

# SECTION 305 TECH SUB COMM

MINUTES

DECEMBER 15,  
2016

3:00PM EASTERN

CONFERENCE CALL

<b>FACILITATOR</b>	<i>Tammy Krause, Revision Control Coordinator, NGENC Technical Subcommittee</i>
<b>ATTENDEES</b>	<b>Core Team Members:</b> <i>Tammy Krause for Mario Bergeron, Melissa Shurland for Jeff Gordon, Allan Paul, Jeff Schultz for Marci Petterson, Jennifer Bastian, Phil Meraz, Eric Curtit, Michael Burshtin, Curtis McDowell, Andrew Wood, Steve Hewitt, <b>Industry Members:</b> Joe Diliello, Jack Madden, James Michel, Kevin Myles, Glen Rees, Richard Stegner, Steve Morrison, Al Bieber, Wulf Dickie, Bill Slater, Pat Sheeran, Paul Jamieson, Dick Bruss</i>
<b>ABSENTEES</b>	<i>Mario Bergeron, Dale Engelhardt, Momo Tamaoki, Jeff Gordon, Troy Hughes, Jason Biggs, Charlie Poltenson, Jay Gilfillan, Jonathan Hines, Art Peterson, Devin Rouse, Anand Prabhakaran, Charles Bielitz, Nico Lindenau, Michael Coltman, Brian Marquis, Larry Salci, Sal DeAngelo</i>

## DISCUSSION/DECISIONS MADE

**1.**

Tammy Krause, Amtrak, acting on behalf of Chairman Bergeron, called today's meeting to order and Steve Hewitt to call the roll.

After calling the roll, it was determined that a quorum had not been established. The meeting would go on, but no formal votes or decisions would take place.

Later, in the meeting, Missouri DOT joined the call and a quorum was confirmed.

**As always, industry participants are asked to email a notification of their attendance to Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com)**

**2.**

**Review of the Meeting Agenda – Tammy Krause:**

Tammy Krause provided a brief overview of today's meeting agenda.

**3.**

**Review of Action Items that are not on the agenda – Steve Hewitt:**

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:

**Maintaining Industry Participation List: Status:** There are currently **261** registered industry participants.

**Requesting Background educational document:** Copies have been printed, subcommittee members (core team and industry) who would like a hard copy (copies) should contact Steve at [shewitt109@aol.com](mailto:shewitt109@aol.com) with the number requested and an address to send them to.

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

Paul Jamieson reported that they are in the process of finalizing test reports. Likely to be complete by early January.

**4.**

**Approve Minutes from November 17, 2016:**

On a motion by Eric Curtit, Missouri DOT, and a second by Jennifer Bastian, Illinois DOT, the minutes from 11-17-16 were approved without exception.

**6.**

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

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

- *JPEs continue to receive Siemens' weekly revised schedule and conduct weekly conference calls. The main basis for revised weekly schedules reflects on-going locomotive delivery and testing up-dates.*
- *Locomotive 4604 is stored at MARC after the successful completion for Vehicle Qualification Testing on the North East Corridor. Plans to ship to Chicago are now in motion.*
- *As of now, successful 500 mile conditional acceptance tests have been completed on: 4601, 4602, 4604, 4605, 4606, 4608, 4609 & 4610. Locomotives 4603 & 4607 will ship next to TTCI.*
- *After 500 mile testing is complete, all locomotives will next ship to Chicago, when IDOT and Amtrak are ready.*
- *IDOT will now send locomotive 4611 to WSDOT for 238.111(b) testing on the Cascades route. WSDOT will conduct the 238.111(b) test. Other JPEs are working with Amtrak for 238.111(a) test plans.*
- *JPEs are working with Siemens for Wi-Tronix application, as required by Amtrak.*
- *All Document Change Requests (DCR) have been distributed to the locomotive sub-team leaders for review, and reviews are nearing completion with no apparent issues.*
- *As-Built weights have been reported at a bit less than 267, 000 lbs (+/-). This is a little bit better than previously estimated. The calculated P2 force is within specified limits. As other locomotives are weighed, we will report.*

Jeff Schultz asked when the high-level cant test would take place.

Jennifer responded that it is not yet scheduled, but is expected to take place in January or February, 2017.

Rich Stegner added that this test would be conducted concurrently with 230 and 11B testing.

