

SECTION 305 TECH SUB COMM

MINUTES

MARCH 30, 2023 3:00PM EASTERN

CONFERENCE CALL

FACILITATOR	<i>George Hull, Chair, NGENC Technical Subcommittee</i>
ATTENDEES	Core Team Members: <i>George Hull, Jeff Gordon, Jodi Lehmkuhl, Ray Hessinger, Jennifer Bastian, Jason Biggs, Mike Jenkins, Sarah Hernandez, Joe Paul, Art Peterson, Melissa Shurland, Tammy Krause, Steve Hewitt</i> Industry Members: <i>Dave Warner, Jim Michel, Rich Stegner, Richard Curtis, Jack Madden, Josh Coran, Steve Ojalvo, Paul Arnone, Kevin Myles, Kevin Sudano, Rich Bowie, Marcin Taraszkiwicz, Ed Golitko</i>
ABSENTEES	<i>Marci Petterson, Matthew Simmons, Ed Engle, Troy Hughes, Tarek Omar, Mike Murray, Blair Slaughter, Larry Salci, Curtis McDowell, Barley Fields</i>

DISCUSSION/DECISIONS MADE

1.

Technical subcommittee Chair George Hull, Amtrak, 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, NGENC Program Manager:

2023 NGENC Backgrounder educational document:

The 2023 NGENC two-pager is available in hard copy by request of Steve Hewitt at shewitt109@aol.com.

To date 330 copies have been distributed.

Maintaining Industry Participation List:

There are just over two hundred industry participants.

Any updates or changes to this list should be sent to Steve Hewitt at shewitt109@aol.com.

Connecticut DOT Rail Car Procurement:

On 1-5-23, Marci Petterson reported that they expect to receive proposals by the end of January. At that point they will enter the "cone of silence."

Next Update: As Appropriate

University of Nebraska High Speed wireless study:

On 2-3-23 Hamid Sharif gave a detailed presentation during the Annual Meeting.

The presentation is available on the NGENC website – www.ngenc.org

Next Update: As Appropriate.

3.

Approval of the Minutes from 3-2-23 – George Hull, Amtrak:

On a motion by Jennifer Bastian, IDOT, and a second by Ray Hessinger, NYSDOT, the minutes from 3-2-23 were approved as submitted.

**4.
Update: 3-30-23 - Multi-State Rail Car Procurement – Jodi Lehmkuhl, Caltrans:**

Steve Hewitt welcomed Jodi Lehmkuhl as the Caltrans representative for the technical subcommittee. Gurleen Boparai has taken on a new position and has named Jodi as his replacement.

Jodi Lehmkuhl provided the following update for inclusion in today's minutes (3-30-23):

The remaining Cab Car FDR submittals are in the final closure stage and the Cab Car dynamic framing representative approach has been submitted to FRA for review, with comments from FRA under review. IDOT Café Car system level FDR reviews are nearly closed.

The Cab Car Collision and Corner Post Appendix F test reports are approved. The Cab Car emergency egress demo occurred on October 25 with Amtrak and FRA in attendance and the Car Complete FAI for Cab Car is tentatively scheduled for July.

127 cars are in production or have been produced at Siemens Sacramento Facility. IDOT coaches are currently in revenue service and Caltrans is targeting revenue start in May of 2023 once all necessary agreements are in place.

**5.
Update – 3-30-23 - Metro-North Dual Mode Locomotive Procurement – Ray Hessinger, NYSDOT:**

On 3-30-23 – Ray Hessinger provided the following update:

Metro-North and Siemens are finishing Final Design Review with only a few yet to be resolved. The first car shell is in production in at the Siemens facility Sacramento, Ca. The initial FAI's are being scheduled.

**6.
Update – 3-30-23 – Amtrak Vehicle Procurements – George Hull, Amtrak:**

On the Acela – Work is progressing well.

On the Charger Locomotives – There are 22 locomotives in service and 30 units on Amtrak property.

On the new Airos – they continue with Final Design Review and the production of the first car shell is complete and going through inspection.

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

Steve Hewitt provided some background:

On 3-21-23, Tammy Krause was asked by the NGEN Executive Board to prioritize the next steps in her work plan as presented at the Annual Meeting. Steve pointed out that it is important that activities do not cease while the Committee awaits the FRA's decision on Amtrak's NGEN CRISI Grant application. It is better to finish the ongoing technical writing of the Bi-Level specification Revision D, but not stop there. There are other items in the work plan Tammy presented at the Annual Meeting that should progress at the working group level and be ready to go through the full document management procedures once funding is provided beyond the end of the current grant agreement performance period. On 3-21-23, Tammy suggested that it would be better to hear from the technical subcommittee first, before determining what PRIIA specs should be updated next.

Tammy provided the following report/update:

The Bi-level specification is currently being revised and I will let you know when it is completed. The anticipated completion date is May 2023.

