

SECTION 305 TECH SUB COMM

MINUTES

JULY 6, 2023

3:00PM EASTERN

CONFERENCE CALL

FACILITATOR	<i>George Hull, Chair, NGENC Technical Subcommittee</i>
ATTENDEES	Core Team Members: George Hull, Joe Paul, Jeff Gordon, Ryan Sharpe for Jodi Lehmkuhl, Art Peterson for Jennifer Bastian, Ed Engle, Ray Hessinger, Troy Hughes, Mike Jenkins, Larry Salci, Melissa Shurland, Blair Slaughter, Tammy Krause, Steve Hewitt Industry Members: Gary Wagner, Richard Stegner, Jack Madden, Kevin Sudano, James Michel, Ed Golitko, Steve Ojalvo, Josh Coran, Kevin Myles, Darrell Smith, Frank Pascazio, Jon Michel, Marcin Taraskiewicz, Dave Warner, Jack Martinson
ABSENTEES	<i>Matthew Simmons, Jason Biggs, Marci Petterson, Jennifer Bastian, Mike Murray, Tarek Omar, 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 334 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:

Marci Petterson attended the call on 6-8-23 and confirmed that negotiations are continuing and the “cone of silence” remains in effect.

Next Update: As Appropriate

Metro-North Dual Mode Locomotive Procurement as of 6-22-23:

- Metro North and Siemens closed the Final Design Review (FDR) Phase on May 8th.
- Production for Metro-North Charger #301 and #302 is progressing ahead of DCS schedule. Carshells for both locomotives have completed Q14 (ready for blast) and have been put into storage until finishing begins.
- Sub-assembly has started in May as the DCS and Final Assembly is on track to start in July 2023.
- First Article Inspection (FAI) for the MNR carshell has been successfully completed with zero open items.
- FAI for truck frame welding has been successfully completed.

Next Update: 7-20-23

Amtrak Vehicle Procurements as of 6-22-23:

On the new Acela:

Work continues on the qualification requirements.

On the Airo Trainsets:

Final Design Review continues.

On the Charger Locomotives:

29 are in-house, 28 and 29 will be commissioned this week. Service on the Capital between Washington and Chicago has begun. Silver Service in Washington is scheduled to begin on 6-29-23 as the ATC hurdle was passed.

Next Update: 7-20-23**Working Group on Vehicle Weight Issues:**

On 3-30-23, Jeff Gordon, FRA 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.

Next Update: As Appropriate**Communications on Rail Cars Working Group as of 6-8-27:**

On 6-8-23, Tammy Krause reported the following update:

The Communications on Rail Cars Working Group is working on the communications chapter 12 of the single level specification. They were asked to bring the communications section up to current. They are currently working on the Digital Train Line section. The PRIIA sub specification was sunset but the concept is still needed. The new section being written by the communications group includes newer technology and options as opposed to the original ethernet cables. Their next meeting will be on June 20, 2023.

Car Body Materials Working Group as of 6-22-23:

Per Tammy Krause on 6-22-23:

The Materials Working Group has not completed their review of the EN Welding Standards yet but will give a report/summary to the TSC when they do.

Next Update: As Appropriate**University of Nebraska High Speed Wireless Study as of 6-22-23:**

We continued our field testing for verification of our transceiver design. This is to investigate a better utilization of some of the sub-giga-Hertz frequencies for rail applications to ease the spectrum saturation. We have been investigating 160 MHz which has been used primarily for voice communications but believe this band can be utilized more efficiently for some of the data rail applications and this is the core of our study. We have built computer models for the physical layer transmission of 160 MHz as well as the upper layers to simulate and field test different rail applications. Our developed transceiver has been implemented using software-defined radios for field tests. Hope to provide the results later in the summer.

For any questions, please contact Hamid Sharif at:

hsharif@UNL.edu

Next Update: 8-24-23**3. Approval of the Minutes from 6-22-23 – George Hull, Amtrak:**

On a motion by Art Peterson for IDOT, and a second by Ed Engle, Iowa DOT, the minutes from 6-22-23 were approved as submitted.

4.

Update: Multi-State Venture Rail Car Procurement – Ryan Sharpe, Caltrans:

On 7-6-23, Ryan Sharpe, Caltrans, provided the following update for inclusion in today's minutes:

The remaining Cab Car FDR submittals are in the final closure stage with nearly all subsystems approved. The Cab Car MCAT simulation report has been submitted to Amtrak for review and transfer to FRA with clarifications made. IDOT Café Car system level FDR reviews are nearly closed and the requested MCAT simulation is in work.

The Cab Car Collision and Corner Post Appendix F test reports are approved. The Cab Car Complete FAI is scheduled for July 18, to be followed by the FRA Sample Car Inspection on July 27.

