

# SECTION 305 TECH SUB COMM

MINUTES

JULY 22 2021

3:00PM EASTERN

CONFERENCE CALL

<b>FACILITATOR</b>	<i>George Hull, Chair, NGENC Technical Subcommittee</i>
<b>ATTENDEES</b>	<b>Core Team Members:</b> <i>George Hull, Jeffrey Gordon, Ray Hessinger, Art Peterson for Jennifer Bastian, Troy Hughes, Jason Biggs, Jason Biggs also as proxy for Momo Tamaoki, Steve Hewitt, Melissa Shurland, Tarek Omar, Hamid Sharif-Kashani, Larry Salci, Tammy Krause, <b>Industry Members:</b> Steve Ojalvo, Ed Golitko, Richard Stegner, Dick Bruss, Richard Curtis, Kevin Sudano, Kevin B. Myles, Josh Coran, James Michel, Paul Arnone, Bill Saddler, Rich Bowie, Anthony Lucas, Joe Kenas, Marco Weber, Martin Bloedt, Darrell Smith</i>
<b>ABSENTEES</b>	<i>Ed Engle, Mike Jenkins, Matthew Simmons, Jennifer Bastian, Momo Tamaoki, Curtis McDowell, Joe Paul, Mike Kraft, Blair Slaughter, Marci Petterson, Mike Murray</i>

## DISCUSSION/DECISIONS MADE

### 1.

Chairman George Hull called the meeting to order and asked Steve Hewitt to call the roll of core team members.

After calling the roll, Steve Hewitt 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](mailto:shewitt109@aol.com).**

### 2.

**Review Action Items – Steve Hewitt, NGENC Program Manager:**

**2021 NGENC Backgrounder educational document:**

The 2021 version of the NGENC two-page backgrounder/educational document has been released and is available electronically or in hard copy by request. Contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com)

About 555 electronic copies have been distributed to date.

On 7-21-22, the NGENC Finance and Administrative subcommittee (FASC) set a timeline and process for reviewing and updating the two-pager for 2022. The NGENC has a great story to tell, and many achievements have occurred in 2021 that should be highlighted in the next two-pager. The plan is to have it released by the NGENC Annual Meeting which will be held in-person on 2-25-22 in Washington, DC., at the Hyatt Regency on the Hill.

**Maintaining Industry Participation List:** There are over 200 industry participants.

There have been several updates/changes to the list that have been provided to Steve Hewitt and those changes have been made. Any further updates or changes should be sent to Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com).

**Connecticut DOT Rail Car Procurement:**

Steve Hewitt reported that he heard from Marci Petterson today and she confirmed the procurement remains in the "cone of silence" period.

**Next Update – as appropriate**

### 3.

**Approval of the Minutes from 6-24-21– George Hull, Amtrak:**

On a motion by Art Peterson for IDOT, and a second by Troy Hughes for MODOT, the minutes from the 6-24-21 were approved as submitted.

**4.****Update: Multi-State Railcar Procurement as of 7-22-21 – Steve Hewitt for Momo Tamaoki, Caltrans:**

On 7-22-21, Caltrans, provided the following update which was read into the record by Steve Hewitt:

*Design review for the standard coach is complete. The Cab Car structure FDR has been approved. The Cab Car Diagnostics and Display FDR occurred July 21. The Vending Car Interiors FDR will take place August 3<sup>rd</sup>. IDOT Café Car FDR is the completion stage and the Galley FAI occurred June 23<sup>rd</sup> in Texas. Several Cab Car FAIs are tentative for August and September. A wheelchair lift demonstration is being planned for mid-August using an IDOT business class car.*

*The Cab Car Compression Test began July 13 and is ongoing with regular updates being provided. Cab Car Collision and Corner Post testing has been reserved for August in Germany with remote and possible in-person participation being considered. NEC testing for standard coach is complete and the report is accepted by FRA. Caltrans and IDOT 238.111 testing is complete and both reports have been submitted to Amtrak and FRA.*

*93 cars total are in production or have been produced at Siemens Sacramento Facility. Car deliveries are ongoing to Chicago and Beech Grove for IDOT, and Stockton for Caltrans. IDOT has conditionally accepted 8 coach cars and is preparing for revenue service. The Caltrans cars are being prepared for Conditional Acceptance and revenue service while open items are addressed.*

**5.****Update: Metro-North Dual Mode Locomotive Procurement – Ray Hessinger, NYSDOT:**

On 7-22-21, Ray Hessinger reported that Metro-North and Siemens continue working through the initial design review process going item by item.

