jeff Gordon, but echoed Momo's comments that it is important to allow for what may be added rather than having to go back through another DCR. He noted that Siemens "can manage our weight" and has demonstrated that in other projects, but there needs to be some "weight tolerance on there...we need some freedom there or it could be problematic...there are variations with the cars at that level."

Mike Trosino, who manages/tracks weight for Amtrak, commented that overall, from the infrastructure side –"lighter is better, but the levels presented here are not that significant and not out of bounds".

Mario Bergeron noted that there is "no doubt that the initial weights (in the spec) were on the lowside".

Other members on the call asked for some clarifications on provisions for add ons and on the analysis done. Appropriate clarifications were provided.

10.

Consideration of Approval – Weight Change DCR – Single Level Car – Mario Bergeron:

With the discussion coming to a conclusion, Chairman Bergeron called for a motion to approve the DCR.

Jeff Gordon, FRA, made a suggestion that, based on the discussion today, the DCR be amended to reduce the weight by 5,800 lbs for each car type, rather than his initial recommendation of a reduction by 7,000 lbs per car type.

Phil Meraz, Iowa DOT, commented "I like this – a 5,800 lb reduction."

Momo Tamaoki agreed and asked would this be an administrative change or would it require a new DCR.

Steve Hewitt reopened that this would be an administrative change to the DCR that has been submitted. Tammy Krause would make the weight changes to the DCR as amended if that is what the motion ends up being and if it is approved. The motion would basically be to approve the DCR with the amended weight changes – reducing the weight by 5,800 lbs per car type.

Mario Bergeron reviewed what the new values would be under this proposal:

Coach Car – 132,000 to 126,200
Cab/bBaggage – 143,000 to 137,200
Café/Lounge – 139,000 to 133,200

After some discussion, issues with the assumptions used for the calculations seemed to be resolved.

Mario Bergeron again called for a motion to approve the DCR with the amended weight as recommended by Jeff Gordon.

Phil Meraz, Iowa DOT offered the motion to approve the DCR as amended. Eric Curtit, Missouri DOT seconded the motion.

Dick Curtis, Curtis Engineering, reiterated a concern he had raised about the calculations/assumptions used. He believed that 3,000 lbs were not accounted for in the truck weight.

Jeff Gordon, said this was news to him, and asked that Siemens address the concern.

Ray Ginnell provided an explanation of the assumptions, and Jeff Gordon, noted, after looking at the table , that Dick was using the comparison table of All Aboard Florida to Amfleet. This is a separate comparison. The table Jeff used to come up with his recommendation was the table at the end of the document. Jeff added that it is an interesting point that Dick raised, but it did not impact the current motion.

Ray Ginnell concurred with Jeff Gordon's assessment. "We managed to minimize the weight in AAF – but this does not change where we are with this process."

Jeff added, that if there is a need for future adjustments there will be a DCR submitted at the proper time.

With no other comments forthcoming, Mario closed the discussion and turned to the motion on the floor. Having a motion and a second, Mario asked Steve Hewitt to poll the voting members of the subcommittee.

Mario Bergeron, Amtrak – aye
Jeff Gordon, FRA – aye
Momo Tamaoki, Caltrans – aye
Curtis McDowell for NCDOT – aye
Jeff Schultz for CtDOT- aye
Charlie Poltenson, NYSDOT – aye
Jennifer Bastian, IDOT – aye
Phil Meraz, Iowa DOT – aye
Eric Curtit, Missouri DOT – aye
Jason Biggs, WSDOT – aye

With a quorum having been established and all members voting in the affirmative, Chairman Bergeron determined that consensus has been achieved and the motion is approved.

Steve Hewitt provided an overview of next steps – the DCR, as approved will be sent to the Review Panel (which was re-convened last week by NGEN Chairman Eric Curtit) and Review Panel consultant, Larry Salci will begin preparing his review report with recommendations for Review Panel consideration. On next week's (11-7-17) NGEN Executive Board call, Larry will provide a timeline for completion and ask that a Review Panel call be scheduled. Once that has taken place, and assuming the Review Panel recommends adoption based on its findings that the DCR is in compliance with the specification requirements document, the final step would be Executive Board adoption.

Larry commented that he would begin preparing his report today (11-2-17) and would likely complete it within a couple of days.

**11.
Progress Report – Electronics on Trains Working Group – Tom Sisler, SNC-Lavalin:**

Working Group Chair, Tom Sisler, provided the following update for inclusion in today's minutes:

1. *Last meeting was on 10-24-17. Next meeting is on Tuesday next week, 11/7 at 3 pm.*
2. *The group has settled on using IEC-61375-2-5 to specify an Ethernet Train Backbone.*
3. *We are still organizing a presentation from the AAR on their plans to use an Ethernet solution to replace MU trainlines.*
4. *We have developed a Software Requirements specification outline and are looking to divide it up among team members to develop different sections.*
5. *We are organizing a presentation from OSG on high definition screens in windows and partition walls.*

**12.
AAR TAG update – LED on Headlights – Tarek Omar, FRA:**

Tarek Omar provided a brief status update on the AAR TAG update LED on Headlights and submitted a report provided by AAR which will be distributed to all members of the Technical subcommittee along with today's minutes.