**6.**

**Update- Bi-Level Car Procurement – Momo Tamaoki, Caltrans:**

With Momo Tamaoki unavailable for this call, there was no update provided.

**7.**

**Document Control Update: Tammy Krause, Amtrak:**

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

*An unsecured version of the bilevel specification was provided to NC to use as a base document for their upcoming procurement. I have requested a list of members of each technical subcommittee from the group leaders. I have also sent to the group leaders the table of contents from the single level specification asking which chapters the various groups would like but I have not received any replies yet.*

Tammy also noted that the Timeline for completion of the single level car specification update is completed and will be distributed after today's call. (it is reprinted below as well):

**PRIIA Specification 305-003 Single Level Specification Update Timeline**

Task	Due Date (Red = Completed)
1. Table of Contents Issued to Technical Subcommittee Group Leaders	11/18/16
2. Chapters Selected to Review back to Document Control Manager	1/12/17
3. DCRs Associated with Chapters sent to Subcommittee Group Leaders	1/13/17
4. DCRs Back to Document Control Manager	2/23/17
5. Single Level Revised per Approved DCRs and Submitted to Members	3/23/17
6. Revised Single Level Specification Sub Tech Approval	4/6/17
7. Approved Revised Single Level Spec submitted to Exec Board	4/11/17
8. Review Panel appointed by Exec Board	4/25/17
9. Review Panel Approval	5/23/17
10. Executive Board Approval	6/6/17

**8.**  
**Accessibility Presentation – Melissa Shurland & OSU Rep:**

Melissa Shurland provided an overview of the presentation as sent out prior to the call:

It is reprinted within these minutes (below):

**Inclusive and Universal Design Guidelines for HSR passenger cars: Safety and Feasibility Review of Accessibility**

**Summary**

Contract DTFR5315P0034  
Oregon State University

**Phase 1 Summary**

Working with the PRIIA Next Generation Equipment Committee, recommendations were developed for accessibility on single-level and bi-level coach cars.

The bi-level recommendations as outlined below:

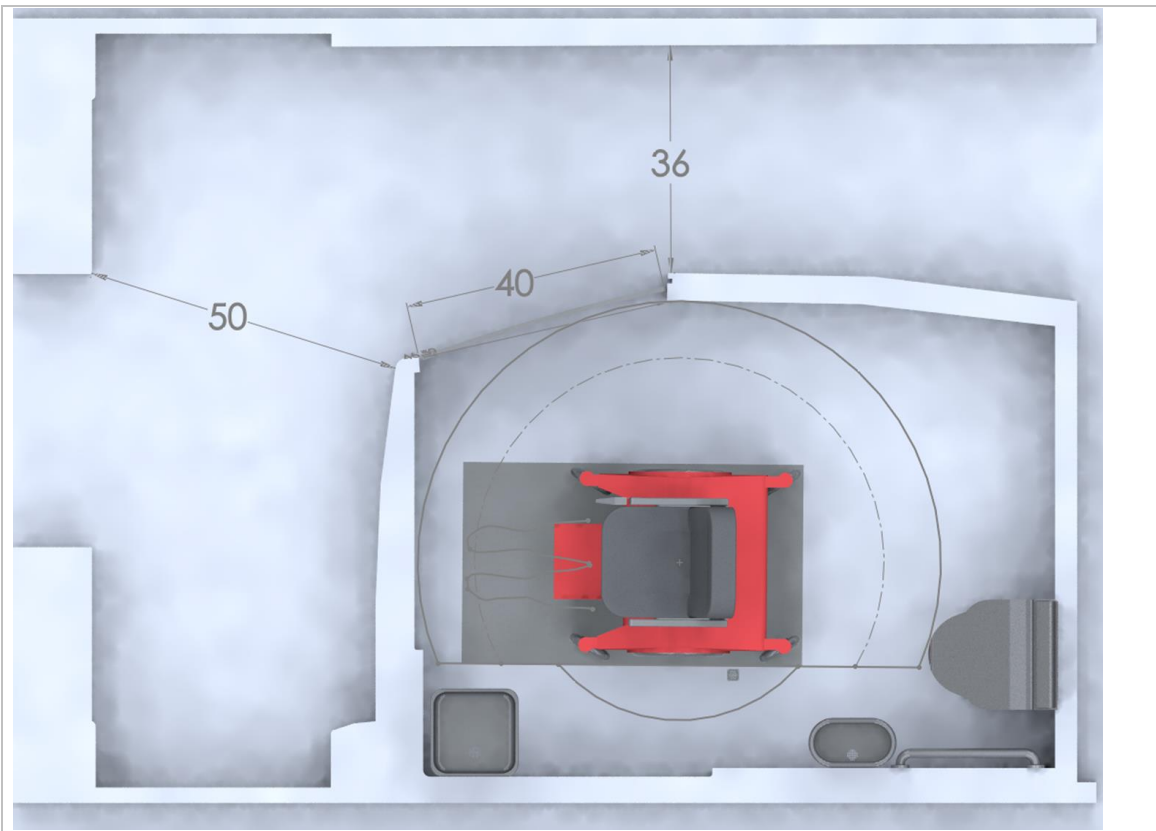
- Increase wheeled mobility device accessibility space – 32 x 59 inches *{this does not include maneuvering space}*
- Increase vestibule width – 44 inches
- Increase design load of car borne wheel chair lift – 800 pounds
- Increase surface platform of the car borne wheel chair lift – 30 x 54 inches