**6.****Update: Amtrak Vehicle Procurements – George Hull, Amtrak:**

On 7-22-21, George Hull provide the following update:

On the CAF cars: The last two cars are being completed.

On the Acela 21: Testing continues – they are looking to get the first trainset “factored” in August 2021. They are currently going through testing with FRA.

On the Charger Locomotives: the first two are currently in Wilmington for testing.

On the Intercity Passenger Rail trainsets: This week they kicked off the design review process with Siemens.

**7.****Update: Document Control Management as of 7-22-21 - Tammy Krause:**

The focus is on compiling the summary of changes for the DMU Specification Revision. Tammy expects to send the completed summary sheet to Steve Hewitt by Monday 7-26-21 to distribute to the full subcommittee for review and comment. Once received, subcommittee members should send any comments they have to Tammy Krause. The intent is to discuss the DCRs on the next NGEN Technical subcommittee call (8-5-21) and potentially consider approval of the changes.

**8.****Update: Working Group on Weight Issues – Jeff Gordon, FRA:**

On 7-22-21, Jeff Gordon provided the following update for inclusion in the minutes of today’s call (7-22-21):

*The NGEN Vehicle Weight Working Group has its 7<sup>th</sup> meeting on July 12. There were 15 members in attendance.*

*The group has agreed on a definition for the baseline production weight for different types of equipment and allowable serial production vehicle weight deviations (including requirements for vehicle scales).*

*We discussed lateral imbalance and some ideas for how this parameter can be defined in a common way for all specifications.*

*We also discussed end-to-end imbalance requirements and how these should be defined. The group had much discussion about whether there was really a need for this requirement as it is not a safety issue. The group believes this is more a maintenance concern and we may incorporate proposed specification language addressing this.*

*Carbuilder members volunteered to review the various specification weights and propose revisions (if any) at the next meeting.*

*P2 limits for coaches will also be discussed during our next meeting which will be on August 9, 2021, at 1pm ET.*

**9.**

**Establishing a working group for Interior Attenuation Specifications (Cellular issues) – George Hull:**

George Hull talked about the need to address issues related to cellular capabilities on trains. Previously, it was thought the Electronics on Trains working group would be a home for this effort. George asked if that was the right place or should a separate working group be established to address these issues.

Steve Hewitt mentioned that Tammy Krause had talked to David Brabb, team leader of the Electronics on Trains working group and the thought is that it is a fit and they will add it to their list of activities.

George asked Tammy to provide a list of issues that the Electronics on Trains is addressing and its priorities to better understand the volume of work.

**10.**

**Update: University of Nebraska/FRA High Speed Wireless Study – Hamid Sharif Kashani:**

On 7-22-21, Hamid Sharif-Kashani provided a general update on the activities of the current study phase being performed by the University of Nebraska and the FRA:

They are looking at modeling and performance evaluation of 160Mega Hertz and 450 Mega Hertz as potential options as other frequencies are becoming close to saturation.

They are doing modeling and simulation looking at things like antennas, velocity, train area, etc. and performance evaluation in terms of signal strength.

They are also looking at different ways for propagating a model for channels.

Hamid stated that they are going to continue modeling with the intent of sharing some of the key elements in August. At that time, Hamid would provide Steve Hewitt with that information to share with the Technical subcommittee members.

In the meantime, Hamid encourages members who have interest in specific applications they would like to have run in frequency bands to let Hamid know and they would be happy to run them in their model for evaluation.