The current tasks for document control and the technical subcommittee are:

- 1. Determine which equipment specification should be updated next. (below is the list of specs and the last update)*

- a. *Next Generation Dual Mode Passenger Locomotive – IR 2/2/16*
- b. *Next Generation Diesel Electric Locomotive –Revision B 6/20/17*
- c. *Next Generation Single Level Car – Revision B.2 2/12/19*
- d. *Next Generation Trainset –Revision B 10/22/19*

2. *Review and update as needed, the PRIIA Support Technical Drawings and Specifications.*

- a. *There are 27 documents and drawings.*
- b. *They will be sent to the technical working group team leaders to review with their groups.*
- c. *The distribution would be:*
 - i. *Interiors – 5 documents and 5 drawings*
 - ii. *Electrical – 6 documents and 1 drawing.*
 - iii. *Mechanical – 4 documents and 5 drawings*
 - iv. *Communications – 1 document*

3. *Review the updated APTA PRESS Standards and Recommended Practices:*

- a. *There are at present 16 APTA documents that have been updated and released since the first PRIIA specification.*
- b. *They will be sent to the technical working group team leaders to review with their groups.*
- c. *The distribution would be:*
 - i. *Structural – 1 document*
 - ii. *Interiors – 1 document*
 - iii. *Mechanical – 14 documents*

Tammy added that the primary question is which of the specifications should be taken up next for updating. Should it be in the order of the oldest or is there an upcoming procurement which would be using a specific spec – making that the priority. One exception noted by Tammy was the Dual Mode Locomotive specification which is currently being used for the Metro-North procurement and it would be best to wait until that procurement is complete and look at lessons learned.

George Hull asked the states on the call if they had a preference. Hearing none, he recommended the subcommittee proceed with updating the oldest to the newest - in that order. The one exception would be the Dual Mode Locomotive specification which would be on hold until the Metro-North procurement is completed. (The next oldest would be the Diesel-Electric Locomotive spec)

Jeff Gordon, FRA, asked if there was an actual work plan? Steve Hewitt commented that the work plan is what was presented by Tammy Krause at the Annual Meeting, and the Board is asking her to prioritize those activities to be sure progress is made over these next 6 months while awaiting word on the CRISI grant or other funding options beyond the 9-30-23 grant agreement performance period. The work plan is basically the items listed in today's agenda.

Jeff asked Tammy to what extent was the review of the APTA PRESS Standards and Recommendations?

Tammy responded that it was a peripheral review to see if/how those standards impact the PRIIA specs. She added that APTA has modified the way standards and recommended practices are identified, so the PRIIA specs, at a minimum, should be modified to match the current nomenclature.

Jack Madden asked if the Amtrak procurement of the Diesel-Electric Locomotives used in the Airo trains is in the same boat as the Metro-North Dual Mode Locomotive.

George Hull responded that the Airo's are considered trainsets and are further along. He does not believe it is the same situation.

Ray Hessinger agreed and added that "my concern" on the Dual Mode Locomotive procurement is that there be a technical subcommittee review while FDR and FAI is underway and changes are made before they can finish the vehicle.

Ray added that the Chargers (Diesel-Electric Locomotive) have been in production for several years and are in service in many locations. It would be good to see how much has changed or is changing. This is a more mature specification which is in production and probably should be the "next one up" for updating.

George Hull agreed and added the Airo is part of a trainset and is further down the road in the process. On the Long Distance Locomotives there have been a lot of lessons learned by the states making it prime candidate for the next review and update.

Jeff Gordon, commented that the Executive Board should be the ones to tell the subcommittee which is the priority, not the other way around.

Steve Hewitt noted that that is why Tammy was asked to have this discussion with the Executive Board on 3-21-23 and she asked to

first take it to the technical subcommittee to get its input. The subcommittee is being asked to make recommendations to the Executive Board which meets next week (4-4-23).

George Hull agreed, as did Ray Hessinger. George will present the subcommittee's recommendations to the Executive Board next week and Tammy Krause can describe implementation.

Dave Warner suggested that the discussion with the Board be framed to say something like - in absence of any compelling vehicle procurement in need of a specific spec update, the subcommittee is recommending that it begin review of the support and administrative documents (305-800 and 305-900 series) that have not been looked at for a dozen years as well as a review of the APTA press Standards as they relate to the PRIIA spec. Steve Hewitt added that the recommendation should also note that the next specification update will be the Charger Locomotive (Diesel-Electric Locomotive) and that, basically, along with the administrative updates, the specification updates will begin from the oldest to the newest with the exception of the Dual Mode Locomotive spec which will be looked at after the current procurement is complete and a lessons-learned review can take place.

**8.
Update – 3-30-23 – Working Group on Vehicle Weight Issues – Jeff Gordon, FRA:**

Jeff Gordon reported that he intends to update the document based on working group feedback rather than schedule a meeting. He will then ask for input from the members via email. His issue is that he has been called for Jury duty and if enpaneled could be serving for 3 months and he would not be able to hold a working group meeting. If he is not enpaneled, this may change, but for now he intends to begin updating the document based on feedback received to date.

