

SECTION 305 TECH SUB COMM

MINUTES

SEPTEMBER 15,
2022

3:00PM EASTERN

CONFERENCE CALL

FACILITATOR	<i>George Hull, Chair, NGEC Technical Subcommittee</i>
ATTENDEES	Core Team Members: <i>George Hull, Jeff Gordon, Jennifer Bastian, Collin Kemp for Gurleen Boparai, Curtis McDowell for Matthew Simmons, Ed Engle, Jason Biggs, Troy Hughes, Mike Jenkins, Art Peterson, Larry Salci, Steve Hewitt</i> Industry Members: <i>Ed Golitko, Dave Warner, Richard Stegner, Richard Curtis, William Loebke, Kevin Sudano, Kevin Myles, James Michel, Steve Ojalvo, Dick Bruss, Jeff Schultz, William Craven, Paul Arnone, Rich Bowie, Ken Martin</i>
ABSENTEES	<i>Matthew Simmons, Gurleen Boparai, Marci Petterson, Jason Biggs, Mike Kraft, Mike Murray, Rebecca Anger</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, NGEC Program Manager:

2022 NGEC Backgrounder educational document:

The 2022 NGEC two-pager is available in hard copy by request of Steve Hewitt at shewitt109@aol.com.

To date 581 copies have been distributed.

Maintaining Industry Participation List:

There are just over 200 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 8-18-22, Marci Petterson reported that "Answers to the first-round questions will be released by addendum tomorrow". (8-19-22). There were 137 questions submitted.

No new update.

Next Update: As Appropriate

NGEC 2023 Annual Meeting – date and location:

The 2023 NGEC Annual Meeting will be held a bit earlier than in past years. This year it will be held on **February 3rd**. **The location is, once again, the Hyatt Regency Capitol Hill, Washington, DC Capitol Room B.** The time for the meeting will likely be the same as last year (**8:00am Registration – Meeting 8:30am – Noon Eastern**).

Steve will provide more information as the meeting date draws closer. He will send a "save the date" notice soon or a calendar appointment via Outlook to all NGEC members.

Metro-North Dual Mode Locomotive Procurement:

The first session meetings were held in Sacramento, Ca. and in Germany.

Siemens is updating documents based on Metro-North comments.

Metro-North reviewed mock-ups of 2 items: cab control and the emergency exit in the front of the cab.

Next Update: 10-13-22

Amtrak Vehicle Procurements:

On the Acela:

They have received Trainset 4 and the next one is expected mid-month (September).

They are continuing to go through the qualification process and preparing to submit to FRA.

On the Charger Locomotives:

Progress continues with 12 of 15 delivered and commissioned into service.

On the Intercity Trainset (ICT):

They are close to done with Intermediate Design Review and are moving on to FDR.

On the GP38 Locomotive – Non-revenue locomotives:

The first one is arriving at the shop today (9-1-22) and the second will arrive shortly.

Next Update: 10-13-22

3. Approval of the Minutes from 8-18-22 – George Hull, Amtrak:

On a motion by Ed Engle, Iowa DOT, and a second by Jennifer Bastian, Illinois DOT the minutes from 8-18-22 were approved as submitted.

4. Update: Multi-State Rail Car Procurement – Collin Kemp for Gurleen Boparai, Caltrans:

Update: The Cab Car shell final design has been approved and the cab cars are in production. Remaining Cab Car FDRs are in the final submittal and review stage. Cab Car Safety Appliance documents are in review with FRA, and the Cab Car Clearance information has been approved by Amtrak. IDOT Café Car system level FDR reviews are nearly complete.

The Cab Car Collision and Corner Post Appendix F testing is complete, and the Rev B test report has been approved. The revised Cab Car Compression Test Report is also now approved. The Sample Car Inspection for cab car is tentative for early 2023, and the Vending Car FAI is currently scheduled for September 28.