**11.**

**Reauthorizing the NGEC – Steve Hewitt:**

Steve Hewitt reported that the House has passed its Federal Surface Transportation Authorization proposal – The INVEST Act. It did not include the reauthorization with funding of the NGEC.

The Senate Committee released their version of Federal Surface Transportation Authorization legislation several weeks ago and it also does not include the NGEC.

Following the last NGEC Executive Board call, John Oimoen, IDOT informed his Government Affairs office of the issue about the NGEC not yet being in either authorization bill or concerns over future funding. He emphasized the importance of the NGEC and how IDOT and the Mid-West states and others have benefited from the NGEC throughout the procurement process and cited the resulting production and placement into service of the new locomotives and now passenger rail cars.

Steve Hewitt provided him with background information and proposed legislative language (scope and funding), which he gave to his Deputy Secretary, Doug House. Initial conversations with Senator Durbin's staff were positive, and they were receptive.

This week IDOT's Secretary and Deputy Secretary are in DC this week. They are working the Hill and John provided the following email he received from Deputy Secretary Doug House on the issue of the NGEC:

*John, Yes, the Secretary and I have followed up with the delegation and personally placed it in the hands of Secretary Buttigieg's staff Charles Small Government Liaison, Maurice Henderson Senior Advisor. All that can be done is being done! Cross your fingers!*

Amtrak Government Relations has also been reached out to from the industry, members of the NGEC and from SPRC. The reaction has been that Amtrak is supportive and believes that there are several ways to go – Reauthorization with funding is the cleaner way, but, if it does not happen, the NGEC is still funded through 9-30-2023, and since there is no sunset in the PRIIA or Fast Act

legislation, the NGEN will continue to move forward with its work. The NGEN funding can come from a variety of places: FRA, Amtrak and/or reauthorization of funding followed by an appropriation from Congress.

Several members of the industry continue to make clear their support for the NGEN and for its reauthorization with funding.

**12.  
Adjourn:**

With no other business forthcoming on today's call, George Hull adjourned the meeting at 3:33PM.

**Next Tech subcommittee Call: 8-5-21- 3:00pm Eastern**

**Decisions and Action Items**

**2021 NGEN Backgrounder educational document:**

The 2021 version of the NGEN two-page backgrounder/educational document has been released and is available electronically or in hard copy by request - contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com)

Around 555 copies have been distributed.

**Maintaining Industry Participation List:** There are just over 200 industry participants.

There have been several updates/changes to the list that have been provided to Steve Hewitt and those changes were made. Any further updates or changes should be sent to Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com).

**PRIIA Multi-State Procurement Update 7-22-21:**

**Multi-State Car Procurement - Caltrans (Lead State):** Progress reports from the lead state will be provided on each subcommittee call.

On 7-22-21, Caltrans, provided the following update:

*Design review for the standard coach is complete. The Cab Car structure FDR has been approved. The Cab Car Diagnostics and Display FDR occurred July 21. The Vending Car Interiors FDR will take place August 3<sup>rd</sup>. IDOT Café Car FDR is the completion stage and the Galley FAI occurred June 23<sup>rd</sup> in Texas. Several Cab Car FAIs are tentative for August and September. A wheelchair lift demonstration is being planned for mid-August using an IDOT business class car.*

*The Cab Car Compression Test began July 13 and is ongoing with regular updates being provided. Cab Car Collision and Corner Post testing has been reserved for August in Germany with remote and possible in-person participation being considered. NEC testing for standard coach is complete and the report is accepted by FRA. Caltrans and IDOT 238.111 testing is complete and both reports have been submitted to Amtrak and FRA.*

*93 cars total are in production or have been produced at Siemens Sacramento Facility. Car deliveries are ongoing to Chicago and Beech Grove for IDOT, and Stockton for Caltrans. IDOT has conditionally accepted 8 coach cars and is preparing for revenue service. The Caltrans cars are being prepared for Conditional Acceptance and revenue service while open items are addressed.*

**Document Control Update -7-22-21:**

As of 7-22-21, the focus is on compiling the summary of changes for the DMU Specification Revision.

