

SECTION 305 TECH SUB COMM

MINUTES

NOVEMBER 6,
2014

3:00PM EASTERN

CONFERENCE CALL

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| FACILITATOR | <i>Mario Bergeron, Chair, NGEC Technical Subcommittee</i> |
| ATTENDEES | Core Team Members: Mario Bergeron, Dale Engelhardt, Jeff Gordon, Stan Hunter, (Stan also as proxy for Troy Hughes) Allan Paul, Jack Madden, Marci Petterson, Phil Meraz, Michael Jenkins Tammy Krause, Michael Burshtin, Devin Rouse, Sara Sarkhill, Jeff Schultz, Curtis McDowell, Steve Hewitt Industry Members: James Michel, Jonathan Michel, Walt Stringer, Antony Jones, Kevin Myles, Craig McKeen, Josh Coran, Steve Morrison, Lew Hoens, Tom Hunt |
| ABSENTEES | <i>Charles Poltenson, Art Peterson, Jennifer Bastian, Darrell Smith, Nikki Rudnick, Vincent Brotski, Andrew Wood, Melissa Shurland, Anand Probhakaran, Charles Bielitz, Sal DeAngelo, Michael Coltman, Brian Marquis, Patricia Llana, Larry Salci, Shayne Gill, Nico Lindenau</i> |

DISCUSSION/DECISIONS MADE

- 1.**
Chairman Bergeron called today's meeting to order and asked Steve Hewitt to call the roll.

After calling the roll, Steve confirmed the presence of a quorum.

As always, industry participants are asked to email a notification of their attendance to Steve Hewitt at shewitt109@aol.com
- 2.**
Review of the Meeting Agenda – Mario Bergeron:

Mario Bergeron provided a brief overview of today's meeting agenda.
- 3.**
Review of Action Items – Steve Hewitt:

Steve Hewitt reviewed the open action items, providing a brief update on those items that were not to be specifically covered on the agenda:

Maintaining Industry Participation List: Status: Steve reported that this remains an ongoing action item. There are currently **232** registered industry participants.

Requesting Backgrounder educational document: With changes to the NGEC organizational structure at the October 24th Fall Meeting, the Backgrounder will need to be updated. Steve Hewitt will work with AASHTO to incorporate the changes into a new Backgrounder. (see agenda item 5)

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.

No report today.
- 4.**
Approval of the Minutes of the October 9, 2014 Technical subcommittee conference call – Mario Bergeron:

On a motion by Allan Paul, NCDOT, and a second by Phil Meraz, Iowa DOT, the Minutes from the October 9, 2014 Technical subcommittee call were approved without objection.
- 5.**
Summary Review – NGEC Executive Board Fall Meeting – 10-24-14 - Mario Bergeron/Steve Hewitt:

Mario Bergeron and Steve Hewitt provided a summary overview of the NGEC meetings held on October 23rd and

24th in Wilmington, DE:

Members of the NGEC Future Working Group met on the morning of October 23rd and finalized recommendations for presentation to the full Executive Board on October 24, 2014.

In the afternoon of October 23, 2014, members of the Executive Board participated in a tour of the Amtrak Maintenance facility in Bear, DE.

Note: The tour was extremely interesting and informative - a special thanks goes out to Chairman Bergeron and his entire Amtrak team!

The Executive Board met on October 24, 2014. During the meeting the Board received mid-year updates from the Chairs of the various subcommittees, task forces and working groups; and received a Treasurers report on the status of NGEC's budget and its current burn rate. We are operating well under budget with an annual burn rate of around \$500,000.

One of the working groups heard from, was the NGEC Future working group which had been tasked to look at the near term and long term future of the NGEC and to make recommendations as to moving forward for the short term by maximizing the current funds available – while still performing essential functions; and to look ahead to long term funding options for the NGEC.

The Executive Board accepted and adopted recommendations offered by the NGEC Future Working Group by taking the following actions:

Adopt the functions and associated budget described as "Committee Mode" which will allow the NGEC to continue its essential functions, while reducing costs by eliminating items seen as non-essential.

Combine the Finance subcommittee and the Administrative task force into the Finance and Administrative subcommittee.

Directed the Finance and Administrative subcommittee to:

- Organize itself and set its agenda on its first call - scheduled for November 19, 2014.
- Begin a review of the NGEC by-laws to revise them to accurately reflect the changes approved on October 24, 2014.
- Develop a revised Statement of Work and budget for a no-cost extension of the current grant agreement through September 30, 2017. The average burn rate is anticipated to be around \$460,000 per year based on the projected costs for continuing all essential functions.
- Develop a proposal for potential funding options for continuing the NGEC work on into the future and to present its recommendations to the Board for its consideration by October, 2015.

