



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

SECTION 305 NGEC Executive Board

MINUTES

SEPTEMBER 10, 2019

11:30 EASTERN

CONFERENCE CALL

FACILITATOR	<i>Eric Curtit, Chair, S305 NGEC Executive Board</i>
ATTENDEES	Board Members: <i>Eric Curtit, Charlie King, Ray Hessinger, Tim Ziethen, Jeff Gordon for Michael Lestingi, Arun Rao, Arun Rao also as proxy for John Oimoen, Amanda Martin, Kyle Gradinger, Allan Paul, Kirk Fredrickson for Jason Biggs/Ron Pate, Mike Jenkins, Support Staff:</i> <i>Steve Hewitt, Jon Dees, Larry Salci, Tammy Krause, Patrick Centolanzi,</i>
ABSENTEES	Board Members: <i>Ron Pate, John Rosacker, John Oimoen, Tim Hoeffner, Brian Beeler II, Michael Lestingi Support:</i> <i>Jason Biggs, John Bell, Strat Cavros, Shayne Gill, George Hull, Byron Comati, Michael Burshtin, Mike Murray,</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 confirmed the presence of a quorum.

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 (9-10-19)

Distribution of the NGEC two-pager – educational document 9-10-19:

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, (9-10-19) 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.

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

VIA Rail Equipment Procurement – as of 7-30-19:

VIA Rail reported that things are going well and that they are close to wrapping up the conceptual design review phase.

In September, they will begin the next phase – preliminary design review.

There have been no major issues.

They are in the process of fine tuning the final configuration after beginning with a base specification.

Next Update: 9-24-19

Update: Amtrak Equipment Procurements – as of 8-27-19:

On the Acela 21:

2 cars are together at Hornell – not officially a trainset yet – no power cars at this point – but great progress. There have been a few minor delays but the start of testing at TTCI remains on schedule for January 2020.

On the Charger:

The procurement remains on track – Amtrak is engaged in a review conference with Siemens.

The anticipated April 2021 Delivery timeframe remains on track.

On the Trainset procurement:

November remains as the timeframe for bids to come in and then an aggressive schedule will proceed on the next steps. Minor adjustment to the spec is being made as input is received from potential bidders.

Next update – 9-24-19

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)

NGEC Equipment Acquisition and Ownership Working Group – as of 8-13-19:

The Working Group met on 8-8-19

All sections (Planning, Implementation, Revenue Service, and Sustainability) have been submitted by the team leaders and working group members have begun to review and comment on the material that has been submitted.

On 8-8-19, a discussion about the nature of the comments and a path forward took place. In general, the comments received revolved around duplication, overlap between sections and differences in structure.

It was agreed that members will be given additional time for review and to provide additional comments.

Once all comments are received, the next step will be to develop a scope and budget for possibly procuring professional assistance to compile the sections and write the report.

During the discussion, it was emphasized/clarified that this “report” is meant to be a reference document. It is meant to be a tool that states or entities looking to procure equipment can use as a reference identifying best practices as well as issues that have come up in these initial NGEN procurements.

A timeline was established as follows:

All members having additional comments are to submit them in track changes to Eric Curtit and Steve Hewitt by COB 9-5-19.

Steve Hewitt will send all comments out to the members in advance of the next call which will take place on 9-19-19 at 4:00pm Eastern. On that call, next steps will be further defined. The overall timeline remains for the document to be finalized in time for the NGEN 2020 Annual Meeting (February 2020).

Next Update – 9-24-19

4.

Approval of the Minutes from the 8-27-19 conference call meeting – Eric Curtit, MoDOT:

On a motion offered by John Oimoen, IDOT, and seconded by Ray Hessinger, NYSDOT, the minutes from the 8-13-19 conference call meeting were approved as presented.

5.

Treasurer’s Update – Current Balance and Spend Rate – Tim Ziethen, Amtrak:

Tim Ziethen provided the following Treasurer’s Report on 9-10-19:

Spent to date: \$460, 236.38
Total Grant Amount: \$1,250,000
Balance: \$789,763.62

The current run rate is just under \$15,000 a month with about one year left on the current grant agreement. To continue, the NGEN has been deemed to be for a no-cost grant agreement extension. The recommendation (with concurrence from the FRA) is to begin the formal request process no later than shortly after the first of the year (January 2020).