Tammy Krause expects to send the completed summary sheet to Steve Hewitt by Monday 7-26-21 to distribute to the full subcommittee for review and comment.

Once received, subcommittee members should send any comments they have to Tammy Krause. The intent is to discuss the DCRs on the next NGEN Technical subcommittee call (8-5-21) and potentially consider approval of the changes.

**Working Group on Weight Issues as of 7-22-21:**

Jeff Gordon provided the following update for inclusion in today's (7-22-21) minutes:

*The NGENC Vehicle Weight Working Group has its 7<sup>th</sup> meeting on July 12. There were 15 members in attendance.*

*The group has agreed on a definition for the baseline production weight for different types of equipment and allowable serial production vehicle weight deviations (including requirements for vehicle scales).*

*We discussed lateral imbalance and some ideas for how this parameter can be defined in a common way for all specifications.*

*We also discussed end-to-end imbalance requirements and how these should be defined. The group had much discussion about whether there was really a need for this requirement as it is not a safety issue. The group believes this is more a maintenance concern and we may incorporate proposed specification language addressing this.*

*Carbuilder members volunteered to review the various specification weights and propose revisions (if any) at the next meeting.*

*P2 limits for coaches will also be discussed during our next meeting which will be on August 9, 2021, at 1pm ET.*

If interested in participating on this working group, contact Jeff Gordon at [Jeffrey.gordon@dot.gov](mailto:Jeffrey.gordon@dot.gov) or Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com)

Next Update: 8-19-21

**Establishing a working group for Interior Attenuation Specifications (Cellular issues):**

On 7-22-21, George Hull talked about the need to address issues related to cellular capabilities on trains. Previously, it was thought the Electronics on Trains working group would be a home for this effort. George asked if that was the right place or should a separate working group be established to address these issues.

Steve Hewitt mentioned that Tammy Krause had talked to David Brabb, team leader of the Electronics on Trains working group and the thought is that it is a fit and they will add it to their list of activities.

Action: George asked Tammy to provide a list of issues that the Electronics on Trains is addressing and its priorities to better understand the volume of work. Tammy will include this action in her Document Control Update.

**University of Nebraska High Speed wireless study as of 7-22-21:**

On 7-22-21, Hamid Sharif-Kashani provided a general update on the activities of the current study phase being performed by the University of Nebraska and the FRA:

They are looking at modeling and performance evaluation of 160Mega Hertz and 450 Mega Hertz as potential options as other frequencies are becoming close to saturation.

They are doing modeling and simulation looking at things like antennas, velocity, train area, etc. and performance evaluation in terms of signal strength.

They look at different ways for propagating a model for channels.

Hamid stated that they are going to continue modeling with the intent of sharing some of the key elements in August. At that time, Hamid would provide Steve Hewitt with that information to share with the Technical subcommittee members.

In the meantime, Hamid encourages members who have interest in specific applications they would like to have run in frequency bands to let Hamid know and they would be happy to run them in their model for evaluation.

For any questions, please contact Hamid Sharif at [hamidSharif@UNL.edu](mailto:hamidSharif@UNL.edu).

Next Update: 8-19-21

**Metro North Dual Mode Locomotive Procurement –7-22-21**

On 7-22-21, Ray Hessinger reported that Metro-North and Siemens continue working through the initial Design Review process going item by item.

Next Update: 8-19-21

**Connecticut DOT Rail Car Procurement:**

As of 7-22-21, this procurement remains in the "cone of silence" period.

Next Update: As appropriate

**Amtrak Equipment Procurement as of 7-22-21**

On 7-22-21, George Hull provide the following update:

On the CAF cars: The last two cars are being completed.

On the Acela 21: testing continues – they are looking to get the first trainset "factored" in August 2021. They are currently going through testing with FRA.

On the Charger Locomotives: the first two are currently in Wilmington for testing.

On the Intercity Passenger Rail trainsets: This week they kicked off the Design Review process with Siemens.

