

SECTION 305 TECH SUB COMM

MINUTES

JUNE 10, 2021

3:00PM EASTERN

CONFERENCE CALL

FACILITATOR	<i>Joe Paul, Vice Chair, NGENC Technical Subcommittee</i>
ATTENDEES	Core Team Members: Joe Paul, Jeffrey Gordon, Curtis McDowell for Matthew Simmons, Jon Mullin for Momo Tamaoki, Ray Hessinger, Marci Petterson, Jennifer Bastian, Troy Hughes, Steve Hewitt, Art Peterson, Hamid Sharif-Kashani, Larry Salci, Tammy Krause, Dave "Emeritus" Warner, Industry Members: Josh Coran, Jeff Schultz, Rich Stegner, Julie Desrosiers, Ed Goltko, AJ Lucas, Steve Morrison, Dick Bruss, Paul Arnone, Rich Bowie, Frances Nelson, Kevin Sudano, Joe Kenas, Ken Woodard, Kevin Myles, Steve Ojalvo, JD Daniels, Matt Sibul, Jack Madden
ABSENTEES	<i>Ed Engle, Jason Biggs, Mike Jenkins, Matthew Simmons, Momo Tamaoki, George Hull, Blair Slaughter, Mike Kraft, Melissa Shurland, Tarek Omar, Mike Murray, Oscar Bermudez</i>

DISCUSSION/DECISIONS MADE

1.

Chairman George Hull was unavailable, but Vice Chair Joe Paul was on the call and chaired the meeting. Joe 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:

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

Over 550 electronic copies have been distributed to date.

Maintaining Industry Participation List: There are approximately 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.

This week we added to additional members (from Talgo) to the industry participants group – welcome!

Connecticut DOT Rail Car Procurement:

This procurement remains in the "cone of silence" period.

Next Update – as appropriate

Amtrak Vehicle Procurements:

On the Intercity Passenger Rail Trainset – Siemens has previously been announced as the preferred bidder and has entered into negotiations with Amtrak – this process continues.

On the Long-Distance Locomotives – the first unit should be ready by mid-June to be shipped for use on the East Coast.

Next Update – 6-24-21

Metro-North Dual Mode Locomotive Procurement:

Ray Hessinger, NYSDOT, reported that Metro-North and Siemens have just wrapped up initial Design Review meetings with the focus on Charger systems that will remain unchanged. Additional Design Review documents and meetings are forthcoming.

Next Update – 6-24-21

3. Approval of the Minutes from 5-13-21 and 5-27-21– Joe Paul, Amtrak:

On a motion by Jennifer Bastian, IDOT, and a second by Curtis McDowell for NCDOT, the minutes from the 5-13-21 and 5-27-21 were approved as submitted.

4. Update: Multi-State Railcar Procurement as of 6-10-21 - Jon Mullin for Momo Tamaoki, Caltrans:

On 6-10-21, Jon Mullin, acting on behalf of Momo Tamaoki, Caltrans, provided the following update:

Design review for the standard coach is complete. The Cab Car structure FDR is complete and in the approval process. The cab car Interiors FDR occurred on May 25. The Cab Car HVAC FDR is scheduled for June 14 and Cab Diagnostics for June 29. Additional Cab Car FDRs will continue in July. IDOT Café Car FDR releases are ongoing and the Galley FAI is scheduled for June 23 in Texas.

The Cab Car Compression Test setup is in process in Sacramento with testing planned for July. Cab Car Collision and Corner Post testing has been reserved for August in Germany. NEC testing for standard coach is complete and the report is accepted by FRA. Caltrans 238.111 testing is complete, and the report has been submitted to Amtrak and FRA. IDOT 238.111 testing is complete, and the test report has also been provided to FRA.

87 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. The initial consists for Caltrans and IDOT are being prepared for Conditional Acceptance and revenue service while open items are addressed.

