

# SECTION 305 TECH SUB COMM

MINUTES

AUGUST 29, 2013 3:00PM EASTERN

CONFERENCE CALL

<b>FACILITATOR</b>	<i>Mario Bergeron, Chair NGEC Technical Subcommittee</i>
<b>ATTENDEES</b>	<b>Core Team Members:</b> Mario Bergeron, Kevin Kesler, Allan Paul (proxy for Stan Hunter), Jack Madden, Jeff Schultz, Jim Lindsay, Art Peterson, Dale Engelhardt, Tammy Krause, Dave Warner, Vincent Brotski, Michael Burshtin, Andrew Wood, Nico Lindenau, Sara Sarkhili, Charles Poltenson <b>Industry Participants:</b> Paul Aichholzer, Al Bieber, Josh Coran, Gil Denton, Lew Hoens, Tak Ishigami, Joe Moore, Mike Prqcht, Bill Saddler, Eric Wilde,
<b>ABSENTEES</b>	<i>Stan Hunter, Phillip Meraz, Kevin Lawson, Melissa Wilbers, Darrell Smith, Greg Gagarin, Melissa Shurland, Devin Rouse, Anand Prabhakaran, Charles Bielitz, Jeff Gordon, Michael Coltman, Brian Marquis, Patricia Llana, Curtis McDowell, Larry Salci, Steve Hewitt, Shayne Gill</i>

## DISCUSSION/DECISIONS MADE

1.

Chairman Mario Bergeron, called today's meeting to order. Mario noted that the farewell gathering for Leo Penne was taking place concurrently with this call. He expressed his sincere thanks for all that Leo has done for PRIIA during the past four years. Mario called Leo a good friend and a great person to work with. In the absence of Support Services Manager Steve Hewitt, who was attending Leo's gathering, Chairman Bergeron asked Dave Warner to take the roll.

Dave called the roll and confirmed the presence of a quorum.

**As always, industry participants are asked to email a notification of their attendance, this week though send the email to Dave Warner at [dave.warner@amtrak.com](mailto:dave.warner@amtrak.com).**

2.

**Review of the Agenda – Mario Bergeron:**

Chairman Bergeron provided a brief overview of today's meeting agenda and then asked Dave Warner to review action items.

3.

**Review of Action Items – Dave Warner:**

Dave Warner 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:** Dave reported that this remains an ongoing action item. There are currently **227** registered industry participants. We picked up two new participants this week.

**Requesting Backgrounder educational document:** Backgrounders have been extremely well received. Backgrounders remain available and all are encouraged to use them – educate your own leadership as well as legislators. Subcommittee members should contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com) if they would like to receive hard copies of the NGEC Backgrounder document. Please provide a mailing address and the number of copies being requested. **Status:** The Backgrounders are still available, and a new version – a one pager – double sided – will be available soon. Contact Steve Hewitt for copies of either version.

**Updating ECP Standards: Status:** This is an ongoing item which the Technical subcommittee is tracking – it is anticipated that status updates will take place on every other call rather than on each call. **Status:** Paul Jamieson was not on the call, so there was nothing to report. Subsequent to the call, Paul sent an email to Dave confirming the lack of a report.

**Working/Review Group – Developing Commuter Equivalent of NGEC Bi-Level Specification:** This effort (not an official NGEC effort) continues with Kevin Kesler, FRA, in the lead. [kevin.kesler@dot.gov](mailto:kevin.kesler@dot.gov). The last status was that Kevin Kesler had met (conference call) with Gavin Frazier, and both agreed that the path being taken by Metro North in developing its Dual Mode spec is the right one with the NGEC utilized as a resource. Kevin is developing a description of

a process to be considered by the NGENC Technical subcommittee. **Status:** Kevin Kesler stated what was just read as the status from the last call was wrong. He stated it isn't necessary for the NGENC to develop additional specification resources, but using external resources when available, such as how Metro North is using the PRIIA locomotive specification as the baseline for their dual mode locomotive specification is a good path forward. PRIIA can "check specifications out to the industry," and then when those specifications are complete, they would be "checked back in" to a PRIIA library. The Technical subcommittee would then review the changes. Kevin agreed to take an action suggested by Dave to place his concept in writing and submit it to the Technical subcommittee for review and possible vote. Kevin further suggested that the written procedure/concept could also be voted on by the Executive Board.

