



Our Vision: The NGEC will provide national leadership in standardization, acquisition, and management of passenger rail equipment.

SECTION 305 NGEC Executive Board

MINUTES

OCTOBER 8, 2019

11:30 EASTERN

CONFERENCE CALL

FACILITATOR	<i>Eric Curtit Chair, S305 NGEC Executive Board</i>
ATTENDEES	Board Members: <i>Eric Curtit, Charlie King, Tim Ziethen, Jeff Gordon for Michael Lestingi, Allan Paul, Ron Pate, Ray Hessinger, Brian Beeler II, Mike Jenkins, Support Staff:</i> <i>Steve Hewitt, Tammy Krause, Mike Murray, Michael Burshtin, Larry Salci</i> Guests/Colleagues: <i>Robert Becker</i>
ABSENTEES	Board Members: <i>Amanda Martin, John Oimoen, Arun Rao, Tim Hoeffner, John Rosacker, Kyle Gradinger, Support:</i> <i>Jason Biggs, John Bell, Shayne Gill, Strat Cavros, Byron Comati, George Hull, Jon Dees, Momo Tamaoki,</i>

DECISIONS MADE

1.

Welcome – Eric Curtit Chair, S305 NGEC Executive Board:

Chairman Curtit opened the meeting and asked Steve Hewitt to call the roll.

2. Roll Call – Steve Hewitt, NGEC Program Manager:

Steve Hewitt called the roll and determined that a quorum could not be confirmed with only 6 of 12 state members represented – 7 states are needed for a quorum along with FRA and Amtrak.

3.

Action items Review – Steve Hewitt:

Steve Hewitt reported that open action items not covered under the agenda this week will be included on the next call agenda and the current status of each is included in today’s minutes (10-8-19). He also noted that he had received a Treasurer’s Update from Tim Ziethen and asked Tim to provide is report. (Included below)

Treasurer’s Update – Current Balance and Spend Rate as of 10-8-19

Tim Ziethen provided the following Treasurer’s Report on 10-8-19:

Spent to date: \$461,993.15
Total Grant Amount: \$1,250,000
Balance: \$788,066.85

Tim also noted that Amtrak Government Affairs – Ken Altman – has what he needs for reauthorization, but Tim wanted to confirm that the NGEC has approved the language – scope and funding – for Amtrak to use in its reauthorization request.

Steve Hewitt reported that the Reauthorization language has been approved by the NGEC as presented but awaits the OK from FRA on a disclaimer statement which was provided to them last week by Steve and Eric Curtit. Once the FRA is OK with the disclaimer, the language is good to go and available for use by Amtrak, AASHTO or others. This item will be taken up under agenda item 8.

Next Update – 11-5-19

Distribution of the NGEC two-pager – educational document 10-8-19:

The current version of the NGEC educational (two-pager) document was released at the Annual Meeting on 2-22-19 and is available in hard copy or electronically.

To date, (10-8-19) 265 hard copies and 355 electronic copies have been distributed.

Contact Steve Hewitt at shewitt109@aol.com. If hard copy, let Steve know where to send them and how many.

Update- Amtrak Equipment Procurement as of 9-24-19:

On the Acela:

Continues to move forward – progressing well with a power car moving at Hornell using its own power on the catenary.

It is expected to depart in January for TTCI.

Non-passenger cars (no interiors) – moving along well.

On the Locomotives:

Progressing nicely with the OEM – Amtrak will soon be going to FRA to request a waiver for testing since the state locomotives were tested and there is not much difference between these locomotives and those.

On the Trainset (cars):

This continues to move forward with bids due in a November timeframe.

Next Update 10-22-19

METRA Equipment Procurement Effort as of 4-9-19:

John Oimoen, IDOT, provided an overview of the METRA Equipment Procurement effort on 4-9-19:

An RFP is on the street for 200-400 bi-level cars. They are going through the process now. Interested parties must respond by August 2019.

METRA has the NGEC specification, but John does not know if they plan to use it or if they will be in contact with the NGEC or not.

Next Update: as appropriate

Update: States and Amtrak – Charger Locomotive Experience – as of 7-30-19:

Mid-West States Experience:

The Charger locomotives have been running for 2-years and are working well with all of the locomotives in service and only the normal “teething” issues occurring and being worked through.

One area that they are striving for improvement and are making improvements on is parts availability and field service. These issues are challenging but being worked out and improving.

John also pointed out the fact that there have been several vehicle strikes and debris strikes in the Mid-West, but the good news is that the Crash Energy Management (CEM) performed very very well. The engineers were very satisfied with the safety of the cabs.

Overall, John reported that they are very pleased with the performance of the locomotives.

California Experience:

Momo provided the average number of miles and engine hours for the locomotives in the various sections of the state where they are being used and noted that they are performing well.

There have been several debris strikes and Siemens and Amtrak are working on repairs.

