

SECTION 305 NGEC Executive Board

MINUTES

SEPTEMBER 25, 2018

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, Michael Murray for Michael Lestingi, Amanda Martin, Arun Rao Arun Rao also as proxy for John Oimoen, Allan Paul, Jason Biggs for Ron Pate, Kyle Gradinger, Brian Beeler II, Support Staff: Steve Hewitt, Larry Salci, Michael Burshtin, Tammy Krause</i>
ABSENTEES	Board Members: <i>Michael Lestingi, Ron Pate, John Rosacker, John Oimoen, Mike Jenkins, Tim Hoeffner, Support: Jeff Gordon, Beth Nachreiner, Jon Dees, Strat Cavros, Shayne Gill, Byron Comati, Patrick Centolanzi</i>

DECISIONS MADE

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

Chairman Curtit, Missouri DOT, convened today’s 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 noted that all open action items are covered under the agenda.

The status of all open action items as of 8-28-18 can be found below:

Action Items Status’ as of 8-28-18:

Update – Multi-State Rail Car Procurement – Kyle Gradinger, Caltrans as of 8-28-18:

- *Three critical cab car DCRs were submitted to NGEC on 7/30. The three are: Car Length Over Couplers, Carbody/Cab Construction and Cab Car Floor Height Transition*
- *Final Design Review Sessions for standard coach concluded in the week of August 7 in Chicago with FDR for H-Coupler, IDOT Diaphragm, IDOT End Doors, Interiors, Wheelchair Lift and Trap Door. There are still open items that need to be addressed and closed before we can approve FDR.*
- *Dynamic testing discussions occurred August 7 & 8 in Chicago with a technical discussion session on 8/7 including Amtrak and FRA and a commercial & insurance discussion on 8/8. Many action items were identified, and Caltrans, IDOT, Amtrak and FRA will continue ongoing discussions to resolve all issues identified at the meetings. Caltrans and IDOT will be issuing a first letter to SCOA/Siemens addressing some of our action items. The letter will most likely go out next week.*
- *Preliminary Design Review for the Café car commences week of September 10 in Sacramento with a full PDR session for the Galley Equipment. Following will be an overview of the adapted systems changes from standard coach to café coach. Amtrak Public Health team will be joining us for this meeting.*
- *System-level FDR approvals of the Carbody & Clearance, Water & Waste, HVAC and Brakes have been provided to SCOA/Siemens. Gap Filler action items have been addressed with approval to follow. Caltrans submittals to FRA for Safety Appliance and Carbody to occur in September.*
- *The first 5 carshells are in production at Siemens Sacramento Facility with carshell #1 in the final stages of integration and welding. The expansion of the Sacramento production facility is in process and on target for a November completion.*

Agenda item 6

The Charger - Diesel-Electric Locomotive and Mid-West Section 6 Plan Update:

Nothing new to report on 8-28-18

Metro North Dual Mode Locomotive Procurement 8-14-18:

Metro North released their RFP on 8/16. They have adopted a two-phased approach. Phase I involves pre-qualification of vendors. Interested vendors are required to submit documentation regarding their Vendor Responsibility, Financial Capability, Technical Capability and Experience. Phase I proposals are due 9/17. Metro-North will evaluate the proposals and short list the successful vendors. Short-listed vendors will then receive the technical RFP, including MNCR's Dual Mode specification. Metro-North has not announced a schedule for release of the Phase 2 technical RFP nor a submittal date for technical and price proposals.

Agenda item 7

Treasurer/Grant related Status Updates as of 8-28-18:

- a. Status Revised Statement of Work (SOW)/Grant Amendment Request (GARF) submittal including the 12 Month No-cost grant agreement extension and decision on one or two audits:

Tim Ziethen reported that he has received verbal approval on the revised SOW and the GARF including the approval of a 12 month no-cost grant agreement extension (through 9-30-2020) and the elimination of the "extra" audit. The NGEC grant will be included as a part of the larger "single audit" process.

Michael Lestingi, FRA, confirmed Tim Ziethen's understanding.

Steve Hewitt asked Tim Ziethen to provide him with a copy of the executed agreement once he has received it. Tim agreed to do so.

Steve asked FRA if they knew when the agreement would be executed. Beth Nachreiner, FRA, agreed to check with the grants office and let Steve know.

- b. NGEC Budget Balance – expenditures to date, current balance:

The full Grant amount: \$1,250,000.00
Current Balance \$1,018,811.00
Spent to date: \$231,189.25

Tim will provide a brief report on this to Steve Hewitt.