**Metro North Dual Mode Specification:** Jack Madden, NYSDOT, will keep the subcommittee updated on the status of the Metro North Dual Mode specification as it is developed. (This is an internal New York State process and it is not an official NGENC effort.) Jack reported that he expects to have an update on the next call. This will remain as an open item to track the progress being made. **Status:** Jack Madden had nothing to report. Mario noted that one of the activities now behind us was the issuing of the locomotive RFP, which brings us close to beginning work on the PRIIA Dual Mode specification. The goal is to use the award version of the PRIIA locomotive specification as the baseline for the PRIIA Dual Mode Specification. Jack Madden concurred with this plan, and noted in the meantime, as part of the internal New York State effort, his office would continue discussing the changes Metro North is creating as that agency drafts its Dual Mode specification.

**Locomotive Procurement Update:** The RFP for the Diesel-electric Locomotive was released on August 8, 2013 and notification was provided to all of the NGENC industry participants and Technical subcommittee members by Steve Hewitt. **Status:** Art Peterson reported that a pre-proposal conference had been held in Springfield, IL, on the previous Thursday. Representatives from five locomotive manufacturers and several suppliers attended. IDOT's conference presentation and conference sign-up sheet have been posted on the Multi-State Locomotive Procurement website: <http://www.dot.il.gov/procurement/NGEClocomotiveproject.html>. The web site isn't automatically updated, so interested parties are encouraged to visit it frequently. Rich Stegner noted that RFP Addendum No. 1 was posted today.

#### 4.

##### **Approval of the Minutes of the August 15, 2013 Technical subcommittee call – Mario Bergeron:**

On a motion offered by Jack Madden, NYSDOT, and a second by Art Peterson, IDOT, the Minutes of the August 15, 2013, conference call meeting of the Technical subcommittee, were approved with the understanding that clarifications offered by Kevin Kesler regarding the Commuter Equivalent of an NGENC Bi-Level Specification would be included in these minutes.

#### 5.

##### **Accessibility Working Group Status Update – Kevin Kessler:**

###### **Developing a list of NGENC accessibility related activities to date:**

Kevin Kesler read from notes provided by Melissa Shurland. The Interiors Working Group had had no comments on the ADAAG documents following its meeting last week, so the document remains unchanged. The next step is for the document to be provided to the Accessibility Policy Group (APG). The goal is to schedule a phone call—probably about two hours—so that it can be presented to the Executive Board for approval at its September 17 meeting.

Melissa is preparing a brief powerpoint of what is planned to be presented to the Access Board's Rail Vehicle's Access Advisory Committee (RVAAC) when it starts in October. This presentation will be shared with the APG and Executive Board, too. The details of whom from NGENC305 will make the presentation to the RVAAC, and who will represent the Executive Board is still to be determined.

Chairman Bergeron asked who was taking the lead for the mentioned arrangement. Kevin stated he would reach out to the APG to set up the meeting, and he would reach out to Steve Hewitt to ensure this subject was on the agenda for September 17 meeting.

Chairman Bergeron also asked about the review of the ADAAG document by the Technical subcommittee. Dave stated the document had been reviewed by this group at the last call, so that without the Interiors Working Group having comments, the Technical subcommittee had seen all there was to see.

Kevin concluded by saying anyone was welcome to get in touch with him or Melissa if they had questions, comments, or thought more needed to be done.

**6.  
Document Control Update – Dave Warner:**

Dave Warner reported that Camren Cordell is working on the Single Level specification Revision A changes that were approved by the Executive Board last fall. The revision will be posted next month assuming her work with the Bi-Level contract doesn't become all-consuming. The contract with Larry Salci for the Trainset Revision A Review Panel is still a work in progress, but should be approved early next month.