Caltrans has exercised its option for continuing technical support with Siemens after the warranty has expired.

There have been some instances of ice buildup on the HVAC and they are working on determining the root cause.

Overall, the locomotives are performing very well.

Washington State Experience:

No report provided

Amtrak Experience:

Charlie King reported that Amtrak has held several meetings with Siemens on parts availability as "we continue to support the states" as our partners.

Amtrak is leasing a state unit to test in Long Distance service. Rolling Stock Engineers are on board to see how the locomotives perform in the hot days and high altitudes. The locomotive is in the trail, not lead, position on this test.

So far it has performed extremely well.

The intent is to also conduct a test in the winter weather to see how it fares. And they are working on resolving the snow ingestion issues that occurred last winter.

Next Update: 2020 NGEN Annual Meeting (February 2020)

4.

Approval of the Minutes from the 9-24-19 conference call meeting – Eric Curtit, MoDOT:

Due to the lack of a quorum for this call, the consideration of approval of the DRAFT minutes from the 9-24-19 call was tabled until the 10-22-19 call, or such time as a quorum can be confirmed.

5.

Update – Multi-State Rail Car Procurement as of 10-8-19 – Steve Hewitt for Caltrans:

Caltrans provided the following update to the NGEN Technical subcommittee on 10-3-19. In the absence of Caltrans on this call, Steve Hewitt provided the 10-3-19 update for Executive Board members (below):

All FDR System Level and related submittal approvals for the standard coach are at a Conditional Approval level or greater.

The IDOT galley mock-up review is occurring October 2-3, 2019. IDR system reviews for the IDOT café car occurred week of September 2. Action items for the Cab Car PDRs are complete and the Cab Car Brake System IDR occurred on September 4 in Sacramento.

The first 30 carshells are in production at Siemens Sacramento Facility. Bike rack and stairwell linings are now installed on Carshell #1. Carshell #2 is completing static testing. Carshell #3 has undergone carshell complete inspection and is beginning static testing. Carshells 4 and 5 remain in production with work including: seats, tables, HVAC ducting, toilet modules and wiring. The remaining carshells are in various stages of component installation, welding, integration, painting or storage.

The FAI process continues and most system-level FAIs are complete. The FRA Sample Car Inspection occurred on September 18th and the first two cars are being prepared for shipment to TTCI. The overall car FAI will be scheduled for early November. A functional wheelchair lift demonstration will occur at Ricon on October 15.

6.

Metro-North Dual Mode Locomotive Procurement – Ray Hessinger, NYSDOT:

Ray Hessinger reported that Metro-North continues to work towards a conforming specification and supporting documents – "getting close".

7.

Update – VIA Rail Equipment Procurement – Robert Becker, VIA Rail:

Robert Becker reported that things are going well – with several mock-ups taking place currently and over the next several months. Overall things are moving forward on schedule and in good shape so far.

8.

Update - Finalizing proposed NGEC Re-authorization Language – adding FRA disclaimer Eric Curtit:

On 10-3-19. Steve Hewitt and Eric Curtit provided a proposed Disclaimer statement to FRA for input. The intent is to get the ok to add this or a revised disclaimer and finalize the language for use by Amtrak, AASHTO or others.

Proposed Disclaimer:

The language provided herein does not include input from the Federal Railroad Administration.

On 10-8-19, Jeff Gordon, FRA, reported that the FRA is fine with the proposed disclaimer being included at the end of the reauthorization scope and language (below) and stressed that in distributing the language – it should be in-tact when used by Amtrak, AASHTO or others - not portions of it via cut and paste.

Steve Hewitt will send out the scope and language with the disclaimer as one document to all NGEC Exec Board members following this call and will include it in the minutes as well.

NGEC Reauthorization scope and funding language

(§24101): The Passenger Rail Investment and Improvement Act of 2008 directed Amtrak, states, FRA and the industry to establish the Next Generation Corridor Equipment Pool Committee (NGEC) to standardize and streamline the process for designing and obtaining next-generation passenger rail equipment purchased with federal funding. The NGEC is the national leader in standardization, acquisition, and management of passenger rail equipment. The Committee effectively developed 6 specifications that focus on single level car, bi-level car, single level train sets, diesel-electric locomotives, diesel multiple units, and dual-mode locomotives. Its document control procedures enable a review of the use of specifications and requests for modifications in order to continuously improve these specifications as new developments are conceived in vehicle production/manufacturing. The Committee has succeeded in lowering operating and maintenance costs and extending vehicle life expectancy. Lastly, the NGEC sparked domestic production, invigorated the supply chain and created high-wage jobs. It is important that Congress reauthorize the Committee in order to continue to improve the management of current and future equipment needs.