**Phase 2 Evaluation of impact of Phase 1 and RVAAC Recommendations**

- Accessible Restrooms
- Seat loss resulting from accommodating two or more wheeled mobility devices
- Access to bi-level passenger cars

**Accessible Restrooms – Spatial layout that permits large power base to drive forward in and out of restroom**

- Toilet is oriented in the longitudinal orientation a small sink that is accessible from the toilet by a 5<sup>th</sup> percentile female
- wider entry door of at least 40 inches (42 inches clear opening is preferred to accommodate entry into the restroom from the 36-inch-wide aisle)
- a 12-inch vertical toe clearance under the sink is also recommended to facilitate access to the sink and general movement about the restroom.

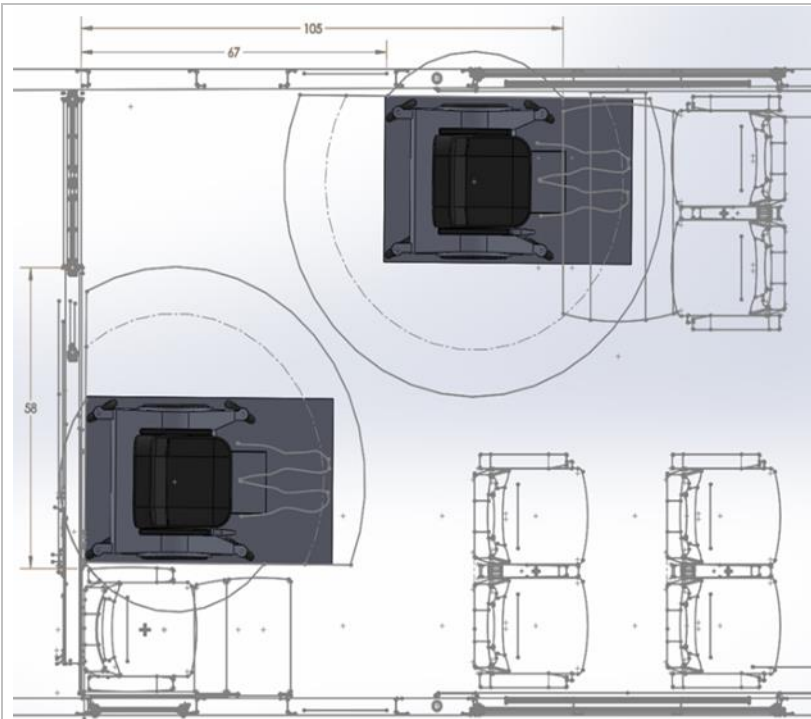


### Seating Area

- Occupant protection and containment and respect for the independence of passengers requires further study
- There is no single seating configuration that balances access and containment.
- The number of wheeled mobility devices accommodated is not directly related to seat loss. It is possible with minimal seat loss to accommodate more than one wheeled mobility device.
- Folding or flip up seats in wheelchair spaces may be an option.

