

# SECTION 305 TECH SUB COMM

MINUTES

MAY 3, 2018

3:00PM EASTERN

CONFERENCE CALL

<b>FACILITATOR</b>	<i>Charles King, Chair, NGENC Technical Subcommittee</i>
<b>ATTENDEES</b>	<b>Core Team Members:</b> <i>Charlie King, Jeff Gordon, Momo Tamaoki, Allan Paul, Charlie Poltenson, Ray Hessinger, Jennifer Bastian, Jason Biggs, Eric Curtit, Phil Meraz, Michael Burshtin, Duncan Copland, Steve Hewitt, Tarek Omar, Tammy Krause, Larry Salci, Tom Sisler, Hamid Sharif</i> <b>Industry Members:</b> <i>Jack Madden, Richard Curtis, John Graham, Josh Coran, Kevin Myles, Martin Bloedt, Richard Stegner, Casey Skinner, Alexander Epstein, Steve Finegan, Dick Bruss, Ray Ginnell, Jon Mullin, Ken Kuriyama, Wulf Dicke, Bill Slater, Bill Saddler, Tom LaMano, Glen Rees</i>
<b>ABSENTEES</b>	<i>George Hull, Marci Petterson, Jeff Schultz, Curtis McDowell, Art Peterson, Sal DeAngelo, Chris Witt, Melissa Shurland, Brian Marquis, Anand Prabhakaran</i>

## DISCUSSION/DECISIONS MADE

**1.**

Technical subcommittee Chairman Charlie King, Amtrak, called today's meeting to order and asked Steve Hewitt to call the roll.

After calling the roll, the presence of a quorum was confirmed.

**As always, industry participants are asked to email a notification of their attendance to Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com)**

**2.**

**Review of the Meeting Agenda – Charlie King:**

Charlie King provided a brief overview of today's meeting agenda.

**3.**

**Review of Action Items that are not on the agenda – Steve Hewitt:**

Steve Hewitt reviewed the open action items, providing a brief update on only those items that were not to be specifically covered on the agenda:

**Maintaining Industry Participation List: Status:** There are currently **247** registered industry participants.

**Requesting Backgrounder educational document:** The new updated two-pager was released on 2-23-18 and is available electronically or by hard copy. For hard copies contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com) with the number requested and an address to send them to. As of 5-3-18, Steve has distributed 65 copies by request, and 165 in total plus over 300 electronically.

**Updating ECP Standards** This is an ongoing item which the Technical subcommittee is tracking – it is anticipated that status updates will take place on every other call.

On 3-8-17, Paul Jamieson, who was unavailable for the call, provided the following update for inclusion in the minutes and to be read into the record by Steve Hewitt:

*For the reporting period ending in January 2018, the ECP revenue service demonstration mileage is 557,546 ECP miles, 1,822,848 emulation (brake pipe operation) miles and total 2,390,394 miles. Currently, Amtrak is performing preventive maintenance and interior upgrades to the four coaches and cab car. This preventive maintenance and interior upgrades have resulted in a reduction of the ECP monthly mileage, but the other coaches remain in emulation revenue service demonstration.*

*The PRESS Mechanical ECP working group is working on completing the standards for voting by mid-2018. The NYAB and Wabtec annual equipment inspection reports are being prepared for FRA submittal. The CFR draft language is still under FRA review. The project completion is scheduled for the end of 2018.*

Paul Jamieson informed Steve Hewitt that he was not available for today's call (5-3-18) but would be on the next call (5-17-18) to provide an update.

**AWG/RVACC Update:**

Melissa Shurland, provided a complete update on the RVAAC and AWG efforts at the NGEC Annual Meeting on 2-23-18. The presentation is available on the NGEC website at [www.ngec305.org](http://www.ngec305.org).

On 5-3-18, Melissa Shurland provided the following update for Steve Hewitt to include in the minutes of the meeting:

*No new updates on AWG. We are working in final report.*

*No new info from US Access Board on the rule for accessibility on Rail Vehicles.*

**Metro North Dual Mode Locomotive Procurement Update:**

As of 3-22-18, NYSDOT reported that Metro-North was beginning its procurement process for the Dual-Mode Locomotives and had advertised for a pre-bid meeting for interested builders. The meeting was to take place in NYC on 3-28-18.