- c. Status: April-June 2017 AASHTO Invoice:

Tim Ziethen reported that this invoice has been paid. Strat Cavros, AASHTO, confirmed the payment has been received and he has no issues.

This action item is closed.

- d. Discussions with AASHTO re: potentially changing to a monthly invoice process:

Tim Ziethen reported that he is continuing towards working on a monthly invoicing process with AASHTO. A member of the Amtrak staff will be reaching out to Strat Cavros to discuss this as a possibility.

Agenda item 5a and b

Document Control Update – 8-28-18:

The three most recent DCRs received for the single level car specification are currently with the Structural working group. I do not have a date for completion yet.

I have reached out to Ray Hessinger to discuss the differences between the PRIIA Dual Mode locomotive and the MNRR Dual Mode locomotive. I hope to generate DCRs to update the PRIIA specification to address the differences. That is my update.

Agenda item 9

Open/Ongoing Actions:

Team Leaders will continue to work on their section DRAFTS between now and the next call.

DRAFTS should be distributed for working group members to review and comment on (in track changes) in advance of the next call.

Each Team Leader will be asked to provide a status update on their progress on the next call – 7-26-18.

The Working Group has established a call schedule – it will meet every 4 weeks on Thursdays at 4:00PM Eastern.

Steve Hewitt will send Jeff the meeting schedule and all background materials. The next call is 7-26-18 – 4:00pm Eastern.

Next call 9-6-18

Agenda item 10

Amtrak Locomotive Procurement – 8-14-18:

On 8-14-18, Charlie King provided a high-level overview of the RFP that is on the street for power and cited some of the differences between the PRIIA specification and that of Amtrak. Amtrak began with the PRIIA spec as its baseline and added some items based on its needs.

Some of those differences/changes include: Amtrak speed is 110mph vs PRIIA “up to” 125mph; 1000 KW HEP system vs PRIIA’s 600 KW Amtrak is calling for a 2,200-gallon fuel tank – to PRIIA’s call for 1,800 to 2,200 gallons; and the maximum length for Amtrak is 85 feet vs 72 feet called for in the PRIIA spec. There are other items such as those pertaining to advanced analytics and safety options especially in areas where there will be no PTC, and other safety measures will be required.

Charlie also noted that the questions and comments on the RFP have slowed down with about 4 or 5 manufacturers likely formulating their proposals for next month.

As for the RFI for cars, Charlie reported that 8 builders have come to Amtrak for interviews. Three states have been represented on those calls (IDOT, NYSDOT and Caltrans) as part of the team listening in. They provide questions to Amtrak to take to the builders. Data gathering will likely continue until October with an RFP thereafter.

Agenda item 8

4.

Approval of the Minutes from the 8-28-18 Conference Call Meetings – Eric Curtit:

A motion was offered by Allan Paul, NCDOT, and was seconded by Charlie King, Amtrak, to approve the minutes from 8-28-18 as presented. With a quorum having been established and no objections or exceptions noted, Chairman Curtit determined that consensus had been achieved the minutes of 8-28-18 are approved as presented.

5.

Treasurer’s Updates - Tim Ziethen, Amtrak:

- a. NGEN Grant Agreement modification – fully executed 9-14-18

On 9-14-18 the modification to the Grant Agreement, including a 12 month no cost performance period extension (through 9-30-2010) and an approval of the revised SOW, was fully executed. Steve Hewitt has provided all Board Members with a copy of the executed agreement.

- b. Status: Discussions with AASHTO re: potentially changing to a monthly invoice process

Tim reported that he and Strat Cavros, AASHTO, have agreed to use the current process through this quarter (ending 9-30-18) and to begin in October using a monthly invoicing and reconciliation process.

Going to a monthly process would seem to be more efficient and useful especially from a review and audit perspective.

With the monthly process, AASHTO will receive payment sooner and from the review and audit process for Amtrak it will be much more useful.

6.