Steve Hewitt asked Jeff to let him know when he is ready to present an update to the technical subcommittee and he will add it to the agenda at that time.

**9.
Adjourn:**

With no other business forthcoming on today's call George Hull adjourned the meeting at 3:34pm Eastern.

Next meeting – 4-13-23

Decisions and Ongoing Action Items

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The remaining Cab Car FDR submittals are in the final closure stage and the Cab Car dynamic framing representative approach has been submitted to FRA for review, with comments from FRA under review. IDOT Café Car system level FDR reviews are nearly closed.

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Next Update – 4-13-23

Document Control:

The Bi-level specification Revision D is with the technical writer and is anticipated to be completed in May 2023.

On 3-30-23, the subcommittee discussed prioritizing the work plan for the remaining performance period for the current grant agreement.

On 4-4-23, George Hull will present the subcommittee's recommendations for prioritizing its activities. Tammy Krause will discuss implementation.

Next Update – 4-13-23

Working Group on Weight Issues:

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Next Update – as appropriate

University of Nebraska High Speed wireless study:

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Next Update: as appropriate

Metro North Dual Mode Locomotive Procurement –3-30-23:

Metro-North and Siemens are finishing Final Design Review with only a few yet to be resolved. The first car shell is in production in at the Siemens facility Sacramento, Ca. The initial FAI's are being scheduled.

Next Update – 4-27-23

Connecticut DOT Rail Car Procurement:

On 1-5-23, Marci Petterson reported that they expect to receive proposals by the end of January. At that point they will enter the "cone of silence."

Next Update - As Appropriate

Amtrak Vehicle Procurements as of 3-30-23:

On the Acela – Work is progressing well.

On the Charger Locomotives – There are 22 locomotives in service and 30 units on site.

On the new Airos – they continue with Final Design Review and the production of the first car shell is complete and going through inspection.

Next Update: 4-27-23.

Amtrak's NGEN CRISI Grant Application:

As of 3-30-23:

Steve Hewitt reported that the Amtrak/NGEC CRISI Grant was submitted to the FRA before the deadline. The application has been uploaded to the FRA website. FRA will review all applications received and make determinations.

The application is for \$2 million with a period of 5 years (although a sunset date is not known – Tim is checking). Amtrak is providing the 20% match (\$400,000) using non-federal funds (fare box), with the FRA providing the remaining \$1.6 million.

The Executive Board members had a brief opportunity to review and comment on the application before it was submitted. Tim Ziethen, Amtrak, who is the NGEC Treasurer and FASC Chair reported to the subcommittee (FASC) that he feels good about the application. He believes “we” made a good case. The application is comprehensive – more than thirty-five pages with included attachments.

Steve Hewitt noted that the application received many letters of support including individual states, rail manufacturing and supply companies, individual industry members, and associations such as AASHTO, the States for Passenger Rail Coalition, Inc. (SPRC) and the Rail Passenger Association (RPA).

Steve noted that Tim had reported that Meghan Hestand, Amtrak Grants, commented to him that the support letters received was impressive.

During the FASC call, Tim also noted that the application received strong support from within Amtrak adding that the support went “all the way to the top.”

Steve mentioned that he did not have a timeline for when FRA would announce what grants were awarded, but it would be a number of months for sure.

Steve thanked those NGEC members who submitted letters in support and stated added that letters can still be sent even though the application has been submitted.

The anticipated timeline for hearing whether the application is approved is May-June 2023.

Next Meeting – 4-13-23

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

Agenda

3-30-23

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|---|---------------|
| 1. Roll Call | Steve Hewitt |
| 2. Review Action Items | Steve Hewitt |
| 3. Approve Minutes from 3-2-23 | George Hull |
| 4. Update: Multi-State Rail Car Procurement | Jodi Lehmkuhl |
| 5. Update: Metro-North Dual Mode Locomotive | Ray Hessinger |
| 6. Update: Amtrak Vehicle Procurements | George Hull |
| 7. Update: Document Control | Tammy Krause |
| - Timeline to complete Bi-Level technical writing. | |
| - Discussion: Prioritizing and Executing 2023 work plan: | |
| Excerpt from Annual Meeting Presentation - below: | |
| <ul style="list-style-type: none">• Continue to review the APTA PRESS Standards and Recommended Practices for updates that may require changes to our specifications.• Update the Single Level Specification. It is currently at Revision B2, dated 1/12/2019.• Update the Diesel Electric Locomotive Specification. It is currently at Revision B, dated 6/20/2017.• Review "Emerging Technologies" for alternative propulsion options. | |
| 8. Update: Working Group on Weight Issues | Jeff Gordon |
| 9. Other | All |
| 10. Adjourn | George Hull |

Next Meeting 4-13-23