6. Update – Multi-State Rail Car Procurement as of 9-10-19 Kyle Gradinger:

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 scheduled for October 2019. IDR system reviews for the IDOT café car are in process this week. Action items for the Cab Car PDRs are in work and the Cab Car Brake System IDR took place this Wednesday in Sacramento.

The first 29 carshells are in production at Siemens Sacramento Facility. Static testing continues on Carshell #1. Corner load, trucking and water tests were completed last week on Carshell #2. Liners and racks were installed on Carshell #3. Carshells 4 and 5 remain in production with work including: door platforms, underframe racks, 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 will occur on September 18th. The overall car FAI will be scheduled for late September or October.

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

Metro-North continues to negotiate to come up with a conforming specification to allow vendors to submit bid proposals.

8. Finalizing proposed NGEC Re-authorization Language – scope and funding – Eric Curtit:

On the last call (8-27-19), Eric Curtit provided an overview of the DRAFT NGEC reauthorization language that was distributed in advance of the call. It is re-printed below:

DRAFT NGEC Reauthorization scope and funding language

(§24101): The Passenger Rail Investment and Improvement Act of 2008 directed Amtrak, states, FRA and 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. 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 locomotive, diesel multiple units, and dual-mode locomotive. 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, NGEC sparked domestic production, invigorated the supply chain and created high-wage jobs. It is important that Congress reauthorize the committee in order to improve 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.

As of 9-10-19, no comments or edits were received.

Eric noted that he and Steve Hewitt will add a disclaimer to the effect that FRA is not a party to developing or advocating for the language being proposed.

Once the disclaimer is added, it will be sent to FRA (Jeff Gordon and Michael Lestingi) for their ok. After that, a final document will be distributed to AASHTO and Amtrak for their use and to all NGEC members to use as appropriate.

The Chairman asked if there were any objections or issues with the language or the approach. Hearing none, it was determined that the process would move forward as described.

9.

Discussion: Proposed TRB Session – The NGEC After 10 Years – Next Steps - Timeline– Eric Curtit:

Eric Curtit reminded Board members that on the last call, it was agreed that the NGEC would participate with TRB in a lectern session at the TRB Annual Meeting in January in DC. Jack Madden is the point of contact between the NGEC and TRB. The session will be a panel format. Panelists need to be confirmed, but the intent is to have Chairman Curtit; a State representative from one of the NGEC procurements; Charlie King, Technical subcommittee Chair; an FRA representative; and possibly Larry Salci to provide the industry perspective.

The Board needs to provide Jack Madden with the names of the panelists – and the content to be covered by 10-1-19.

Confirmed participants are:

Eric Curtit, NGEC Chair/MODOT
Charlie King, NGEC Technical subcommittee Chair/Amtrak

Today (9-10-19) Larry Salci agreed to participate as the industry representative on the panel.

The FRA committed (on the last call 8-27-19) to participate but has not yet named a representative. Jeff Gordon noted that it has not yet been determined for certain, but that it most likely will be him.

Eric and Steve will reach out to representatives of procuring states (IDOT/Caltrans) to see if they are able to provide a panelist. If not, Eric Curtit will handle the state role as well as the NGEC overview on the panel.

The intent is to finalize names on the next Executive Board call 9-24-19.

10.

Update: Document Control – Tammy Krause:

Tammy Krause provided the following update for inclusion in today's minutes (9-10-19):

Document Control has nothing new to report today. The Technical subcommittee did not meet last week and there is no update from the electronics on Trains WG. The TSC accepted changes to the Train set specification have been submitted to the EB and I am waiting upon Larry Salci's review.

11.

Trainset Revision B Review Panel Report – timeline – Larry Salci

Larry Salci has begun a review of the summary of changes and noted the need to have a call with Tammy Krause to get some clarification.

Larry is preparing the letter with scope and budget to send to AASHTO and will provide it to Eric Curtit (and Steve Hewitt) for concurrence prior to sending to Strat Cavros (AASHTO).

After some discussion and scheduling conflicts including the AASHTO/SPRC, SAIPRC meetings in Connecticut the week of 9-16-19, it was agreed that the target date for Executive Board consideration of the Review Panel Report and recommendation will be 10-22-19.

All but one Review Panel member (WSDOT) has confirmed continuing to serve on the Panel. Kirk Fredrickson, WSDOT, will check with Jason Biggs, WSDOT, to confirm his availability.