Next Update: 8-19-21

**Establish process and timeline for Tech SC review of Access Board NPRM Accessibility Guidelines and compare with current NGEC Specifications**

On 8-20-20, Melissa Shurland, FRA, reported that the comment period ended on 7-14-20 (after having been extended to that date) and the Access Board is now processing those comments received. Melissa stated, "we are in a holding pattern to see what the comments were and what the Access Board's disposition of them will be." Melissa will keep the NGEC technical subcommittee informed as the process is completed.

In January 2021 Melissa Shurland informed Steve Hewitt that there still was no update from the Access Board on this activity – it remains in a holding pattern.

Next Update: As appropriate

**Reauthorizing the NGEC in the next Federal Surface Transportation Authorization Act as of 7-22-21:**

Steve Hewitt reported that the House has passed its Federal Surface Transportation Authorization proposal – The INVEST Act. It did not include the reauthorization with funding of the NGEC.

The Senate Committee released their version of Federal Surface Transportation Authorization legislation several weeks ago and it also does not include the NGEC.

Following the last NGEC Executive Board call, John Oimoen, IDOT informed his Government Affairs office of the issue about the NGEC not yet being in either authorization bill or concerns over future funding. He emphasized the importance of the NGEC and how IDOT and the Mid-West states and others have benefited from the NGEC throughout the procurement process and cited the resulting production and placement into service of the new locomotives and now passenger rail cars.

Steve Hewitt provided him with background information and proposed legislative language (scope and funding), which he gave to his Deputy Secretary, Doug House. Initial conversations with Senator Durbin's staff were positive, and they were receptive.

This week IDOT's Secretary and Deputy Secretary are in DC this week. They are working the Hill and John provided the following email he received from Deputy Secretary Doug House on the issue of the NGEC:

*John, Yes, the Secretary and I have followed up with the delegation and personally placed it in the hands of Secretary Buttigieg's staff Charles Small Government Liaison, Maurice Henderson Senior Advisor. All that can be done is being done! Cross your fingers!*

Amtrak Government Relations has also been reached out to from the industry, members of the NGEC and from SPRC. The reaction has been that Amtrak is supportive and believes that there are several ways to go – Reauthorization with funding is the cleaner way, but, if it does not happen, the NGEC is still funded through 9-30-2023, and since there is no sunset in the PRIIA or Fast Act legislation, the NGEC will continue to move forward with its work. The NGEC funding can come from a variety of places: FRA, Amtrak and/or reauthorization of funding followed by an appropriation from Congress.

Several members of the industry continue to make clear their support for the NGEC and for its reauthorization with funding.

**Next call: 8-5-21**

**ATTACHMENTS**



*Our Vision: The NGEC will provide national leadership in standardization, acquisition, and management of passenger rail equipment.*

**PRIIA Section 305 Tech Sub Committee Meeting**

**Web Ex video/audio information:**

By Computer: <https://stephenhewittconsulting.my.webex.com/meet/shewitt109>

by phone: 1-415-655-0001

Access code: 126-073-1531

**7-22-21**

The agenda for the meeting is below:

- |                                                                         |                       |
|-------------------------------------------------------------------------|-----------------------|
| 1. Roll Call                                                            | Steve Hewitt          |
| 2. Review Action Items                                                  | Steve Hewitt          |
| 3. Approve Minutes from 6-24-21                                         | George Hull           |
| 4. Update: Multi-State Rail Car Procurement                             | Steve Hewitt          |
| 5. Update: Metro-North Dual Mode Locomotive Procurement                 | Ray Hessinger         |
| 6. Update: Amtrak Vehicle Procurements                                  | George Hull           |
| 7. Update: Document Control Management                                  | Tammy Krause          |
| 8. Update: Working Group on Weight Issues                               | Jeff Gordon           |
| 9. Establishing a working group for Interior Attenuation Specifications | George Hull           |
| 10. Update: University of Nebraska High Speed Wireless Study            | Hamid Shareef Kashani |
| 11. Status: Reauthorizing the NGEC                                      | Steve Hewitt          |
| 12. Other                                                               | All                   |
| 13. Review this meeting:                                                | Steve Hewitt          |

**Next call – 8-5-21**