Established the 514 subcommittee: The Board formally established the 514 subcommittee (previously the 305-209 working group) to continue its work and, specifically, to address the next steps identified in the previously accepted 5 year CIP.

The NGEC Future Working Group activities: The Board agreed that the work of this group will be absorbed as a full Executive Board activity and will become a standing agenda item on all Executive Board conference calls beginning on November 18, 2014

Adopted Bi-Level Car Technical Specification Revision C.2: The Executive Board adopted Rev C.2 as previously approved by the Review Panel and presented by Larry Salci.

The Minutes and all presentations from the October 24th Executive Board Fall Meeting can be found on the NGEC website at: www.ngec305.org

6.

Accessibility Working Group/RVAAC related issues update – Jeff Gordon for Melissa Shurland:

Melissa Shurland provided the following update which was read into the record by Jeff Gordon, FRA:

"AWG -Contract with Oregon State U has expired. A new contract will be initiated to continue the feasibility study.

The RVAAC Communication Subcommittee met today (11-6-14) at 1PM. The discussion focused on accessibility of advertisement on trains when it is pre-recorded. The subcommittee has decided at this time that print advertisement does not need to be accessible.

Passenger info messaging system should be accessible especially if it will be used to provide emergency info. FRA was asked to provide input on the possibility of tying the variable messaging system into the existing power system for back-up communication and lighting according to 49 CFR Parts 238.123 and 239.101, so that communications with passengers who are deaf or have hearing loss can be communicated with. FRA Offices of Safety and Chief Counsel provided input determined that this would be a good feature for rail cars but cautioned that if the trainline communication cables are severed then the info will not be transmitted to all cars.

Investigation of the possibility of using wireless communication system was suggested."

**7.
Document Control update - Tammy Krause:**

Tammy Krause provided the following update for inclusion in today's minutes:

"Bi-Level Rev. C.2 was approved at the face-to-face meeting in Wilmington on Oct. 24. Work to make the ready-for-posting document on the website is in progress. The Digital Trainline Hardware specification was approved by the Executive Board on Sept. 30. Work to make the ready-for posting document is also in progress. We miss Dave."

**8.
Review: DRAFT Revision - DM Locomotive (DC 3rd Rail) Requirements Document – Jack Madden:**

"Shortly before the Last Technical Subcommittee conference call on 10/9, DRAFT-6 of the Dual Mode (DC 3rd Rail) Requirements Document was circulated to the TSC members for review, with a request for comments back to the Locomotive Working Group by Friday 10/17. The Loco WG met by conference call on Thursday 10/16 and again on Thursday 10/30 to review and discuss comments received up to 10/30. All the comments and questions were addressed and answered, without change to the text of the DRAFT-6 Requirements Document circulated on 10/8, with the exception of a nomenclature change of "EPA Tier IV" to "EPA Tier 4" in Section 2.1.

Mr. Chairman, now that the Technical Subcommittee has had 4 weeks to review the document and provide comments, the Locomotive Working Group requests that the Technical Subcommittee vote to recommend this document, with the EPA Tier nomenclature change, to the Executive Board for review and approval.

Mr. Chairman, pending your questions, that concludes my report."

Discussion:

Jeff Gordon, FRA, commented that the FRA believes that the "spirit of the NGEC" – and the idea of next generation equipment – should call for speeds of up to 125 mph. The revised requirements document calls for speeds up to 110 mph.

Jeff asked if there is a rationale to change the maximum speed to 110 mph.

Jack Madden, NYSDOT acknowledged that NGEC policy is for speeds of up to 125 mph and that this is FRA's preference, however, "when we wrote the original requirements document 4 years ago, we wrote it reluctantly as up to 125 mph."

Subsequent to that document having been written, Metro North released an RFI from manufacturers last summer and they responded back by December.

Metro North and NYSDOT. Collectively, wasn't a "common platform locomotive" to use for both passenger and commuter rail.

The overwhelming preponderance of the Dual Mode locomotive to be acquired will not be for intercity passenger rail, but for commuter rail and 110 mph will be more than adequate for both uses.

