

SECTION 305 TECH SUB COMM

MINUTES

AUGUST 5 2021

3:00PM EASTERN

CONFERENCE CALL

FACILITATOR	<i>George Hull, Chair, NGEC Technical Subcommittee</i>
ATTENDEES	Core Team Members: <i>George Hull, Joe Paul, Jeffrey Gordon, Momo Tamaoki, Ray Hessinger, Curtis McDowell for Matthew Simmons, Jennifer Bastian, Troy Hughes, Marci Petterson, Steve Hewitt, Blair Slaughter, Tammy Krause, Industry Members:</i> <i>JP Barahona, Richard Curtis, Rich Stegner, Kevin Myles, Ken Woodard, Ed Golitko, Anthony Lucas, Frances Nelson, Jack Martinson, Jack Madden, Dick Bruss, Kirk Klug, Josh Coran, Paul Arnone, Rich Bowie, Marco Weber, Jon Mullin, Marco Kroenke, Anand Prabhakaran, Guido Vogel, Bill Saddler, Richard Chudoba</i>
ABSENTEES	<i>Ed Engle, Mike Jenkins, Matthew Simmons, Jason Biggs, Mike Kraft, Mike Murray, Melissa Shurland, Tarek Omar, Larry Salci,</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.

2.

Review Action Items – Steve Hewitt, NGEC Program Manager:

2021 NGEC Backgrounder educational document:

The 2021 version of the NGEC 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

About 555 electronic copies have been distributed to date.

Update: On 7-21-22, the NGEC Finance and Administrative subcommittee (FASC) set a timeline and process for reviewing and updating the two-pager for 2022. The NGEC 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 NGEC 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.

Connecticut DOT Rail Car Procurement:

Marci Petterson confirmed the procurement remains in the "cone of silence" period.

Next Update – as appropriate

Metro-North Dual Mode Locomotive Procurement:

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

Amtrak Vehicle Procurements:

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

Working Group on Weight Issues:

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

The NGEC Vehicle Weight Working Group has its 7th 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.

Next Update – 8-19-21

University of Nebraska/FRA High Speed Wireless Study:

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.

Next Update – 8-19-21

Reauthorizing the NGEC:

On 7-22-21, Steve Hewitt reported that following the last NGEC Executive Board call (7-13-21), 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.

Update: While in Washington DC (last week) IDOT shared the language that the NGEC had provided and the request to get it included in the bill via an amendment directly to Senator Duckworth and her staff and most of the IDOT congressional delegation.

They were unable to meet with Senator Durbin at that time as he was very busy dealing with Senate business.

Senator Duckworth's staff assured us that they would assist in this effort, others were also supportive.

Doug noted that he and IDOT's Federal Affairs Bureau Chief and will double back with House and Senate Staff.

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.

NGEC 2022 Annual Meeting:

The 2022 NGEC Annual Meeting will take place in person on 2-25-22 at the Hyatt Regency, Capitol Hill, Washington DC. An agenda and other meeting information and materials will be forthcoming as the date draws near.

3. Approval of the Minutes from 7-22-21– George Hull, Amtrak:

On a motion by Curtis McDowell for NCDOT, and a second by Jennifer Bastian, IDOT, the minutes from the 7-22-21 were approved as submitted.

4. Update: Multi-State Railcar Procurement as of 8-5-21 – Momo Tamaoki, Caltrans:

On 8-5-21, Caltrans, provided the following update:

Design review for the standard coach is complete. The Cab Car structure FDR has been approved and other system FDR meetings are complete. Several Cab Car FAIs are tentative for August and September. The Vending Car Interiors FDR occurred on August 3. The IDOT Café Car FDR is the completion stage. The Galley FAI took place in June and open items are being addressed. Several Cab Car FAIs are tentative for August and September. A wheelchair lift demonstration is confirmed for August 18th in Sacramento using an IDOT business class car.

The Cab Car Compression Test was successfully completed on July 23rd. Cab Car Collision and Corner Post is tentative for August in Germany. 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. 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: Document Control Management as of 8-5-21 - Tammy Krause:

Status – Trainset Specification Re-write:

This item was not discussed on today's call, but prior to the call, Tammy Krause had informed Steve Hewitt that it is nearly complete.

Update – Electronics on Trains Working Group - current activities – list of issues this group is working on:

Again, this item was not covered during the call today, but Steve Hewitt was provided with an update from the team leader – David Brabb – reporting on the most recent working group meeting held on 7-26-21:

We received important feedback on how CAL IDOT (Siemens) used (and did not use) the old 919 hardware specification for their builds. We are going to get our latest 919 revision reviewed by Nicolas Brogue of Siemens to help identify how the new 919 can better be written to handle already built coaches for better interchangeability with what will be built in the future.

Our next meeting is scheduled for August 31st.

Review – DMU specification summary of changes – comments received and general discussion:

Tammy Krause led a review and walk through of comments received on most of the summary of changes initially distributed on 7-27-21 and revised and distributed on 8-5-21.

Several chapters were reviewed, and real time changes were made to the document after the discussion of each section. In most cases, there was general agreement on the proposed changes with some suggested revisions being accepted as amended, and several items were to be taken back for further review and comment primarily by Stadler representatives.

The Structural chapters and those related to VTI have not yet been adjudicated by those respective technical working groups. Discussion of those related sections/chapters was tabled for today pending the working groups completing their review and adjudication.

As the walk through the document took place, Tammy Krause captured the changes suggested and the follow-up actions to be taken.

As the meeting ran beyond its allotted time, Chairman Hull suggested that the review be completed on the next call (8-19-21).