It was agreed on 3-22-18 that this procurement will be carried as an open action item and when there are activities to be reported, Ray Hessinger and/or Metro-North will provide an update.

Status as of 4-19-18:

Ray Hessinger, NYSDOT reported that Metro North held an information meeting in NYC on 3-28-18 for entities interested in the Dual Mode Locomotive procurement. The meeting was well attended with all major locomotive builders well represented. NYSDOT, Connecticut DOT, and Amtrak were also present at the meeting.

Metro North will be working with the MTA Board on the information gathered from the meeting and hopes to be releasing an RFP (which will be a 2 step RFP process) by late May or early June 2018.

Ray also noted that there was a brief discussion during the meeting on the specification, and it is noted that it is to be based on the PRIIA Dual Mode Locomotive specification with modifications. Metro North will bring those modifications to the NGEC, but not until after the release of the RFP.

On 5-3-18 – there was nothing new to report. This will remain an open item with updates provided periodically as the effort advances.

**4. Approval of the Minutes from 4-19-18 – Charlie King, Amtrak:**

With a quorum having been confirmed, Charlie King called for a motion to approve the minutes from the 4-19-18 conference call:

A motion to approve was offered by Jennifer Bastian, IDOT, and seconded by Phil Meraz, Iowa DOT. With no objections or exceptions forthcoming, the minutes from the 4-19-18 conference call were considered approved as presented.

**5. Update: Multi State Car Procurement – Momo Tamaoki, Caltrans:**

Momo Tamaoki provided the following update for inclusion in the minutes:

- *Caltrans, IDOT, and Amtrak's Public Health Team met on 4/6 to go over the Galley Updates. Discussions were productive, and information offered by Amtrak was very helpful. The follow up meeting will take place in summer 2018.*
- *Caltrans, IDOT, Amtrak and the FRA team visited the Brightline's West Palm Beach facility in the week of April 9. We reviewed some of the components in the cars, such as toilet rooms, gangway, HVAC, communication system, etc.*
- *Caltrans, IDOT, SCOA, and Siemens met in Sacramento, CA on 4/16 for the executive board meeting. We discussed the status of design review, high-level schedule overview, as well as areas of concerns.*
- *The production of the first Carshell has begun on 4/6.*

- *The design review meeting is taking place in Sacramento, CA this week. The discussion topics included exterior doors, double sliding steps, communication system – Analog, trap doors, electrical system. The meetings have been productive, and a lot of action items are being closed.*
- *Caltrans has been developing and submitting Document Change Requests (DCR) to NGECC. All DCRs have been sent to the appropriate working group(s) and discussion and votes are pending.*
- *The next design review meeting will take place in the week of June 18 in Boise, Idaho.*

**6. Document Control Update – Michael Burshtin, Amtrak:**

Michael Burshtin provided an overview of the Summary of Document Change Requests for the Single Level Car Specification Revision B. Michael reminded members that the summary sheet contains the Document Control Board's (DCB) recommended disposition – accepted, accepted as amended or rejected – of all DCRs submitted and considered by the appropriate working group.

Charlie King expressed his appreciation to Michael Burshtin and to all Technical working group members for the time, effort, and commitment they have put into this process. Charlie acknowledged that a lot of hard work has gone into putting together the DCRs and the disposition of them.

Steve Hewitt provided a summary of the next steps to the process:

- The floor should be opened for discussion.
- After discussion has taken place, the Chair may call for a motion and a second to approve the summary of changes as submitted.
- Further discussion by the voting members can be entertained.
- With no further discussion, the Chair may call for a roll call vote of Technical subcommittee members present or represented.
- If approved, the summary of changes is sent to NGECC Chairman Eric Curtit and members of the Single Level car and trainset specification Review Panels, consultant Larry Salci. Chairman Curtit will direct Mr. Salci to begin his review of the changes against the requirements document, and to develop the Review Panel Report with recommendations to the Executive Board.
- Once the Report has been drafted, a meeting will be held among the Review Panel members and consultants/support staff, to consider and ultimately approve the report with recommendations.
- Once approved by the Review Panel, the report with recommendations is submitted to the Executive Board for its consideration. The Executive Board votes to accept the report and its recommendations. If approved – the changes are adopted and incorporated into the Single Level Car Specification Revision B.
- Larry Salci will provide an anticipated timeline for completion of the Review Panel Report on next week's NGECC Executive Board conference call (5-8-18), and a meeting of the panel will be scheduled by Steve Hewitt upon completion of the preparation of the DRAFT report.