Update – Multi-State Rail Car Procurement – Steve Hewitt for Kyle Gradinger, Caltrans:

- *Three critical cab car DCRs were submitted to NGECC on 7/30. The three are: Car Length Over Couplers, Carbody/Cab Construction and Cab Car Floor Height Transition. A conference call took place on 9/14 for discussion, and the vote will happen at a later date.*
- *Dynamic testing discussions occurred August 7 & 8 in Chicago with a technical discussion session on 8/7 including Amtrak and FRA and a commercial & insurance discussion on 8/8. Many action items were identified, and Caltrans, IDOT, Amtrak and FRA will continue ongoing discussions to resolve all issues identified at the meetings. Caltrans and IDOT issued a first letter to SCOA/Siemens addressing some of our action items on Friday 9/7. The follow up meeting took place on September 13 and we will have our next meeting on 10/5.*
- *Preliminary Design Review for the Café car took place in the week of 9/11 in Sacramento with a full PDR session for the Galley Equipment. Following was an overview presentation of the adapted systems changes from standard coach to café coach. Amtrak Public Health team joined us for the Galley portion of the meeting. Amtrak Rolling Stock Engineering team has provided input to various signage and color scheme for the café cars. Caltrans and IDOT have requested a modification to the proposed Galley design to increase storage, serving and cooling capacity. Siemens is investigating.*
- *Caltrans/IDOT is meeting with ADA representatives on 10/2 to go over the café car design updates.*
- *System-level FDR approvals of the Carbody & Clearance, Water & Waste, HVAC and Brakes have been provided to SCOA/Siemens. Gap Filler and Digital Communications are both pending system level approval. Approval requests have been received for Exterior Doors, Diagnostics and Sliding Step. Caltrans submittals to FRA for Safety Appliance and Carbody remain targeted for September. Siemens is currently gathering the final drawings for the Safety Appliance submittal.*
- *The first 7 carshells are in production at Siemens Sacramento Facility and carshell #1 has completed the passivation process. Carshells 8 through 12 are in the initial stages of construction. The expansion of the Sacramento production facility is in process and on target for a November completion.*

Allan Paul, NCDOT asked if Siemens will be adding capacity with its facility expansion.

Kyle Gradinger, Caltrans, could not speak for Siemens, but commented that it was his view that with another carbuilder beginning a procurement the facility will be at 100% and that the facility is exclusively for passenger car production.

7.

Update: Metro-North Dual Mode Locomotive Procurement: John Bell for Ray Hessinger:

Ray Hessinger, NYSDOT, reported that Metro-North is in the middle of the procurement process – it is ongoing. He added that NYSDOT is not directly involved in the procurement and it is technically “in a black box”.

Ray also noted that he has had preliminary discussions with Tammy Krause about bringing the specification to the NGECC to review the changes made by Metro-North to the base PRIIA spec and choose to adopt some of them and incorporate them into a revised PRIIA NGECC spec. This process is in the early stages – just getting started.

8.

Update: Amtrak Equipment Procurement – Charlie King, Amtrak:

Charlie King reported that the Long-Distance Diesel-Electric Locomotive procurement process is moving along with a review of vendor proposals underway by the Long-Distance Diesel-Electric Locomotive Committee within Amtrak. The committee is expected to report its findings by the end of October 2018 to the entire Amtrak procurement team. Charlie added that there are approximately 15-20 people involved in the evaluation process.

As for the Passenger Car/DMU RFI process, vendor responses are due to Amtrak by mid-October. Recommendations will be made to the Amtrak Board by around mid-November and after that Charlie will be able to provide more information to the NGECC.

9.

Update: Document Control – Tammy Krause:

Mid - Year Report – ongoing activities/completed activities/future activities and timelines:

Tammy Krause provided the following update for inclusion in today's minutes:

At the NGEN Annual Meeting in Washington DC on February 23, 2018 the following was presented as a task list for Document Control;

- *Support Multi-State Car Procurement*
- *Reissue revised Bi-Level PRIIA Spec*
- *Support Current Dual Mode Locomotive Procurement and update the PRIIA Spec*
- *Revise the Single Level PRIIA Spec*
- *Improve Speed of the DCR process*
- *Reach Out to APTA/AAR etc.*

Here is an update on the progress that has been made:

- *Support Multi-State Car Procurement – This has been an on-going task. The Technical Subcommittee working groups have approved 18 DCRs this year for the Single Level Specification to support the procurement. Currently an additional 3 DCRs are being reviewed.*
- *Reissue revised Bi-Level PRIIA Spec – No progress to date.*
- *Support Current Dual Mode Locomotive Procurement and update the PRIIA Spec – Metro North RR is currently in the process of procuring Dual Mode locomotives. The PRIIA specification was used as the base document to create their specification. I am currently working with MNRR to incorporate the changes that they made to the specification. I will be creating DCRs for the changes which will be reviewed by the Technical Subcommittee working groups. After the complete review and approval process, the PRIIA specification will be updated.*
- *Revise the Single Level PRIIA Spec - Version B.1 was approved 6/5/18. This version has been compiled and is available through the website request. Since there is an active procurement, 4 DCRs have been approved by the Technical Subcommittee to create a version B1a, and an additional 3 DCRs are under review that will create version B1b. Eventually these versions will be consolidated and approved, then they will be submitted to the Executive Board as Revision B.2.*
- *Speed of the DCR process – No progress to date.*
- *Reach Out to APTA/AAR – APTA is aware of the specifications that we have written, and AAR is involved (Paul Jamieson) as a part of the Technical subcommittee industry group.*