Actions:

Tammy Krause will update the document with the changes made today, and note the areas where agreement was not achieved, and will note what action was agreed to (such as further review by Stadler or others).

Tammy will provide an updated summary of changes document for distribution in advance of the next call, and the discussion will begin at the point where it left off on 8-5-21.

The two working groups that have not completed their review are asked to get their comments to Tammy as soon as possible so that she can update/revise the document accordingly.

Those who agreed to take a second look at proposed additional changes are asked to get their comments in to Tammy asap as well.

Adjourn:

With no other business forthcoming on today's call, George Hull adjourned the meeting at 4:10PM.

Next Tech subcommittee Call: 8-19-21– 3:00pm Eastern

Decisions and Action Items

2021 NGEC Backgrounder educational document:

The 2021 version of the NGEC 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

Around 555 copies have been distributed.

8-5-21 Status Update: On 7-21-22, the NGEC Finance and Administrative subcommittee (FASC) set a timeline and process for reviewing and updating the two-pager for 2022. The NGEC 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 NGEC 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 were made. Any further updates or changes should be sent to Steve Hewitt at shewitt109@aol.com.

PRIIA Multi-State Procurement Update 8-5-21:

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

On 8-5-21, Caltrans, provided the following update:

Design review for the standard coach is complete. The Cab Car structure FDR has been approved and other system FDR meetings are complete. Several Cab Car FAIs are tentative for August and September. The Vending Car Interiors FDR occurred on August 3. The IDOT Café Car FDR is the completion stage. The Galley FAI took place in June and open items are being addressed. Several Cab Car FAIs are tentative for August and September. A wheelchair lift demonstration is confirmed for August 18th in Sacramento using an IDOT business class car.

The Cab Car Compression Test was successfully completed on July 23rd. Cab Car Collision and Corner Post is tentative for August in Germany. 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. 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 -8-5-21:

Status – Trainset Specification Re-write:

This item was not discussed on today's call, but prior to the call, Tammy Krause had informed Steve Hewitt that it is nearly complete.

Update – Electronics on Trains Working Group - current activities – list of issues this group is working on:

Again, this item was not covered during the call today, but Steve Hewitt was provided with an update from the team leader – David Brabb – reporting on the most recent working group meeting held on 7-26-21:

We received important feedback on how CAL IDOT (Siemens) used (and did not use) the old 919 hardware specification for their builds. We are going to get our latest 919 revision reviewed by Nicolas Brogue of Siemens to help identify how the new 919 can better be written to handle already built coaches for better interchangeability with what will be built in the future. Our next meeting is scheduled for August 31st.

Open Action: Tammy Krause has been asked to provide a list of the issues the working group is working on.

Review – DMU specification summary of changes – comments received and general discussion:

Tammy Krause led a review and walk through of comments received on most of the summary of changes initially distributed on 7-27-21 and revised and distributed on 8-5-21.

Several chapters were reviewed, and real time changes were made to the document after the discussion of each section. In most cases, there was general agreement on the proposed changes with some suggested revisions being accepted as amended, and several items were to be taken back for further review and comment primarily by Stadler representatives.

The Structural chapters and those related to VTI have not yet been adjudicated by those respective technical working groups. Discussion of those related sections/chapters was tabled for today pending the working groups completing their review and adjudication.

As the walk through the document took place, Tammy Krause captured the changes suggested and the follow-up actions to be taken.

As the meeting ran beyond its allotted time, Chairman Hull suggested that the review be completed on the next call (8-19-21).

Actions:

Tammy Krause will update the document with the changes made today, and note the areas where agreement was not achieved, and will note what action was agreed to (such as further review by Stadler or others).

Tammy will provide an updated summary of changes document for distribution in advance of the next call, and the discussion will

begin at the point where it left off on 8-5-21.

The two working groups that have not completed their review are asked to get their comments to Tammy as soon as possible so that she can update/revise the document accordingly.

Those who agreed to take a second look at proposed additional changes are asked to get their comments in to Tammy asap as well.

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 NGEV Vehicle Weight Working Group has its 7th 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 or Steve Hewitt at 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.

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 8-5-21, 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 "factoried" 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 8-5-21:

On 7-22-21, Steve Hewitt reported that following the last NGEC Executive Board call (7-13-21), 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.

8-5-21 Status Update: While in Washington DC (last week) IDOT shared the language that the NGEC had provided and the request to get it included in the bill via an amendment directly to Senator Duckworth and her staff and most of the IDOT congressional delegation.

They were unable to meet with Senator Durbin at that time as he was very busy dealing with Senate business.

Senator Duckworth's staff assured us that they would assist in this effort, others were also supportive.

Doug noted that he and IDOT's Federal Affairs Bureau Chief and will double back with House and Senate Staff.

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.

NGEC 2022 Annual Meeting:

The 2022 NGEC Annual Meeting will take place in person on 2-25-22 at the Hyatt Regency, Capitol Hill, Washington DC. An agenda and other meeting information and materials will be forthcoming as the date draws near.

Next call: 8-19-21

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://stephenhewitthewittconsulting.my.webex.com/meet/shewitt109>

by phone: 1-415-655-0001

Access code: 126-073-1531

8-5-21

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. Document Control Management | Tammy Krause |
| Status – Trainset specification re-write | |
| Update - Electronics on Trains working group – current activities – list of issues this group is working on | |
| Review – DMU specification summary of changes – comments received and general discussion | |
| 6. Consideration of approval of the DMU summary of changes | George Hull |
| 7. Other | All |
| 8. Review this meeting: | Steve Hewitt |

Next call – 8-19-21