Chairman King opened the floor for discussion of the Summary of Changes as presented by Michael Burshtin:

Discussion:

Jeff Gordon, FRA, commented on DCR 160A related to seat tracks. Jeff noted that DCR 160 had been rejected, and it was amended as 160A, resubmitted to the Interiors working group where it was ultimately accepted as amended and added to the summary sheet that Michael Burshtin just reviewed. Jeff expressed concern that the purpose of PRIIA was to foster standardization across mutually compatible specifications, and he is not of the view that the seat tracks DCR 160A necessarily achieves that purpose.

Seat tracks, as an issue, lends itself to as an ideal candidate for standardization and in doing so, would enable more seat manufacturers to bid on a standardized design and would improve cost efficiencies. In the case of this specification, Jeff believes it is being used to wrap around the manufacturer's car design rather than, as envisioned, having the car designed according to the specification.

Jeff pointed out that the Mechanical working group, which he leads, faced several challenges when considering HVAC DCRs submitted during this current effort. In this case it was shown that since the specification was written, new

technologies have emerged and the DCRs submitted improved the specification and continued standardization. Thus, they were accepted by the Mechanical working group. Jeff does not feel this is necessarily the case with the Seat Track DCR as amended 160A.

Jeff, who did not recommend rejecting DCR 160A, proposed that going forward, the Interiors working group be asked to consider a review of the design used today and come up with alternatives with a range of attachment parts identified that would address standardization and allow for flexibility. This could be a reasonable way to replace the current drawing which is restrictive and not applicable to certain car shells. It would support PRIISA's intent to standardize and it would result reduced costs.

Charlie King commented that he agrees "we need to find opportunities to standardize where we can, and this is one of those opportunities".

Duncan Copland, team leader for the Interiors working group understood Jeff's perspective, but did not believe that DCR160A was the antithesis of standardization. Duncan stressed that the critical aspect of for the seat manufacturer is the design of the seat frame. In the initial design, where the seat track was located, the table leg landed between the legs of the passenger in the aisle seat. This is less than a nice feature and was not to the benefit of the passenger. By opening up the underside of the seat for legs and luggage, the customer experience and comfort is improved. DCR 160A improves the design and the Interiors working group felt that it should move forward and accept it.

Jeff Gordon concurred that the initial drawing was not the best, geometrically, and that alternatives should be developed which would provide the possibilities that Duncan has described.

Charlie King added that it is important to provide car builders with a drawing that allows for the best design possible and "we should not be too rigid to allow for future flexibility."

Duncan agreed that the working group could look at this and it could be done. He noted that in approaching standardization with the seat manufacturers the critical factor is the interface with the pedestal and the seat.

Approaching it from the passengers' viewpoint, this (DCR 160A) is the ideal location for the seat. From the customer perspective the proposed spot is "really good, as identified now, in the drawing."

Again, Duncan emphasized the key factors as seat track to seat pedestal to seat. He added that "we could come up with a drawing that describes a range, and we could put it together, yes."

Larry Salci, consultant to the NGEC Review Panels, commented, for clarification, that Jeff Gordon did not say that "we should not go forward with DCR 160A, as submitted, but that the Interiors working group should be tasked to develop a range that becomes the standard. DCR 160A should not be voted down, when there is not a standard to consider what has been described here. The seat issue is one where the NGEC can help the industry. For the current procurement the Siemens design is providing improved seating.

Momo Tamaoki, expressed her relief that the intent did not seem to be to vote down the DCR. She thanked all the Technical subcommittee members and those of the working groups for their efforts and noted that they are all volunteers with full time day jobs.