117 cars are in production or have been produced at Siemens Sacramento Facility. Revenue Service relevant FMIs are in progress and open items related to Conditional Acceptance are being addressed. IDOT coaches are currently in revenue service and Caltrans is planning revenue start once necessary agreements are in place.

5. Update: Document Control – Tammy Krause, NGEN Document Control Manager:

Tammy Krause provided the following update for inclusion in these minutes:

My update today is very simple, all I have worked on since the last TSC meeting was the Bi-Level DCRs. They have been sent to the Working Group Leaders.

Steve Hewitt reported that he asked Tammy if a timeline had been sent for Working groups to complete their work and submit

comments or results (reject/accept etc.). Tammy said she did not set a date yet, but would like to set it as 10-15-22.

Asked if she has continued her regular meetings with the technical writer – Cameron Cordell – Tammy said those discussions continue.

Asked by Steve Hewitt the status of incorporating the Metro-North Dual Mode Locomotive specification's format improvements across the PRIIA specifications, as requested by Chairman Hessinger, Tammy noted that *"the Dual Mode formatting is being evaluated for how much work it will take to actually implement. Camren and I should have an estimate of the amount of work in a few weeks"*.

**6.
Update: Working Group on Weight Issues – Jeff Gordon, FRA:**

The document is nearly complete. Jeff has some work to do on it before sending back out to the working group members.

The document is turning out a bit differently than expected. Jeff said he is not sure exactly how the Technical subcommittee will use it.

He noted that the group has uncovered things that need to be changed in the spec. None of these are controversial. Some are simply updates to the references and some are corrections to equations that have changed. Jeff will handle these through the DCR process that is ongoing now on the Bi-Level specification update.

Jeff expects the work to be complete by November with working group meetings to be held in September and October.

**7.
Update: University of Nebraska High Speed Wireless Study – Hamid Sharif:**

Hamid Sharif was not on the call, so this item was tabled until the next call (10-13-22).

**9.
NGEC Website Refresh – Steve Hewitt, NGEC Manager:**

Steve Hewitt reported that the NGEC (through AASHTO as contract manager) has contracted with iEngineering Corp. to do a website refresh. The NGEC website was set up over 10 years ago and is stale and not as user friendly or appealing as it should/could be. We have asked iEngineering to improve its look and its feel while reorganizing it, modernizing it and making it more user friendly.

On 8-23-22, Steve Hewitt and Ray Hessinger for the NGEC met with several AASHTO reps and the several iEngineering representatives to "kick off" the project. They have 6 months, but they do not believe it will take that long to do what is being asked.

iEngineering was given the points of contact (me for the NGEC) and others from AASHTO and have proceeded with their effort. All documents that we post will continue to be posted and those that are on the site will remain available. Hopefully the overall organization of the site will be improved and navigation will be more user friendly. We are excited about this refresh and believe it will help raise visibility for the NGEC if it is attractive to more users.

The website will soon have its own domain name and will no longer be a part of the AASHTO web domain. This will make it easier to find the NGEC site.

On Friday, 9-16-22, a project update will be presented to the NGEC and AASHTO Team by iEngineering. Steve will provide status updates as appropriate. Suffice it to say the vendor is hard at work.

**9.
CRISI Application for NGEC Funding – Steve Hewitt:**

With Amtrak as the grantee of NGEC funds, they are the applicant for a CRISI Grant requesting additional funding for the NGEC. The NGEC has operated for nearly 13 years with a total of \$4 million being appropriated. Although the NGEC – or groups associated with the NGEC - have requested additional funding throughout the years, we have never received a reauthorization or new funding. After repeated attempts to find options for funding the NGEC beyond the current grant agreement which ends on 9-30-2023, it was decided that applying for a CRISI grant while still looking to Amtrak or FRA for other options was the way to proceed.

Our Treasurer, Tim Ziethen, Amtrak has prepared the application and it is officially on the list of grant applications under consideration by the internal Amtrak committee.