Additional Items;

- *Four DCRs for specification 305-005, Diesel-Electric Locomotive, were completed to support the locomotive procurement.*
- *The Technical documentation list was updated 6/20/18.*

One additional item: Tammy had been asked to research and report on was the question of the Single Level car Requirements document. There had been some discussion at the Technical subcommittee level about the existence of a version 0 and later 0.6 Requirements Document and the posted version Revision 1.0 which is a combination Requirements Document which includes both the standalone car and single level trainsets.

Tammy did extensive research through files provided to her by the original Document Control Manager Dave Warner, and reviewed the AASHTO website, and has determined that the posted document revision 1.0 is the appropriate document.

Larry Salci concurred that 1.0 – which combined the two types of Single Level Cars into a more simplified Requirements Document – is the last version of the document. Larry provided a history in which he described that the earlier 0 version, and later revision 0.6, was more detailed and started as a Requirements Document for Standalone Single Level cars only. Once the decision was made to combine the two, a necessary simplification occurred and the document 1.0 was created.

Larry, in response to a question from Charlie King, noted that in the current posted version (Revision 1.0) the Amtrak Clearance diagram which calls for an 85 ft car length is referenced.

10.

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

Eric Curtit provided a status update of the activities of the NGEC Equipment Acquisition and Ownership Best Practices Working Group:

- The group last met on 9-6-18
- The four section Team Leaders provided updates on their sections of the DRAFT being developed.
- The four sections and their leaders are:
 - Planning – Jennifer Bastian, IDOT
 - Implementation – Momo Tamaoki, Caltrans
 - Revenue Service - Dick Bruss, Industry member
 - Long Term Operation Maintenance – Jason Biggs/Curt Massie, WSDOT
- Team Leaders will continue to work on their section DRAFTS.
- DRAFTS should be distributed for working group members to review and comment on in advance of the next call.
- Each Team leader will be asked to provide a status update on their progress on the next call – 10-4-18.
- Darrell Smith, an industry member, is working on Identifying best practices in how public procurement can support the uptake of innovation for the Rail Safety and Standards Board in the UK and the NGEC is seen as a unique model that will be included in the study. Darrell will keep the Working Group informed as the project progresses.

**11.
Other:**

With no further business forthcoming today, Chairman Curtit adjourned the meeting at 11:59am Eastern.

The next conference call is 10-9-18

Decisions/Action Items

Update – Multi-State Rail Car Procurement as of 9-25-18:

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The Charger - Diesel-Electric Locomotive and Mid-West Section 6 Plan Update 9-25-18:

The Section 6 Plan has been accepted by FRA (as previously reported on 7-3-18).

No other updates reported on 9-25-18

Metro North Dual Mode Locomotive Procurement as of 9-25-18:

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Document Control Update – 9-25-18:

See item 9 (above) for the mid-year progress report from Document control Manager Tammy Krause.

10.

Equipment Acquisition and Ownership Best Practices Working Group – 9-25-18:

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Next Update 10-23-18

Amtrak Locomotive Procurement – 9-25-18:

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Next Update – 10-23-18

S305 NGEN Executive Board Conference Call

September 25, 2018

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 8-28-18 | Eric Curtit |
| 5. Treasurer's Updates | Tim Ziethen |
| <ul style="list-style-type: none"> c. NGEN Grant Agreement modification – fully executed 9-14-18 d. Status: Discussions with AASHTO re: potentially changing to a monthly invoice process | |
| 6. Update: Multi-State Car Procurement | Kyle Gradinger |
| 7. Update: Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 8. Update: Amtrak Equipment Procurement | Charlie King |
| 9. Update: Document Control
Mid - Year Report – ongoing activities/completed activities/future activities and timelines | Tammy Krause |
| 10. Status update: Equipment Acquisition and Ownership Working Group | Eric Curtit |
| 11. Next Call – 10-9-18 | Steve Hewitt |

12. Other

All

Next Call -10-9-18