

SECTION 305 NGEC Executive Board

MINUTES

SEPTEMBER 29, 2015

11:30 EASTERN

CONFERENCE CALL

FACILITATOR	<i>Eric Curtit, Chair, S305 NGEC Executive Board</i>
ATTENDEES	Board Members: <i>Eric Curtit, Dale Engelhardt for Mario Bergeron, Michael Lestingi, Darrell Smith, Ray Hessinger, Arun Rao, Tammy Nicholson, Ron Pate, Tim Hoeffner, Bruce Roberts, Michael Jenkins, Brian Beeler II</i> Support Staff: <i>Bryan Hong, Steve Hewitt, Jeff Gordon, Beth Nachreiner, Sal DeAngelo, Jason Biggs, Jeremy Jewkes, Patrick Centolanzi, Tammy Krause, Vincent Brotski, Nico Lindenau, Dave "Emeritus" Warner</i>
ABSENTEES	Board Members, <i>Mario Bergeron, John Rosacker, Paul Worley, John Oimoen,</i> Support: <i>Allan Paul, Shayne Gill, Larry Salci</i>

DECISIONS MADE

1. Welcome –Eric Curtit, Chair, S305 NGEC Executive Board:

Chairman Curtit, opened today's meeting and asked Steve Hewitt to call the roll.

2. Roll Call –Steve Hewitt, Manager, S305 NGEC Support Services:

Steve Hewitt called the roll and confirmed the presence of a quorum.

3. Review of Action Items – Steve Hewitt:

Steve Hewitt provided a status update on Action items not covered on today's agenda.

Action Items Status Update

Mid-West States – Section 6 progress report: Progress is being made on the issue of governance and ownership – a draft ownership document is under review by the states' general counsels. The RFP for a Fleet manager should be released shortly – final steps are being taken by IDOT to make that happen.

Agenda item 5

514 Subcommittee update: No update was provided on the last call. (ongoing)

Agenda item 10

The Finance and Administrative subcommittee continues to look at potential funding options and strategies for the future of the NGEC: (ongoing) The subcommittee continues its progress and expects to have a recommendation package ready for NGEC Executive Board discussion on the October 27th call.

We will hear briefly today on the progress of the Legislative Outreach task force formed by the Finance and Administrative subcommittee.

Agenda item 8

Dual Mode Locomotive (DC 3rd Rail) specification Approval: The subcommittee approved the specification Draft 2 – It will be reviewed first by Larry Salci against the Requirements document (as revised and approved by the Board on 9-1-15). Larry will prepare the Review Panel Report and recommendations; the Review Panel will meet to discuss and consider the report and it will then be submitted for adoption by the Executive Board. Timeline for completion of this process is mid-November 2015 – prior to Thanksgiving.

4. Approval of the Minutes from the 9-1-15 conference call meeting – Eric Curtit:

On a motion by Tim Hoeffner, Michigan, and a second by Ron Pate, WSDOT, the minutes from the 9-1-15 Executive Board conference call were approved without exception.

5.
Progress Report: Mid-West States –Tim Hoeffner, Michigan DOT:

Tim Hoeffner reported that the last meeting of the Mid-West States took place two weeks ago.

They continue to monitor the situation with Nippon Sharyo (Bi-Level Cars) especially with regard to the failed compression test.

The Mid-West Interstate Passenger Rail Commission has discussed establishing a compact and to use it as a vehicle for establishing ownership, governance, maintenance, and operation of the equipment.

6.
Status Update: Bi-Level Car Procurement – Bruce Roberts, Caltrans:

Bruce Roberts provided a brief update on the activities related to the bi-level car procurement:

They are in a "holding pattern" after the compression test failure awaiting full analysis by the manufacturer (Nippon Sharyo) with regard to what happened, why it happened, and how it can be corrected. Nippon Sharyo has provided a base assessment, but not an approach and strategy, or a full explanation of why it happened or how they can make sure it does not happen again.

FAIs on the car shell are going to be starting up again at "ground zero". The process is active with full engagement by Caltrans, IDOT, and the FRA.

"Anxious times for all of us...lots of work ahead..."

Sal DeAngelo, FRA, added that Nippon Sharyo has announced additional furloughs at the plant. For FRA, getting them back to work is of primary importance.

Nippon Sharyo has brought on board an individual (referred to as Shu) to lead the collective actions to remedy the situation.

Shu met with Larry Salci (consultant to FRA on this procurement) a few weeks ago and went to Rochelle and met with Nippon Sharyo there.