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

Jeff Gordon, FRA, provided the following update for inclusion in today's minutes (6-10-21):

The NGEN Vehicle Weight Working Group has its 6th meeting on June 9. There were 15 members in attendance. The group discussed various topics which were not finished during our previous call including:

- *defining the baseline production weight for different types of equipment,*
- *allowable serial production vehicle weight deviations,*
- *lateral and end-to-end imbalance requirements (and how these should be defined),*
- *requirements for vehicle scales,*
- *and initial discussion on dynamic P2 forces and whether P2 limits for coaches are needed.*

The next meeting of the Working Group has not yet been scheduled but will occur during the week of July 12.

6. Update: Document Control Management as of 6-10-21- Tammy Krause:

On 6-10-21, Tammy Krause provided the following update for inclusion in the minutes from today's call:

The rewrite of the trainset specification continues. All the chapters have been reviewed. The non-technical specification change sheet is now complete. The DCRs are complete except for the missing sections. We are creating DCRs for the missing sections that will include the verbiage from the existing specifications to make it easier for the WGs. Hopefully, they will be finished next week, and they will be sent to the WGs.

I have reached out to the WGs that are working on the DCRs for the DMU and I have received the status on the comments from two of the four groups.

The Electronics on Trains WG will be looking at a new specification concerning Cellular Communication on Railcars.

Asked about the date of the next meeting by Steve Hewitt, Tammy looked onto it and reported after the call that it is scheduled for June 29th at 3:00pm.

Steve Hewitt also asked about the anticipated timeline for completion of the working group reviews of the DMU DCRs and the preparation of the DCR summary for consideration of the Technical subcommittee. Steve pressed the point that it is important to finalize and complete this update. Tammy will check in with the working groups and with the Technical writer to try to ascertain a timeline.

7.

Update: University of Nebraska High Speed Wireless Study – Hamid Sharif-Kashani:

Hamid reported that the study has been looking at the spectrum for variable applications and developing models for 160MH and 450 MH. They have completed models on various items with tools to compare different variables. Next - channel interference based on the environment of various applications will be evaluated.

Asked if they will be issuing interim reports, Hamid responded yes – at the end of July 2021, they should have a complete report on the first phase of the project. It should be available in August. Hamid will provide it to Steve Hewitt for distribution to the NGEC members.

8.

Executive Board Meeting with FRA Deputy Administrator Amit Bose – Ray Hessinger, NYSDOT – Chair NGEC:

Ray Hessinger reported that the on its last WebEx meeting (6-1-21) the NGEC Executive Board met with FRA Deputy Administrator Amit Bose (at his request). The meeting was dedicated solely to a discussion with the Deputy Administrator with all other NGEC business tabled until the next meeting (6-15-21).

Amit Bose requested the meeting to discuss the Administration's America Jobs Plan and to gain input from Board members. The ensuing discussion touched on a number of issues:

One issue related to Buy America waivers. This is important in the equipment procurement context.

Ray emphasized the need for harmonization on use of funds across DOT (FTA, FRA, FHWA) and the flexibility needed for the use of funds for equipment purchases. He stressed that mixing money from various modal agencies with various versions/interpretations of Buy America cannot be done.

The Deputy Administrator noted that this is an on-going issue and that it is on his radar, and he was generally supportive, but noted that it would be require a legislative fix.

Further – on the equipment side - Ray Hessinger mentioned the America Recovery Act provision that entities using ARRA funds for equipment procurements were required to use specifications developed by the Next Generation Corridor Equipment Pool Committee (NGEC). While it worked out well, it did present a challenge when processing change orders which needed to go through the NGEC process for document change requests (DCRs) to ensure compliance. Although the NGEC established Urgent DCR procedures, it was still a heavy lift in time and effort by the NGEC and inserted it between the procuring state(s) and the vendor and it would impact the pace of the procurement.

To the extent that future equipment funds are available, Ray believes a mandate to use NGEC specifications is not necessary. Ray emphasized that the specifications are being used widely anyway without a mandate. In fact, to Ray's knowledge every passenger rail vehicle procurement that has taken place in the US since the NGEC specifications were first published has used those specification without a requirement that they do so.