### Seating Area Table

- Access to a fixed table by the passengers in power bases or regular wheelchairs is very limited.
- There is a need for further investigation to develop a new table that can be both adjustable and collapsible and also satisfy the functional requirements and safety regulations.
- This would provide significant opportunities for accommodation of wheeled mobility devices.
- This shows the accommodation of two power base wheelchairs with table access for one, and space for service animal or stowage of other wheeled mobility devices.
- Shows need for containment



**Access to upper level of bi-level passenger rail car**

- There is a need to examine FRA requirements for Tier I, II and III operating environments and the applicability to passenger rail car elevators and other devices that move passengers between levels on bi-level rail cars.
- Currently there are no manufacturers of elevators for use on bi-level trains

**Access to upper level of bi-level passenger rail car**

- The RVAAC developed recommendations for devices and equipment to move passengers with limited or no mobility to the upper level of bi-level equipment. There are no existing standards for elevators used on bi-level trains.
- The new RVAAC recommendations include:
  - Increase the weight limit to 800 pounds from the current 550- 750 pounds.
  - Increase internal cab from 33.5 inches by 48 inches to 33.3 inches by 54 inches
  - Permit drive through operations rather than the current drive in back out operation.

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  - Increase internal cab from 33.5 inches by 48 inches to 33.3 inches by 54 inches
  - Permit drive through operations rather than the current drive in back out operation.

**Key Recommendations:**

- Additional research to determine the appropriate level of containment for wheeled mobility devices in the seating area for Tier II and Tier III operating environments.
- Refine the technical requirements for equipment that provides access to the upper-level of bi-level for the next generation of bi-level long distance trains. The technical requirements need to balance the RVAAC recommendations, the Tier I, and II operating environments.

**Layout of Report**

- Executive Summary
- Section 1 – Introduction
- Section 2 – Functional Accessibility Requirements for Single-level Coach
- Sections 3-5 – Spatial Analysis of larger accessible restroom and multiple accessible seats
- Section 6 – Study of current use of elevators to access upper level of bi-level cars
- Section 7 – Conclusions
- Section 8 – Recommendations

#### **Layout of Report, Continued**

- Appendix A
  - Functional Specification Reference Document
  - Demographics and Mobility Device Size
  - Current Issues addressed in existing standards and regulations
  - Onboard Passenger Information Systems, OPIS
  - Armrest Requirements
  - Draft Guidelines for Accessible Restrooms for High Speed and Intercity Rail Vehicles
- Appendix B - Accessible Restroom
- Appendix C - Seating Area Analysis
- Appendix D - Review of vertical movement on bi-level trains

#### **Any Questions?**

Contact Info:

##### **US DOT Federal Railroad Administration**

Melissa Shurland

[melissa.shurland@dot.gov](mailto:melissa.shurland@dot.gov)

202-493-1316

##### **Oregon State University**

Katharine Hunter-Zaworski

[hunterzk@oregonstate.edu](mailto:hunterzk@oregonstate.edu)

Comments or questions are due January 12, 2017.

#### **9.**

##### **AAR Committee Update – Steve Hewitt for Jeff Gordon:**

Jeff Gordon was unavailable for today's call, but provided the following update for inclusion in today's minutes:

##### *Update on AAR Passenger Standard:*

*The first four sections of the standard covering administrative requirements were released on AAR Circular Letter on July 15, 2016. No comments were received. AAR is working with the Locomotive Committee to implement these four sections of the standard.*

*Section 5.0, "Loss of Shunt (LOS) Performance Test Requirements," is suspended until addressed by the AAR research program.*

*Section 6.0 "Interoperability of Equipment on Class I Railroads" is in rough draft form, and has a focus on coupling systems, braking systems and clearances.*

*Section 7.0 "Vehicle/Track Interaction in Freight Track Environment – Modeling and Testing," is on hold until prototype draft recommendations are developed.*

*AAR's David Cackovic has arranged for an all-day meeting of working group on Tuesday, January 24, 2017 from 8:00 AM-5:00 PM at its offices in Washington, DC to discuss sections 6 and 7 of the standard.*

*If you have any questions, please contact Jeff Gordon.*

**10.  
2017 NGEC Annual Meeting – Steve Hewitt:**

Steve Hewitt provided a brief overview of the DRAFT agenda for the upcoming 2017 NGEC Annual Meeting. The agenda is subject to change. Hotel room block information should be forthcoming soon. Steve has a call with AASHTO's meeting planned next week.