**7.  
Status/Update Digital Trainline Communication – Tammy Krause:**

Tammy Krause reported Steve Hewitt had sent out the Requirements Document and timeline to the Technical subcommittee in advance of this call with the goal of having it approved at this meeting. She further noted that today she had sent an email to everyone who had expressed interest in participating in writing the DTL specification, and asked committee members to contact her if they had not gotten that email, but were interested in participating.

Chairman Bergeron asked Tammy if the contents of the Requirements Document could be read to refresh the group's member. Tammy complied, and the document is copied below:

*The Digital Trainline (DTL) Specification is intended to create a national standard that will facilitate the technological migration of onboard systems to digital, instead of analog, controls. The specification will require non-proprietary hardware, software and architecture. The DTL will be capable of handling all the functions currently accommodated by the 27 pin COMM cables, but have the capability to be expanded to handle functions that do not currently exist on the 27 pin COMM cable such as WIFI and On-Board Information Systems. Propulsion and Brake commands are currently handled through the 27 pin MU cable, and are not to be transmitted via the DTL, at this time. The intercar connector shall be robust enough to operate in all environmental conditions specified in PRIIA Specification 305-912 (latest revision) (Operational and Environmental Conditions for Rail Rolling Stock), and it shall be located and configured to be no more difficult to connect/disconnect as existing 27-pin cables.*

*Functionalities to be included, but not limited too, the DTL are*

- *Support for Dual Mode Communications*
- *Support for On Board Information Systems*
- *Public Address*
- *Trainline Door Controls*
- *Hot Journal Detection*
- *Brake Applied/Released Indication*

*The proposed timeline is:*

1. *Requirements Document and Timeline to Tech Subcommittee for Approval: 8/29/13*
2. *Executive Board Approval: 9/17/13*
3. *First draft created by DTL Working Group: 8/29/13 to 10/24/13*
4. *Submit to other tech working groups for their comments: 10/24/13*
5. *Receive comments: 11/7/13*
6. *Revise Document accordingly and submit to entire technical subcommittee: 11/7/13 to 11/21/13*
7. *Incorporate any additional comments and issue final version: 12/5/13*
8. *Vote on final specification: 12/19/13*
9. *Executive Board Approval on Specification: 1/17/14*

Dale Engelhardt mentioned that he and Tammy had discussed some additional functionalities that might eventually be included as functions for the DTL, but in the interest of moving the project along, had not included them.

Kevin said, "This does the job." He then asked if the group had considered wireless connections between cars. Amtrak noted its current WiFi system does provide wireless connections between cars, and that the DTL would include wireless provisions in addition to the wired system. Kevin then asked if - 1) should part of the requirement be an ability of the DTL to operate for a specified period of time without HEP available, and 2) can a requirement of having a wireless backup to the DTL be provided? After a brief discussion, it was agreed to add the following sentence to the document: "As part of this effort, the working group shall consider using wireless connectivity as a backup to the wired inter-car connection."

Chairman Bergeron noted this effort provides a "pipeline" for much more data transfer than can be done now, so

how is system sized for future capability. How is defined? Dave suggested that the items already listed in the Requirements Document should represent a certain percentage of the final possible use, similar to how conduits are generally sized to have nominally 20% of their capacity used at building to provide expansion. Tammy stated the actual sizing would become defined as the specification is fleshed out. Setting a minimum bandwidth was suggested by Dale, who added "Capacity would satisfy the projected need for the life of the car.

Jeff Schultz discussed the experience and issues Connecticut is having trying to size fiber communication lines. Extreme care in defining what the fiber will carry is needed because video quickly eats up bandwidth. It is relatively easy to size a fiber for the next five years only.