Turning to the issue of the NGEC, the Deputy Administrator asked about the extent of manufacturers and suppliers' involvement with the Committee and if it was continuous. He noted that he believes that their (the industry) engagement is important.

Steve Hewitt responded in detail about the industry's consistent and strong involvement in the NGEC from its inception in 2010. He explained that over 200 representatives of the passenger rail equipment manufacturing and supply industry (including all of the major OEM's) are members of the NGEC's industry participation group. The number of industry representatives has been very consistent over the years. They are actively engaged and have been involved in the development and updating of each of the NGEC vehicle specifications as well as the recently adopted PRIIA 305-200 Recommended Practices document.

Steve explained that the industry participants are non-voting members of the NGEC's Technical subcommittee which is chaired by George Hull, Amtrak CMO and Vice chair of the NGEC Executive Board. The Technical subcommittee meets bi-weekly via WebEx call and averages between around 30 (and sometimes more) industry member participation. The industry members also participate on each of 6 technical working groups which develop various sections of the vehicle specifications. They are also an integral part of the NGEC Equipment Acquisition and Ownership working group which developed the Recommended Practices document.

One of the things that sets the NGEC apart from other committees or coalitions is the active and enthusiastic involvement of the passenger rail manufacturing and supply industry.

Mike Jenkins, Oregon, noted the active involvement of the States in Amtrak's ongoing trainset procurement and the significant overlap of those States with the NGEC membership.

**9.
Reauthorizing the NGEC – Steve Hewitt:**

Steve Hewitt reported that the House T&I Reauthorization Legislation was released earlier this week and mark up is going on now in the full committee. From what we have seen – language reauthorizing the NGEC and with funding is not in the current bill. It is possible that it remains in the bill as it was in the FAST Act with no change – but that would also mean it is not authorized additional funding. It is also possible it is not in the reauthorization bill at all. States for Passenger Rail is reaching out for clarification from the House staff. Without a doubt, it is up to states, individually, and members of the industry to press this with the House and the Senate (which has not released its legislation).

Note: Later in the day, on 6-10-21 Senate Commerce did release its reauthorization legislation and it is currently under review.

**10.
Other:**

- Steve Hewitt reported that the next NGEC Annual Meeting will be held in person on February 25, 2022, at the Hyatt Regency Hotel on the Hill – Washington DC The meeting will be in the morning – likely from 8:00-Noon – in the Columbia Ballroom B – downstairs from where the meeting is usually held. Details to come...

**11.
Adjourn:**

With no other business forthcoming on today's call, Joe Paul adjourned the meeting at 3:35PM.

Next Tech subcommittee Call: 6-24-21– 3:00pm Eastern

Decisions and Action Items

2021 NGEC Backgrounder educational document:

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Over 550 copies have been distributed.

Action: Use of this document as an educational tool to inform states, industry and, in particular congressional staff of the accomplishments of the NGEC and the benefits derived from its activities and products. Emphasize the need for reauthorizing the NGEC with funding in the successor to the FAST Act.

Maintaining Industry Participation List: There are approximately 200 industry participants.

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PRIIA Multi-State Procurement Update 6-10-21:

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

On 6-10-21, Jon Mullin, acting on behalf of Momo Tamaoki, Caltrans, provided the following update:

Design review for the standard coach is complete. The Cab Car structure FDR is complete and in the approval process. The cab car Interiors FDR occurred on May 25. The Cab Car HVAC FDR is scheduled for June 14 and Cab Diagnostics for June 29. Additional Cab Car FDRs will continue in July. IDOT Café Car FDR releases are ongoing and the Galley FAI is scheduled for June 23 in Texas.

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Document Control Update -6-10-21:

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Action requested: Steve Hewitt asked about the anticipated timeline for completion of the working group reviews of the DMU DCRs and the preparation of the DCR summary for consideration of the Technical subcommittee.