The NGEC suggests the following actions for consideration in the FAST Act Reauthorization:

- 1) *Reauthorize the NGEC and provide \$2,500,000 over the life of the bill for the NGEC activities;*
- 2) *Authorize the NGEC to:*
 - a. *Continue its document management efforts to maintain and improve upon its current passenger rail equipment specifications through existing NGEC procedures;*
 - b. *Continue its work in documenting best practices and lessons learned in equipment acquisition and ownership including; the development of a living reference document that will provide guidance for future equipment procurements;*
 - c. *Continue to work with entities like the Transportation Research Board (TRB) to leverage limited funding for additional research;*
 - d. *Develop high speed rail equipment specifications;*
- 3) *Award preference to entities using NGEC specifications who seek discretionary federal funding for new passenger rail equipment;*

To date an ever-increasing number of entities within and outside of the NGEC have used its specifications as a basis for procuring new rail equipment and this trend is expected to continue.

To date, the Committee has expended approximately \$3 million and has created six standardized vehicle specifications and continues to improve each as they are used in actual development of equipment. Creating and using standardized specifications will help to continue to increase competition and lower costs.

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9.

Update: NGEC Equipment Acquisition and Ownership Working Group – Eric Curtit:

The Working Group met on 10-8-19 and discussed a path forward.

Over the past 2 months members were asked to provide comments to each of the DRAFT sections (4) of the proposed reference document/report. Many comments were received and distributed to all members on 9-26-19.

On 10-3-19 the following path forward was agreed to:

Each section leader is to review all comments received on their particular section and then provide a revised draft of their section to Eric Curtit and Steve Hewitt by COB on 10-18-19. Once all revised section drafts are received, Steve will send them out to the full working group. This will give each member a full set of the report/reference document to review.

The working group will then meet again on 10-31-19 to discuss the latest drafts of the 4 sections. The intent is to follow that up with the procurement of professional technical writer to synthesize the 4 sections – remove duplications and convert the complete document into one voice and under one format.

The goal is to complete this effort in time for the next NGEC Annual Meeting – February 21, 2020.

10.

Update: TRB Session – The NGEC After 10 Years – Eric Curtit:

All speaker names and contact information has been provided to Jack Madden prior to the 10-1-19 deadline. The session title was confirmed as “The NGEC – 10 years of Progress”.

The content/topic for each presenter was also provided to Jack Madden prior to the 10-1-19 deadline.

Steve asked several times for a confirmation of which day the session would be held so that panelists could reserve the time on their calendars and begin making travel arrangements.

Last week, Steve Hewitt informed Jack Madden that a schedule conflict was making it necessary for the session to be held on 1-14-20 (Tuesday) in order to have all of the confirmed panelists participate.

Jack sent a message to Davidson Ward, the TRB sponsoring committee chair, requesting 1-14-20.

No response as of yet.

11.

Update: Document Control – Tammy Krause:

Tammy Krause provided the following update for inclusion in today’s minutes (10-8-19):

It has been very quiet in Document Control. I am waiting on Larry Salci’s review of the trainset proposed revisions. After his review, review panel and executive board approval I will have the new revision compiled. The ‘Electronics on Trains WG’ did not provide an update. That is all for now.

12.

Status: Trainset Revision B Review Panel Report – Larry Salci:

Larry Salci reported that he should have the report with recommendations completed by 10-15-19, and a Review Panel meeting could be scheduled thereafter (beginning on the 16th) and, if approved would be ready for Board consideration on 10-22-19.

Steve Hewitt will work with Chairman Curtit to arrange a Review Panel call in advance of the 10-22-19 Executive Board call.

13.

Other:

With no other business forthcoming, Eric Curtit adjourned the meeting at approximately 11:25am Eastern.

The next conference call will be 10-22-19

Decisions/Action Items

Update – Multi-State Rail Car Procurement as of 10-8-19:

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Next Update: 12-3-19

TRB session – NGEC 10 years of Progress:

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**S305 NGEC Executive Board Conference Call
October 8, 2019
11:30 AM – 12:30 PM Eastern
Call in number: 888 585-9008 conference access: 559-120-127**

Agenda

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|---|----------------|
| 1. Welcome and Open the Meeting | Eric Curtit |
| 2. Roll Call | Steve Hewitt |
| 3. Action Items Status Review | Steve Hewitt |
| 4. Approval of Minutes from 9-24-19 conference call meeting | Eric Curtit |
| 5. Update: Multi-State Car Procurement | Kyle Gradinger |
| 6. Update: Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 7. Update: VIA Rail Equipment Procurement | Robert Becker |
| 8. Update: Finalizing proposed NGEC re-authorization language – adding FRA disclaimer | Eric Curtit |
| 9. Update: NGEC Equipment Acquisition and Ownership Working Group | Eric Curtit |
| 10. Update: TRB Session –The NGEC after 10 years | Steve Hewitt |
| 11. Update: Document Control | Tammy Krause |
| 12. Status: Trainset Revision B Review Panel Report | Larry Salci |
| 13. Other | All |

Next Call-10-22-19