Registering for the NGEC meeting:

If you plan to attend the meeting, please send an email to Steve Hewitt to register as an attendee. The deadline for registering with Steve will be set next week when he meets with AASHTO and gets some logistical information and timelines.

Hotel bookings will be done by each individual attendee.

**PRIIA Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)  
Room - TBD  
7th Annual Meeting  
February 24, 2017  
8:30am – 3:00 pm EST  
Hyatt Regency Hotel on Capitol Hill, Washington DC**

**DRAFT/Agenda**

8:00 – 8:25am	Registration (Hyatt Meeting Room)
8:25 – 8:30 am	Hotel Safety Briefing – Hyatt Regency Hotel Representative
8:30 – 8:35 am	Convene Annual Meeting: Eric Curtit, Missouri DOT, NGEC Chair
8:35 - 8:45 am	Self introductions
8:45 – 8:50 am	Roll call –Confirm the presence of a quorum: Steve Hewitt, Manager, NGEC Support Services
8:50 – 9:00 am	Review Meeting Agenda: Eric Curtit Review Meeting Packets: Steve Hewitt
9:00 – 9:05 am	Approval of the Minutes from the February 14, 2016 Executive Board conference call
9:05 – 9:25 am	NGEC Chairman's Report: Eric Curtit
9:25 – 9:40 am	Update from The Federal Railroad Administration- Michael Lestingi, FRA
9:40 – 9:55 am	Update from Amtrak Government Affairs – Joe McHugh, Senior Vice President, Chief Government Affairs
9:55 – 10:10 am	Break
10:10 – 10:40 am	Treasurer's Report & Finance and Administrative Subcommittee Update – Darrell Smith, Amtrak
10:40 – 10:45am	Consideration of Acceptance of the Treasurer's Report – Eric Curtit
10:45 – 11:15 am	Progress Report: Technical Subcommittee: Mario Bergeron, Amtrak
11:15 – 11:30 am	Overview: Accessibility Report – Melissa Shurland, FRA
11:30 – 11:45 am	Overview/status report: AAR Committee – Jeff Gordon, FRA
11:45 – 12:00 noon	514 Subcommittee Update – Brian Beeler II, NNEPRA for Maine DOT
Noon – 1:15 pm	Lunch (on your own)

1:15 pm	Reconvene the meeting – Eric Curtit
1:15 – 1:30 pm	Mid-West States – Section 6 – Tim Hoeffner, Michigan DOT
1:30 – 2:00pm	Status Update: NGEC Multi-State Equipment Procurements <ul style="list-style-type: none"> <li>a. Diesel-Electric Locomotives: John Oimoen, IDOT</li> <li>b. Bi-level Cars: John Pagano, Caltrans</li> </ul>
2:00 - 2:30 pm	Questions/Comments/Other Issues: All Attendees
2:30 – 2:40 pm	Meeting Summary/Action Items Review: Steve Hewitt
2:40 – 3:00 pm	Next Steps/Closing Comments: Eric Curtit
3:00pm	Adjourn

**11. Other**

Jack Madden provided the following information on the upcoming TRB session:

*Information concerning the PRIIA Transportation Research Board Session for inclusion in the minutes:*

*The PRIIA TRB Session #545 "PRIIA Equipment Specifications: Lessons Learned in the First Use for Construction of Locomotives and Cars" will be held on Tuesday, 1/10/2017, 8a to 945a, in Room 143A of the Washington Convention Center.*

*The proposed sequence of the presentations is:*

1. *Tammy Krause, Amtrak; Director of Rolling Stock Engineering: Provide an overview of NGEC and an introduction to the Specifications which its Technical Subcommittee has developed.*
2. *Bruce Roberts, California Department of Transportation [Caltrans]; Chief of Rail and Mass Transportation: Discussion of the use of the PRIIA Specification 305-001 - Bi-Level Specification (Revision C.4) for construction of the Multi-State Bi-level Passenger Car and lessons learned.*
3. *Dave Ward, Siemens Industry; Vice President Locomotives North America: Discussion of the use of PRIIA Specification 305-005 - Diesel Electric Passenger Locomotive (Revision A) for the construction (under contract to Illinois DOT, as well as All Aboard Florida/Brightline) of the Charger SC-44 Multi-State Passenger locomotive and lessons learned.*
4. *Craig McKeen, Progress Rail Locomotives [Former EMD/Progress Rail]; General Manager, Sales & Marketing, Passenger Locomotives: Discussion of the use of PRIIA Specification 305-005 - Diesel Electric Passenger Locomotive (Revision A) for the construction (under contract to Metrolink [Southern California Regional Rail Authority]) of the Spirit F-125 Metrolink Locomotive.*
5. *Kevin Kesler, Federal Railroad Administration; Chief-Rolling Stock Research & Development: Provide FRA's perspective on the PRIIA Specifications and turning paper into steel.*