Trainset Review Panel:

Eric Curtit, Missouri DOT - Chair - confirmed
Allan Paul, North Carolina DOT - confirmed
Jason Biggs, Washington State DOT - pending
Jeff Gordon, FRA - confirmed
Larry Salci, consultant to the Review Panel - confirmed
Michael Burshtin, Amtrak – technical support - confirmed
Tammy Krause, NGECC Document Control Manager - confirmed
Steve Hewitt -NGECC support - confirmed

**12.
Other:**

With no other business forthcoming, Eric Curtit adjourned the meeting at 11:55am Eastern.

The next conference call will be 9-24-19

Decisions/Action Items

Update – Multi-State Rail Car Procurement as of 9-10-19:

See agenda item 6 in the minutes.

Metro North Dual Mode Locomotive Procurement – Update as of 9-10-19:

Metro-North continues to negotiate to come up with a conforming specification to allow vendors to submit bid proposals.

Next Update – 10-8-19

Document Control Update – 9-10-19:

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Equipment Acquisition and Ownership Best Practices Working Group – 8-27-19:

The Working Group met on 8-8-19

All sections (Planning, Implementation, Revenue Service, and Sustainability) have been submitted by the team leaders and working group members have begun to review and comment on the material that has been submitted.

On 8-8-19, a discussion about the nature of the comments and a path forward took place. In general, the comments received revolved around duplication, overlap between sections and differences in structure.

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Steve Hewitt will send all comments out to the members in advance of the next call which will take place on 9-19-19 at 4:00pm Eastern. On that call, next steps will be further defined. The overall timeline remains for the document to be finalized in time for the NGEC 2020 Annual Meeting (February 2020).

On the next Finance and Administrative subcommittee call (8-21-19), Steve Hewitt and Eric Curtit will begin the discussion on moving forward under NEC procurement procedures for contracting for a consultant to complete the document.

Next update 10-8-19:

Amtrak Locomotive Procurement -8-27-19:

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Next Update 10-8-19

Developing proposed NGEC re-authorization language (scope and funding)

On 8-27-19, Eric Curtit provided an overview of the DRAFT NGEC reauthorization language that was distributed prior to the call. It is re-printed under agenda item 7 of these minutes.

Action timeline: All comments are due to Eric Curtit and Steve Hewitt by COB on 9-6-19, and the language will be finalized on the 9-10-19 Executive Board call. In the meantime, if Amtrak or AASHTO or others need the language to meet a deadline, this language will be used as a placeholder.

As of 9-10-19, no comments or edits were received.

Eric noted that he and Steve Hewitt will add a disclaimer to the effect that FRA is not a party to developing or advocating for the language being proposed.

Once the disclaimer is added, it will be sent to FRA (Jeff Gordon and Michael Lestingi) for their ok. After that, a final document will be distributed to AASHTO and Amtrak for their use and to all NGEC members to use as appropriate.

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TRB session – NGEC 10 years of Progress:

On 8-13-19, it was agreed that Jack Madden will work with TRB and the NGEC executive Board in developing a lecture session to be held during the TRB Annual Meeting in January 2020.

The Board will determine the content and the speakers for the panel and keep Jack apprised. Jack will need to finalize participants and content by 10-1-19. In the meantime, Jack will reserve the slot for the TRB meeting using the working session title of "The NGEC – 10 Years of Progress".

Confirmed participants are:

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Tammy Krause, NGEC Document Control Manager - confirmed

Steve Hewitt -NGEC support - confirmed

S305 NGEC Executive Board Conference Call

September 10, 2019

11:30 AM – 12:30 PM Eastern

Call in number: 888 585-9008 conference access: 559-120-127

Agenda

- | | |
|---|----------------|
| 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 8-27-19 conference call meeting | Eric Curtit |
| 5. Treasurer's Update – Current Balance and Spend Rate | Tim Ziethen |
| 6. Update: Multi-State Car Procurement | Kyle Gradinger |
| 7. Update: Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 8. Update: Finalizing proposed NGEC re-authorization language (scope and funding) | Eric Curtit |
| 9. Update: TRB Session –The NGEC after 10 years – confirming NGEC panelists | Steve Hewitt |
| 10. Update: Document Control | Tammy Krause |
| 11. Trainset Revision B Review Panel Report – timeline | Larry Salci |
| 12. Other | All |

Next Call-9-24-19