In April of this year, NYSDOT received comments on the draft EIS for the Empire Corridor from Albany to Niagara Falls – the EIS and the comments determined that "within the lifetime of these locomotives there is no place in NY State where we will need to operate these DM locomotives at 125 mph."

Jack added, "we are reluctant to expend funds to go beyond a reasonable requirement which is 110 MPH."

He noted, also, that in various locations on the MNR system and the 3rd rail there are gaps in the 3rd rail and inter-lockings. An on board energy storage system which would allow the locomotive to travel at 5 mph to get to the 3rd rail again is in the DM Requirements Document and this requirement would add weight.

Lew Hoens, MNR, concurred with Jack's comments and added that the increased weight requirements were determined through the RFI responses. The 4 manufacturers who responded noted that adding weight for 3rd rail equipment and the additional weight for energy storage was a concern. Locomotive capabilities for under 125 removes the need for certain required features, including extra truck dampers, and would make design easier and more cost effective.

Asked if the added weight was limiting, Jack Madden responded that adding weight causes issues with the infrastructure such as undergrade bridges and viaducts leading into New York City, which will not sustain these heavier loads.

Jeff Gordon, FRA commented that the rationale that was described by Jack (and Lew) was reasonable, and requested that a technical explanation be provided along with the requirements document in advance of a vote by the Technical subcommittee.

Jeff added "FRA requests that the vote on the revised requirements document be deferred until the technical explanation can be provided and include with the requirements document."

Mario Bergeron noted that Amtrak is supportive of the NYSDOT position and its request for 110 mph as a maximum speed requirement.

Mario also noted that the FRA request for a technical explanation of the rationale "is reasonable and would not compromise the schedule moving forward."

Ultimately it was agreed that a technical explanation will be developed by the NY locomotive working group and will be submitted to the Technical subcommittee prior to a vote taking place. The intent is to have the technical explanation provided to the subcommittee in advance of the next call (November 20, 2014) If, however, the explanation is not ready by that time, Jack Madden will provide a status update on the next call. Steve Hewitt will add it to the next agenda as either a status update or as an action item for consideration of approval (depending on the status).

9.

Technical subcommittee consideration of approval – Revised DM Loco Req. Document -Mario Bergeron:

As noted above, consideration of approval of the revised requirements document was deferred pending a technical explanation being provided by NY to be included with the requirements document.

10.

Update: NGENC Procurements:

Diesel-Electric Locomotive Art Peterson:

Rich Stegner provided the following update for inclusion in today's minutes:

- a) *The last two Milestone 'A' CDRLs (#10 & #11) are being processed.*
- b) *Intermediate design review (IDR) week #3 will be held next week in Chicago.*
- c) *Mock-up reviews for the diesel engine room are planned to be conducted at Siemens' 3-D reality-lab in Munich week of December 8th.*
- d) *Long-range planning for Final Design review (FDR) is underway for February and March 2015. The location for FDR has been planned for Seattle and will be confirmed.*
- e) *A few more draft DCRs will be generated after the completion of IDR. Since Dave Warner's retirement, can NGENC advise who the new coordinator for DCRs will be?*

Bi-Level Car Procurement –Stan Hunter:

Stan Hunter provided a brief update on the status of the bi-level car procurement:

First Article Inspections (FAI) are progressing.

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ATTACHMENTS

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November 6, 2014

The agenda for the meeting is below:

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| 1. Roll Call | Steve Hewitt |
| 2. Review meeting agenda | Mario Bergeron |
| 3. Review Action Items | Steve Hewitt |
| 4. Approve Minutes of October 9, 2014 | Mario Bergeron |
| 5. Summary Review – NGEC Executive Board Fall Meeting – October 24, 2014 | Mario Bergeron/Steve Hewitt |
| 6. Accessibility Working Group/RVAAC related issues update | Jeff Gordon for Melissa Shurland |
| 7. Document Control update | Tammy Krause |
| 8. Review: DRAFT Revision - DM Locomotive (DC 3 rd Rail) Requirements Document | Jack Madden |
| 9. Technical subcommittee consideration of approval – Revised DM Loco Req. Document | Mario Bergeron |
| 10. Update: Procurements | |
| a. Diesel-electric locomotive | Art Peterson |
| b. Bi-level Cars | Stan Hunter |
| 11. Review this meeting: | Steve Hewitt |
| a) Decisions | |
| b) New Action Items | |

***Technical Sub Committee Conference Call Meeting:
Thursday November 6, 2014 3:00 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 – 11-20-14 at 3:00pm Eastern