Tammy will check in with the working groups and with the Technical writer to try to ascertain a timeline.

Working Group on Weight Issues as of 6-10-21:

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- *and initial discussion on dynamic P2 forces and whether P2 limits for coaches are needed.*

The next meeting of the Working Group has not yet been scheduled but will occur during the week of July 12.

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: 7-8-21

Electronics on Trains Working Group activities provided by David Brabb on 5-27-21:

1. We submitted the 305-919 DTL Hardware to the group Tuesday. Once received back, will submit for a Revision A.
2. We are beginning on 305 -920 Software spec now.
3. Met with Amtrak (Mr. Matt Sidden and Mr. Jesse Whaley) and will be addressing the following list of items, one at a time, starting during next month's call.

The list includes:

- Evolving Security in Onboard Technology and the Groundside Systems that support them.
- Establishing Standards for Train to Ground communications.
- Establishing standards for Train Telemetry, both from a Metadata and Data perspective.
- Establishing Standards for Integration that promote modern integration architectures
- Aligning Onboard Passenger Information Systems with Digital ADA Standards

We are not yet sure of the order in which we will address them. The results of the discussions will need to be incorporated into 919 and 920 where appropriate.

Next meeting 6-29-21 – 3:00PM

Next Update: 7-8-21

University of Nebraska High Speed wireless study as of 6-10-21:

Hamid reported that the study has been looking at the spectrum for variable applications and developing models for 160MH and 450 MH. They have completed models on various items with tools to compare different variables. Next - channel interference based on the environment of various applications will be evaluated.

Asked if they will be issuing interim reports, Hamid responded yes – at the end of July 2021, they should have a complete report on the first phase of the project. It should be available in August. Hamid will provide it to Steve Hewitt for distribution to the NGECC members.

For any questions, please contact Hamid Sharif at hamidSharif@UNL.edu.

Next Update: 7-8-21

Metro North Dual Mode Locomotive Procurement –5-27-21

Metro-North and Siemens have just wrapped up initial Design Review meetings with the focus on Charger systems that will remain unchanged. Additional Design Review documents and meetings are forthcoming.

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On the Long-Distance Locomotives – the first unit should be ready by mid-June to be shipped for use on the East Coast.

Next Update: 6-24-21

Establish process and timeline for Tech SC review of Access Board NPRM Accessibility Guidelines and compare with current NGECC 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 6-10-21:

Steve Hewitt reported that the House T&I Reauthorization Legislation was released earlier this week and mark up is going on now in the full committee. From what we have seen – language reauthorizing the NGEC and with funding is not in the current bill. It is possible that it remains in the bill as it was in the FAST Act with no change – but that would also mean it is not authorized additional funding. It is also possible it is not in the reauthorization bill at all. States for Passenger Rail is reaching out for clarification from the House staff. Without a doubt, it is up to states, individually, and members of the industry to press this with the House and the Senate.

Senate Commerce did release its reauthorization legislation on 6-10-21 and it is currently under review.

Next call: 6-10-21

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

6-10-21

The agenda for the meeting is below:

- | | |
|---|--------------|
| 1. Roll Call | Steve Hewitt |
| 2. Review Action Items | Steve Hewitt |
| 3. Approve Minutes from 5-13-21 and 5-27-21 | Joe Paul |
| 4. Update: Multi-State Rail Car Procurement | Momo Tamaoki |
| 5. Update: Working Group on Weight Issues | Jeff Gordon |

6. Update: Document Control Management Tammy Krause

Electronics on Trains working group/cellular communications on trains
Status of completing Single Level Trainset rewrite – Timeline for completion
Status completing review of Stadler DCRs – Timeline for Tech SC vote

7. Update: University of Nebraska High Speed wireless study Hamid Sharif-Kashani

8. Executive Board meeting with FRA Deputy Administrator Ray Hessinger

9. Reauthorizing the NGEC Steve Hewitt

10. Other All

11. Review this meeting: Steve Hewitt

Next call – 6-24-21

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