Momo added that she is not a technical person, but "this DCR means a lot to Caltrans and to IDOT too...it needs to be approved or we will have to ask Siemens to stop production and do a re-design of the car shell". She also noted that she watched what happened with the bi-level car procurement and she does not want to see a repeat of that situation.

Momo also noted that she understands that standardization is critical, but "so is safety". She continued, "we are looking at putting this seat into existing cars with modifications...standardization can be achieved."

Momo emphasized that DCR 160A get the carbuilder to design and build cars that give the customer and passenger a safe and comfortable seat.

Steve Finegan added that the PRIIA specification calls out a drawing for seat tracks that is a 2-page drawing for the bi-level car – for upper and lower levels. If here is a different manufacturer or the vehicle is different will influence where the seat track can be put. The design in the initial drawing could not be accommodated on the Siemens car so we out it higher.

Steve went on to talk about dynamic testing that occurs in every program and tests the seat and its attachment to the car body. Frequently this is where the failure occurs.

Larry Salci concurred that failures do refer to the attachment and, again noted, allowing for a range is the way to go if it can be done.

Steve Finegan also agreed that going forward a range is a good way to go.

**7.  
Consideration of Approval – Single Level Car Specification change requests – Charlie King:**

With the discussion having subsided, Chairman Charlie King called for a motion to approve the Summary of Change Requests for the Single Level Car Specification Revision B as recommended by the Document Control Board.

A motion was offered by Charlie Poltenson, NYSDOT, and seconded by Eric Curtit, MODOT, to accept the Summary of Changes as submitted.

Chairman King called upon Steve Hewitt to do a roll call vote of the members of the Technical subcommittee present today. The results of the vote:

Charlie King, Amtrak – Aye  
Jeff Gordon, FRA – Aye  
Momo Tamaoki, Caltrans – Aye  
Allan Paul, NCDOT – Aye  
Charlie Poltenson, NYSDOT – Aye  
Jennifer Bastian, IDOT – Aye  
Phil Meraz, Iowa DOT – Aye  
Eric Curtit, MODOT – Aye  
Jason Biggs, WSDOT – Aye

With a quorum having been established, and all members present having voted in the affirmative, Chairman King determined that consensus has been achieved and the motion is approved.

Chairman King asked Steve Hewitt to transmit the approved Summary of Changes to the NGEC Executive Board Chairman and the Review Panel members, with a request to proceed with the Review Panel effort and the preparation of the Review Panel Report with recommendations.

As an additional action, Charlie King, tasked Duncan Copland and the Interiors Technical Working Group with developing a strategy to address the issue of designing a drawing that describes seat track ranges as a next step to further progress standardization across the PRIIA car specifications (single level and bi-level).

**8.  
Progress Report – Electronics on Trains Working Group – Tom Sisler:**

Due to time constraints, this item was tabled until the next call – 5-17-18.

**9.  
Update – University of Nebraska High Speed Wireless Study – Hamid Sharif:**

Due to time constraints, this item was tabled until the next call – 5-17-18.

**10.  
Other Issues:**

With no other business forthcoming for today's call, Charlie King adjourned the meeting at 4:00pm Eastern.

**Next Call: 5-17-2018 – 3:00pm Eastern**

**Decisions and Action Items**

**Updating ECP Standards** This is an ongoing item which the Technical subcommittee is tracking – it is anticipated that status updates will take place on every other call.

On 3-8-17, Paul Jamieson, who was unavailable, provided the following update for inclusion in the minutes and to be read into the record by Steve Hewitt:

*For the reporting period ending in January 2018, the ECP revenue service demonstration mileage is 557.546 ECP miles,*

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5-3-18 – Nothing new to report – update will be provided for 5-17-18 conference call.

**AWG/RVACC Update:**

On 2-23-18, Melissa provided an update on the FRA/OSU project. She also provided a complete update on the RVAAC effort at the NGEAC Annual Meeting on 2-23-18. The presentation is available at [www.ngec305.org](http://www.ngec305.org)

On 5-3-18, Melissa provided the following update for Steve Hewitt to include in the minutes of the meeting:

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**Maintaining Industry Participation List: Status:** There are currently **247** registered industry participants. Members are asked to review the industry member list and send any corrections – additions – deletions to Steve Hewitt.