Sal noted that feedback from Shu is anticipated soon.

He added that Caltrans has stepped up and taken a more active role in getting answers from Nippon Sharyo.

Sal emphasized the need to get a plan together to re-deploy those who have been furloughed – and get them back to work.

He sees a positive in the fact that the effort is moving forward, but there is a need to figure out what it will take to get the workers back, "get the learning curve behind us, and get rolling again."

7.
Status Update: Diesel-Electric Locomotive Procurement – Eric Curtit for John Oimoen, IDOT:

In the absence of John Oimoen, Eric Curtit reported that the procurement is going well, and is a little ahead of schedule.

Bruce Roberts, Caltrans, added that they (Caltrans) are exercising their option for 14 additional locomotives.

Sal DeAngelo added that there have been some minor issues along the way with the risk being low to moderate, but the schedule is "tighter" now.

Final Design Review is done.

Car shell manufacture was delayed slightly but is moving along again.

They are reworking and revising the schedule.

Other locomotives interspersed with this project have been moved, by Siemens, "to the end of our order".

FAIs had been slightly delayed but nothing critical. The FAI of the car shell is planned for 10-20-15.

Overall, the procurement is "rolling along fairly well."

**8.
Update: Legislative Outreach Task Force Activities – Eric Curtit:**

Eric Curtit reported that the Legislative Outreach task force is working on the development of a message and a strategy for taking it to the Hill.

MODOT is developing a concise two pager to convey the message to Congress with regard to "who we are, what we have accomplished and the economic benefits derived from the NGEC activities". A first draft has been prepared, and should be distributed to task force members shortly for review and comment.

**9.
Technical subcommittee updates – Dale Engelhardt and Steve Hewitt for Mario Bergeron:**

- a. Technical subcommittee approval of PRIIA Specification 305-912 Operational and Environmental Conditions or PRIIA Rolling Stock Revision B.

On September 24, 2015, the Technical subcommittee approved PRRIA Specification 305-912 Operational and Environmental Conditions or PRIIA Rolling Stock Revision B.

The document will now be submitted through the approval process for NGEC Board adoption.

- b. GAO participation on the 9-24-15 Technical subcommittee call/follow ups.

Steve Hewitt and Dale Engelhardt reported on the GAO's participation on the last Technical subcommittee call.

Similar to their recent meeting with the NGEC Executive Board, the GAO team participated on the Technical subcommittee's call on 9-24-15 to provide an overview of the study they are about to begin at the request of Congressmen Capuano and Lipinski.

The request is to look at several items:

The FRA's oversight of the multi-state procurements that are underway, and compliance under the terms of the RFPs. The study will include a review of the procurement process, and how FRA could improve its performance and accountability as well as items such as ensuring speed of up to 125mph.

While the GAO team is still in the process of designing the study, it is endeavoring to understand the NGEC processes, and talk to as many participants as possible. The GAO has talked with several members already and having participated on an NGEC Executive Board call, the team is now interested in learning more about the NGEC's technical subcommittee processes – and in understanding what is working well and how the process could be improved.

Follow ups will be coordinated with Steve Hewitt. Some of those follow-ups include: responding to the three questions posed to the subcommittee (below) – providing clarification on the subcommittee membership types, NGEC processes and structure; coordinating potential interviews with the subcommittee working group leaders and Tammy Krause; and scheduling follow up participation on technical subcommittee calls in the future.

Questions submitted to the subcommittee by the GAO team were:

1. *Describe the roles and responsibilities of FRA, state, and industry representatives on the Technical Subcommittee. To what extent are there differences (e.g., roles of voting and non-voting members)?*
2. *How did the Technical Subcommittee decide on the key performance requirements for the bi-level car and locomotive specifications? For example, the diesel-electric locomotive requirements document lists performance goals, such as developing a vehicle suitable for operation up to 125 mph and fuel capacity of 1800 gallons.*
 - a. *How were differences in opinion on the specific elements included in each technical specification resolved?*

3. *In your view, what has worked well with the processes to develop and review technical specifications? What, if any, issues have been identified and what improvements could be made?*

10.

Status Update: 514 subcommittee – Ron Pate:

Jeremy Jewkes, reported on two highlights:

Finalizing the CIP document: It is expected to go out from the subcommittee to the Executive Board (NGEC) for its review in the next week or so. The expectation is to have the Executive Board consider its approval in October, 2015.

209/305 coordination: Now that 209 "has its feet under it" (with the establishment of the State Amtrak Intercity Passenger Rail Committee (SAIPRC), 514 and the SAIPRC are working to determine their roles in the process.