130 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 2023. Progress on agreements has been made with signatures expected in July.

5.

Update: Document Control – Tammy Krause:

Tammy Krause reviewed the comments submitted following the NGENC working groups' review of the PRIIA 305-900 series Reference specifications.

After an overview of each comment, substantive discussion took place. Steve Hewitt asked Tammy to summarize the results of today's discussion and provide it to him for inclusion in the minutes (7-6-23). The following is Tammy's summary of the discussion and decisions made or actions to be taken:

I have prepared the DCR sheet with the 16 DCRs on it. Of these DCRs, we discussed the first 4 and the resolution is:

- *DCR 305-001 – Rejected (this references the HVAC Filter specification and the group feels that this is a minimum standard and any equipment owner can choose to add the option of replaceable filter media)*
- *DCR 305-002 – Rejected (this references the HVAC Filter specification and the group feels that this is a minimum standard and any equipment owner can choose to require a higher MERV rated filter)*
- *DCR 305-003 – This specification refers to replacement piping on Amtrak's Superliner and Viewliner fleets. This is not needed and will be sunsetted and removed.*
- *DCR 305-004 – Many of the specifications reference Amtrak fleets and this nomenclature needs to be removed. I will review the specs and do this.*
- *DCRs 305-005 through 305-016 – This is the PA specification from Amtrak in 1991, based upon an older specification. The Communications WG reviewed this document and essentially rewrote sections to bring it into this decade. I would like the Technical Subcommittee members to review it and let me know if they have any comments. We can vote on it at the 7/20/23 meeting.*

I am attaching the DCR sheet and the draft of the improved 305-901 reference specification.

George Hull agreed with the intent to vote on the DCRs 305-005 through 305-016 on the next call (7-20-23).

6.

Update: NGENC Funding – Steve Hewitt:

(As initially reported to the NGENC Executive Board on 6-27-23 by NGENC Treasurer, Tim Ziethen)

Balance/Spend Rate Through April 2023

Total Initial Grant Amount: \$1,250,000.
Expenses Incurred through April 2023: \$1,173,648.37
Balance remaining: \$76,351.67.
Estimated spend at current rate for balance of the Grant: \$74,281.54

Current Spend Rate per month (as info and used in calculating): \$14,856.31.
Estimated Balance at the end of the Grant Period: 2,070.13

Path Forward for the NGEC (Interim):

6-month no-cost current grant agreement extension:

Amtrak has submitted a 6 month no-cost GARF to FRA which is now under review. The GARF extends the period of performance and "allows us to draw down expenses in the grant until exhausted."

NGEC Funding Issues/potential interim solutions/path forward:

On 6-27-23, Tim Ziethen reported "great news!" to the Executive Board. He noted that he had met with Mike Murray and Jeff Gordon, FRA, and learned that FRA has reviewed the Amtrak proposal to fund the ongoing work of the Committee out of the Annual Grant it receives through Appropriations. Tim noted "we have the green light to move forward with what we have proposed." Tim added that Amtrak is still looking at whether it will be identified as a Capital Project or an operating expense. He termed this as "more of an accounting question."

Tim also noted that there "is a placeholder for this interim funding plan in the AOP (Amtrak Operating Plan) with George Hull and Amtrak's support".

Tim further reported that he is putting together an Excel spreadsheet "to lay out for all of you to see" including the AASHTO expenses, Casamar, TLK, etc. He noted that he will be contacting Steve Hewitt to discuss the spreadsheet as he still has a few questions.

The hope still is that the NGEC will be awarded a CRISI Grant and that this plan is an interim plan to keep the NGEC and the important work that it is doing moving forward.

CRISI Grant Awards Timeline:

Timeframe: Announcement of CRISI Grant Awards: August-September 2023

Timeframe for receiving funds if awarded a Grant – about 6 months.

7. Adjourn:

With no other business forthcoming on today's call George Hull adjourned the meeting at 3:30pm Eastern.

Next meeting – 7-20-23

Decisions and Ongoing Action Items

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On the Long Distance Trains (nothing new reported on 6-22-23):

Submittals have been received and the preliminary process is being worked on.

Next Update: 7-20-23.

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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

7-6-23

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| 1. Roll Call | Steve Hewitt |
| 2. Review Action Items | Steve Hewitt |
| 3. Approve Minutes from 6-22-23 | George Hull |
| 4. Update: Multi-State Venture Rail Car Procurement | Ryan Sharpe |
| 5. Update: Document Control | Tammy Krause |

Overview/discussion of sub-specification DCRs

6. Status: NGEF Funding
7. Adjourn

Steve Hewitt

George Hull

Next Meeting 7-20-23