**AAR TAG Committee on LED Headlights:**

The AAR TAG Committee on LED Headlights is in the final stages of the project with the initial analysis and conclusions. The final report will be out May 11<sup>th</sup> and that will be the end of the project.

Next update: 5-17-18

**Procurement Updates:**

**Multi-State Car Procurement - Caltrans (Lead State):** Progress reports from the lead state will be provided on each subcommittee call. See agenda item 5, above, for today's update (5-3-18).

**Charger Locomotive Update** – next update will take place when appropriate.

**Document Control Update:**

See agenda item 6 for complete update and discussion.

Decisions and action items from 5-3-18:

On 5-3-18 the Technical subcommittee approved the Summary of Changes for the Single Level car Specification Revision B as submitted and requested that the Executive Board and the appropriate Review Panel begin its process for adoption of Revision B.

The Interiors Technical Working Group has been tasked with developing a strategy to address the issue of designing a drawing that describes seat track ranges as a next step to further standardization across the PRIIA car specifications.

**Electronics on Trains Working Group:**

Next update 5-17-18

**DEF-UREA Update:**

DEF supply and usage are reported to be working well in all areas of the country where the Chargers are in use. No

issues reported. The one item that is being worked on is the information needed from Amtrak on usage amounts, for invoicing in the Midwest in relation to the multi-state split.

**University of Nebraska presentation on High Speed wireless technology:**

Hamid Sharif, from the University of Nebraska gave an overview of the project on 3-22-18 and is available to members off line as well. This item will remain "on the docket" with periodic updates.

On 4-19-18 it was agreed that Hamid provide a brief update on every other call of the Technical subcommittee – staggering this report with the TAG Committee report so both are on a once a month basis. The next report from the University of Nebraska will be scheduled for 5-3-18.

This item was tabled on 5-3-18 due to time constraints and is rescheduled for 5-17-18.

**Metro North Dual Mode Locomotive Procurement:**

On 4-19-18, Ray Hessinger, NYSDOT, reported that Metro North held an information meeting in NYC on 3-28-18 for entities interested in the Dual Mode Locomotive procurement. The meeting was well attended with all major locomotive builders well represented. NYSDOT, Connecticut DOT, and Amtrak were also present at the meeting.

Metro North will be working with the MTA Board on the information gathered from the meeting and hopes to be releasing an RFP (which will be a 2 step RFP process) by late May or early June 2018.

Ray also noted that there was a brief discussion during the meeting on the specification, and it is noted that it is to be based on the PRIIA Dual Mode Locomotive specification with modifications. Metro North will bring those modifications to the NGECC, but not until after the release of the RFP.

5-3-18 – nothing new to report at this time.

**Next call: 5-17 -18**

**Call in number is:**

**888 585-9008 access #: 559-120-127**

**ATTACHMENTS**

**Next Generation  
Equipment Committee**



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

**PRIIA Section 305 Tech Sub Committee Meeting**

**May 3, 2018**

The agenda for the meeting is below:

- |                          |              |
|--------------------------|--------------|
| 1. Roll Call             | Steve Hewitt |
| 2. Review Meeting Agenda | Charles King |
| 3. Review Action Items   | Steve Hewitt |

- |   |                  |
|---|------------------|
| 4. Approve Minutes from 4-19-18   | Charles King     |
| 5. Update: Multi-State Rail Car Procurement                                   | Momo Tamaoki     |
| 6. Document Control Update  | Michael Burshtin |
| 7. Consideration of approval - Single Level Car Specification change requests | Charlie King     |
| 8. Progress Report: Electronics on Trains Working Group                       | Tom Sisler       |
| 9. Update: University of Nebraska High Speed Wireless Study                   | Hamid Sharif     |
| 10. Other issues  | All              |
| 11. Review this meeting:  | Steve Hewitt     |
| a) Decisions  |                  |
| b) New Action Items   |                  |

***Technical Sub Committee Conference Call Meeting:***  
***Thursday 5-3-18 / 3:00pm Eastern / 1-888 585-9008 / passcode 559-120-127#***  
***Please call in a few minutes early so all is in attendance for Roll Call.***  
***Thank you***  
***Next Call -5-17-18 at 3:00pm Eastern***