The next step, if it is approved out of the committee, is that it will go to the Amtrak Executive Leadership Team (ELT) for consideration.

Assuming it is approved by the ELT and submitted to FRA, the NGECC cannot advocate for itself, but industry members can, as can the individual states. Letters of support will be critical to the success of the application.

Steve Hewitt will provide status updates as to if and when the application is submitted to FRA.

**10.
Other:**

Steve Hewitt raised the issue of his unavailability on 9-29-22 and suggested the call be canceled and that the next call go on as scheduled on 10-13-22. The meeting on the 29th would be the third one in September, so it is not critical.

With no objections raised, George Hull agreed to cancel the meeting on 9-29-22. Steve Hewitt will send a cancellation notice via Outlook and an email notice reminder as well.

Adjourn:

With no other business forthcoming on today's call George Hull adjourned the meeting at about 3:17 pm Eastern.

Next Tech subcommittee Call: 10-13-22– 3:00pm Eastern

Decisions and Action Items

2022 NGECC Backgrounder educational document:

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To date 625 copies have been distributed.

Maintaining Industry Participation List: There are about 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.

Update: Multi-State Railcar Procurement:

Update: The Cab Car shell final design has been approved and the cab cars are in production. Remaining Cab Car FDRs are in the final submittal and review stage. Cab Car Safety Appliance documents are in review with FRA, and the Cab Car Clearance information has been approved by Amtrak. IDOT Café Car system level FDR reviews are nearly complete.

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Next Update – 10-13-22

Document Control Update:

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Working Group Leaders.

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Next Document Control Update: 10-27-22

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Jeff expects the work to be complete by November with working group meetings to be held in September and October.

Next Update: 11-10-22

University of Nebraska High Speed wireless study:

On 7-21-22, Hamid Sharif provided the following update for inclusion in the meeting minutes:

For this project, we have been studying less utilized RF spectrum to ease the scarce RF resources issue. We selected 160 MHz since this band has been mainly used for voice applications. We designed and implemented computer models to explore the properties and capabilities of the 160 MHz RF band, and its suitability for a variety of applications.

We designed both a single-carrier transceiver architecture and an OFDM-based transceiver architecture for 160 MHz, and conducted evaluations of both designs. We also implemented and evaluated different channel models for this band.

This quarter, we designed the network layers for working with the 160MHz channel to evaluate end-to-end applications. We are in the process of collecting computer simulation results for end-to-end applications. The plan for the next phase is to perform field tests to verify our 160 MHz model and its performance.

Please contact Hamid Sharif @ University of Nebraska-Lincoln for any additional information.

Next Update: 10-13-22

Metro North Dual Mode Locomotive Procurement –9-1-22:

Ray Hessinger reported that final design review (FDR) continues.

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Metro-North reviewed mock-ups of 2 items: cab control and the emergency exit in the front of the cab.

Next Update: 10-13-22

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Steve Hewitt will provide more information as the meeting date draws closer. He will send a "save the date" notice soon.

Next call 10-13-22

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://stephenhewittconsulting.my.webex.com/meet/shewitt109>

by phone: 1-415-655-0001

Access code: 126-073-1531

Agenda

9-15-2022

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| 1. Roll Call | Steve Hewitt |
| 2. Review Action Items | Steve Hewitt |
| 3. Approve Minutes from 9-1-22 | George Hull |
| 4. Update: Multi-State Rail Car Procurement | Gurleen Boparai |
| 5. Update: Document Control | Tammy Krause |
| 6. Working Group on Weight Issues – update | Jeff Gordon |
| 7. University of Nebraska high speed wireless study – update | Hamid Sharif |
| 8. NGEN Website Refresh - update | Steve Hewitt |
| 9. CRISI Application for NGEN funding - update | Steve Hewitt |
| 10. Other | All |
| 11. Adjourn | George Hull |

Next Meeting 10-13-22