Ron Pate added some context/background. The 514 subcommittee was established under the NGEC because of its expertise in equipment. In time it was opened up to any state that has equipment. The 209 group has established governance procedures similar to those of the NGEC, and there is an effort to determine how best to coordinate their efforts and those of 514 without duplication. How, where does SAIPRC fit into the 514 process that has been underway for a while now, and works.

Overall 209 policy is outside of 514's level. 514 develops the CIP and the NGEC approves it. If there are policies developed by SAIPRC, like payment methodology it would be approved at the SAIPRC level and included in the CIP.

Jason Biggs added that there are differences of opinion between the two groups. There is a meeting this week among the 209 working groups with SAIPRC. Some discussion on the coordination between 514 and SAIPRC will take place with David Kutrosky, Chair of the SAIPRC and Jason Biggs, WSDOT and 514.

The goal is to get to the point of where SAIPRC actions go into the CIP. In areas of policy is where SAIPRC would have input.

The NGEC acceptance of the CIP and action to be taken by SAIPRC is yet to be resolved. The hope is to streamline the effort to keep it as clean as possible.

Beth Nachreiner, FRA, asked Jason if they were looking for feedback from those participating this week in the SAIPRC meeting of working group chairs. "Since this is not a full SAIPRC meeting – is it feedback you are looking for?"

Jason Biggs agreed – it is feedback they are looking for. The next CIP being close to completed is following the process "we already have." Any agreement to modify the process will be put in place going forward.

Beth noted that there will be a full SAIPRC meeting in the near future "and then we can see where we go next."

11.

Other issues – All:

Michael Jenkins, Oregon, raised the issue of the pending positive train control (PTC) implementation deadline, and urged the NGEC to weigh in with a letter expressing support for an extension of the deadline. Many organizations are weighing in and the NGEC, with its expertise in equipment could weigh in from that point of view.

Eric Curtit noted that taking positions on these kinds of issues is difficult for the NGEC because of its membership makeup which includes, not only states, but Amtrak and FRA as well.

Patrick Centolanzi, FTA, noted that PTC is outside of the scope of the NGEC, and that FTA would need to be sensitive to the fact that FRA and Amtrak are here.

Mike Jenkins reiterated "it will affect us all very quickly...and we need to decide do we address it or not address it."

Patrick Centolanzi emphasized "it is a difficult position...we do not usually comment on regulations of our sister mode, and, anyway, that aside, is it within the Scope of this committee?"

Tim Hoeffner, Michigan DOT, noted that "it is in all of our best interests through all groups or organizations to get on board" with regard to extending the PTC implementation deadline "whether it be individually or collectively".

Mike Lestingi, FRA, commented that “we could not clear it within the FRA to say something...it would need to be handled similar to things we’ve done in the past...where FRA is not able to take a position.” He added “With no clearance from us, there can’t be a unanimous position from the NGEC.”

Eric Curtit added that “all states should get involved in the process individually; the NGEC cannot express it as an organization.”

With no further issues forthcoming, Chairman Curtit adjourned today’s meeting at approximately 12:10PM Eastern.

The next call is October 13, 2015

Decisions/Action Items

Mid-West States – Section 6 progress report: The Mid-West Interstate Passenger Rail Commission has discussed establishing a compact and to use it as a vehicle for establishing ownership, governance, maintenance, and operation of the equipment.

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Technical subcommittee approval of 305-912 Revision B: The subcommittee approved Revision B on 9-24-15. It will now go through the required process for approval by the Executive Board.

ATTACHMENTS



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

**S305 NGEC Executive Board Conference Call
September 29, 2015**

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 the September 1, 2015 Call | Eric Curtit |
| 5. Progress Report: Mid-West States – Section 6 | Tim Hoeffner |
| 6. Status Update: Bi-Level Car Procurement | Bruce Roberts |
| 7. Status Update: Diesel-Electric Locomotive Procurement | John Oimoen |
| 8. Update: Legislative Outreach Task Force Activities | Eric Curtit |
| 9. Technical subcommittee updates: | Mario Bergeron |
| a. Tech SC approval of:
PRIIA Specification 305-912 Operational and Environmental Conditions or PRIIA Rolling Stock Revision B. | |
| b. GAO participation on 9-24-15 Technical subcommittee call/follow ups | |
| 10. Status Update: 514 subcommittee | Ron Pate |
| 11. Other | All |

Next Call: October 13, 2015