Bobby Doyle asked how the DTL would deal with legacy systems. He cautioned about having a trainset mentality. Tammy noted that of course you have to now you will have to be able to handle both new and legacy systems, though at some point in the future legacy systems will be gone. Chairman Bergeron stated he and Bobby were "in violent agreement" on the legacy system requirement. Bobby agreed to work with Tammy on developing suitable language.

In view of the types of comments being made, Dave suggested that people with comments about the DTL Requirements Document send them to Tammy to incorporate into a revised document. Dave proposed the following timeline that meeting attendees appeared to agree with:

Comments to Tammy by Sept. 4, 2013

Comments incorporated into revised Requirements Document, and emailed by Steve Hewitt to the Technical Subcommittee: Sept 9, 2013

Final Discussion and Vote: Sept. 12, 2013

Rich Stegner then asked about the DTL as it applies to the locomotive RFP, and to who in the NGEN 305 questions could be addressed. He said there had been questions from builders on what had to be provided so that they could price it into their bid. Chairman Bergeron stated it would be premature to direct questions to the committee. This was perhaps a topic best discussed further offline. Kevin suggested that the locomotive DTL would have to be handled the way it was being done on the Bi-Level car procurement—by a change order. Chairman Bergeron concluded the discussion by stating we wanted to be careful about providing wrong information, and that change orders were the way to proceed.

#### **8.**

##### **Other:**

There was no additional business brought before the Technical subcommittee.

##### **Adjourn:**

With no further business to come before the Technical subcommittee today, the chair adjourned the call at approximately 3:40 pm EDT.

**Next conference call – September 12, 2013 – 3:00pm EDT**

### **Decisions and Action Items**

Working/Review Group – Developing Commuter Equivalent of NGEN Bi-Level Specification: This effort (not an official NGEN effort) continues with Kevin Kesler, FRA, in the lead. [kevin.kesler@dot.gov](mailto:kevin.kesler@dot.gov). Kevin Kesler has met (conference call) with Gavin Frazier, and both agree that the path being taken by Metro North in developing its Dual Mode spec is the right one with the NGEN utilized as a resource. Kevin will develop his concept into a document and submit it to the Technical subcommittee for review and possible vote.

Preparing a list of NGEN accomplishments in regard to accessibility and ADAAG feasibility document: The review of NGEN accessibility has been completed by the Technical subcommittee. Kevin Kesler will reach out to the Accessibility Policy Group to schedule a briefing of the guidance document, and he will reach out to Steve Hewitt to ensure consent/approval of the ADAAG document and NGEN 305 accomplishments powerpoint presentation is on the agenda for the Sept. 17 Executive Board call. If approved they will be provided to the RVAAC/Access Board in October.

Updating ECP Standards: remains as a standing action item, and will be reported on periodically.



Next Generation  
Equipment Committee



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

**PRIIA Section 305 Tech Sub Committee Meeting**

**August 29, 2013**

The agenda for the meeting is below:

- |   |                               |
|---|-------------------------------|
| 1. Roll Call  | Dave Warner                   |
| 2. Review meeting agenda  | Mario Bergeron                |
| 3. Review Action Items  | Dave Warner                   |
| 4. Approve Minutes of August 15, 2013                                 | Mario Bergeron                |
| 5. Accessibility Working Group Status Update                          | Melissa Shurland              |
| a. Tech SC review of ADAAG Document with feasibility Categories       | Melissa Shurland              |
| b. Developing a list of NGEC accessibility related activities to date | Kevin Kesler/Melissa Shurland |
| 6. Document Control update  | Dave Warner                   |
| 7. Status/Update: – Digital Communication Requirements Document       | Tammy Krause                  |
| 8. Review this meeting:   | Dave Warner                   |
| a) Decisions  |                               |
| b) New Action Items   |                               |

***Technical Sub Committee Conference Call Meeting:  
Thursday August 29, 2013 3:00 EDT: 1-866-209-1307 / passcode 6486648#***

***Please call in a few minutes early so all is in attendance for Roll Call.  
Thank you***

***Next Technical Subcommittee Call: 9-12-13 at 3:00pm EDT***