13.

Other Issues:

Mario Bergeron noted that NGEN Chairman Eric Curtit was on the call (as a voting member of the subcommittee) and asked him if he had any comments.

Eric congratulated the subcommittee on its efforts – “thank you all for your efforts and your input”, this was truly a job well done.

Eric turned to Mario, who will be concluding his time at Amtrak and as Chair of this subcommittee at COB tomorrow (11-3-17) and added “Mario I will miss you, don’t be a stranger to any of us.”

Mario thanked Eric, and said he would very likely call in at some point from his new position (with VIA Rail). He thanked the subcommittee members stating that it has been a great experience and a wonderful collaboration with all members “pulling together for the greater cause as the key to our success.”

Adjourn:

With no further issues to come before the subcommittee today, Mario Bergeron adjourned this conference call meeting at 4:20PM Eastern.

Next Call: 11-16-2017 – 3:00pm Eastern

Decisions and Action Items

Updating ECP Standards: This is an ongoing item which the Technical subcommittee is tracking – it is anticipated that status updates will take place on every other call.

Update as of 11-2-17:

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RVACC: No new activity on the RVACC at this time. Melissa is in contact with the Access Board on a regular basis to check on the status of its efforts.

Requesting Background educational document: Copies remain available, and subcommittee members (core team and industry) who would like a hard copy (copies) should contact Steve at shewitt109@aol.com with the number requested and an address to send them to. Revisions to this document are under review by the Finance and Administrative subcommittee with expectations being that the changes will be approved by the subcommittee and submitted to the Executive Board by late October/early November. Missouri DOT graphic arts staff will be making the design revisions. The intent is to have an updated document ready for distribution by the NGEN Annual Meeting in February 2018.

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Maintaining Industry Participation List: Status: There are currently around **240** registered industry participants.

AAR Committee: Ongoing – Relevant updates are provided once a month.

TAG committee on LED Headlights – Tarek Omar, FRA, provided a status update for distribution to members of the subcommittee.

Next update 11-30-17.

Procurement Updates:

Diesel-Electric Locomotive Procurement: Progress reports from the lead state on the PRIIA multi-state locomotive procurement is provided on each technical subcommittee call. See item 7, above, for today's update (11-2-17).

Multi-State Car Procurement - Caltrans (Lead State): *"Contract Negotiations are still underway to determine if proposed substitute subcontractor is able to fulfill SCOA's contractual obligations."*

Document Control Update as of 11-2-17:

On 11-2-17, the Technical subcommittee approved the Weight change DCR (as amended) – it will now proceed through the Single Level Car Specification Review Panel which will review it for compliance with the requirements document, and provide a report with recommendations to the NEC Executive Board. Consultant Larry Salci will begin developing the Review Panel report following today's call.

Electronics on Trains Working Group: the working group continues to meet bi-weekly (see report under agenda item 11).

Next update 11-16-17

DEF-UREA Update: On 10-5-17, Mario Bergeron suggested that it was time to get an update on the DEF-UREA as it has been a while and it would be good to hear how the implementation is going.

On 11-2-17, Jennifer Bastian, IDOT, provided the following update/DEF recap for inclusion in today's minutes:

- a) *Locomotives have been in operation in five different states and DEF supply contracts are in place*
- b) *Amtrak has established processes for DEF procurement and handling.*
- c) *Midwest fill points are currently Chicago and Milwaukee. Truck based delivery is in place. Contracts are in place. Supply is going well, no problems reported.*
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ATTACHMENTS



PRIIA Section 305 Tech Sub Committee Meeting

November 2, 2017

The agenda for the meeting is below:

- | | |
|---|------------------|
| 1. Roll Call | Steve Hewitt |
| 2. Review Meeting Agenda | Mario Bergeron |
| 3. Welcome and Introduction – Mr. Charles King, incoming Amtrak CMO,
and NGEC Vice Chair/NGEC Technical subcommittee Chair – effective COB 11-3-17 | Mario Bergeron |
| 4. Remarks | Charles King |
| 5. Review Action Items | Steve Hewitt |
| 6. Approve Minutes from 10-5-17 | Mario Bergeron |
| 7. Update: Diesel-Electric Locomotive Procurement | Jennifer Bastian |
| 8. Update: DEF-UREA implementation | Jennifer Bastian |
| 9. Document Control Update | Tammy Krause |
| - Status: Single Level Car Specification Urgent DCR – weight change | |
| - Status: other DCRs Single Level Car specification | |
| 10. Consideration of Approval: Weight Change DCR – Single Level Car | Mario Bergeron |
| 11. Progress Report: Electronics on Trains Working Group | Tom Sisler |
| 12. Monthly Update: AAR - TAG efforts - LED on Headlights | Tarek Omar |
| 13. Other issues | All |
| 14. Review this meeting: | Steve Hewitt |
| a) Decisions | |
| b) New Action Items | |

***Technical Sub Committee Conference Call Meeting:
Thursday 11-2-17 / 3:00pm Eastern / 1-866-209-1307 / passcode 6486648#
Please call in a few minutes early so all is in attendance for Roll Call.
Thank you
Next Call –11-16-17 at 3:00pm Eastern***