*I would encourage any of you who are planning to be in DC for TRB to attend this session.*

**12. Adjourn:**

With no further issues to come before the subcommittee today, Tammy Krause adjourned this conference call meeting at 3:35PM Eastern.

**Next Call: December 29, 2016 – 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. Today, Paul Jamieson reported that they are in the process of finalizing test reports. (ongoing)



**AWG Update:** Melissa Shurland, FRA, made a presentation of the FRA/Oregon State University report: Inclusive Universal Design Guidelines for HSR Passenger Cars: Safety and Feasibility Review of Accessibility. The full report and the PowerPoint presentation were distributed prior to today's call. Comments on the report are due to Melissa Shurland by 1-12-17.

**Requesting Backgrounder educational document:** Hard copies have been printed, subcommittee members (core team and industry) who would like a hard copy (copies) should contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com) with the number requested and an address to send them to.

**Maintaining Industry Participation List:** This remains an ongoing action item. There are currently **261** registered industry participants. (Ongoing)

**AAR Committee:** Today's update as submitted by Jeff Gordon:

Update on AAR Passenger Standard:

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**Next Update: 1-12-17.**

**Procurement Updates:** Progress reports from the lead states on the two PRIIA multi-state equipment procurements are provided on each technical subcommittee call. (ongoing)

**Document Control Update: Today's update:**

*An unsecured version of the bilevel specification was provided to NC to use as a base document for their upcoming procurement. I have requested a list of members of each technical subcommittee from the group leaders. I have also sent to the group leaders the table of contents from the single level specification asking which chapters the various groups would like but I have not received any replies yet.*

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9. Review Panel Approval	5/23/17

10. Executive Board Approval

6/6/17

**Siemens/All Aboard Florida NGEC specification use – feedback/presentation:** Ray Ginnell, Siemens participated on today's call and gave a presentation on the Brightline Passenger Coaches and PRIIA-Specification.

**Follow up action items:**

Ray Ginnell will provide the subcommittee with the actual weight of the cars once they have been weighed.

On 10-25-16, The NGEC Executive Board expressed interest in having the presentation given on an upcoming call of the Board. Steve Hewitt will work with Siemens to see if this can be arranged.

Tammy Krause will send the Brightline presentation/feedback to the appropriate working groups and will follow the same process she is using for the review of the single level specification.

**Ongoing**

**ATTACHMENTS**



The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.

**PRIIA Section 305 Tech Sub Committee Meeting**

**December 15, 2016**

The agenda for the meeting is below:

- |   |                  |
|---|------------------|
| 1. Roll Call  | Steve Hewitt     |
| 2. Review meeting agenda  | Tammy Krause     |
| 3. Review Action Items  | Steve Hewitt     |
| 4. Approve Minutes of 11-17-16  | Tammy Krause     |
| 5. Update: Diesel-Electric Procurement                                  | Jennifer Bastian |
| 6. Update: Bi-level Procurement   |                  |
| 7. Document Control Update  | Steve Hewitt     |
| a. Document Control Action Items Status Update                          |                  |
| b. Timeline for completion of the ongoing Document Control Action Items |                  |
| 8. Accessibility Presentation   | Melissa Shurland |
| 9. AAR Committee Update   | Steve Hewitt     |
| 10. 2017 NGEC Annual Meeting  | Steve Hewitt     |
| 11. Other Issues  | All              |

12. Review this meeting:

Steve Hewitt

- a) Decisions
- b) New Action Items

***Technical Sub Committee Conference Call Meeting:  
Thursday 12-1-2016 / 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 -12-29-16 at 3:00pm Eastern***