

# SECTION 305 NGEN

## Executive Board Conference Call Meeting

MINUTES      OCTOBER 16, 2012 11:30AM EASTERN      CONFERENCE CALL

<b>FACILITATOR</b>	<i>Bill Bronte, Chair, S305 NGEN Executive Board</i>
<b>ATTENDEES</b>	<b>Executive Board Members:</b> <i>Bill Bronte, Mario Bergeron, Al Ware, John Tunna as proxy for Paul Nissenbaum, Darrell Smith as proxy for Gordon Hutchinson, Ron Adams, Ron Adams as proxy for Tammy Nicholson, Eric Curtit, Kevin Lawson, John Oimoen, Ray Hessinger, Paul Morris, Johnson Bridgwater, John Sibold, Support Staff: Jason Biggs, Leo Penne, Steve Hewitt, David Ewing, Chad Edison, Jeff Gordon, Ryan Swick, Ashok Sundararajan, Vincent Brotski, Larry Salci, Dave Warner, Anthony Fuller</i>
<b>ABSENTEES</b>	<b>Board Members:</b> <i>Gordon Hutchinson, Paul Nissenbaum, Tammy Nicholson ( all represented by proxy as noted above) Support Staff: Ron Pate, Tim Hoeffner, Kevin Kesler, Whitney Phend, Melissa Shurland, Nico Lindenau, Dale Engelhardt, Shayne Gill, Robin McCarthy,</i>

### WELCOME/ROLL CALL/MINUTES

**Opening – Bill Bronte-chair:**

Bill Bronte was a few minutes late in joining the call, due to traffic backup. On his behalf, Vice Chair Mario Bergeron opened the conference call, and Steve Hewitt called the roll.

**Roll Call – Steve Hewitt, Manager, S305 NGEN Support Services:**

Steve Hewitt took a roll of Executive Board members, and the presence of a quorum was confirmed. With Bill Bronte joining the call at agenda item 4 – all members of the Board were present or represented by proxy.

**Approval of the Minutes from the October 2, 2012 Executive Board Conference Call Meeting:**

Mario Bergeron asked for a motion to accept the minutes of the October 2, 2012 Executive Board call.

On a motion by Paul Morris, NCDOT, and a second by Ron Adams, Wisconsin DOT, the minutes of the October 2, 2012 conference call meeting of the Executive Board were approved without objection.

### Review Of the Status of Action Items from October 2, 2012 – Steve Hewitt:

Bill Bronte will continue to keep the Board “generally” apprised of the progress of the bi-level railcar procurement and of the progress of the locomotive procurement. **(ongoing)**

Jeff Gordon will continue to provide the AASHTO, Amtrak and FRA public affairs officers with email notifications of NGEN activities. **(ongoing)**

Executive Board member “vision” statements: **Status: Steve Hewitt created a document of all of the vision statements received and provided them to Bill Bronte, and, subsequently to all Board members and staff on October 12, 2012. There is no attribution made for any of the statements. This topic is on today’s agenda.**

Mario Bergeron, Amtrak, will provide additional information to the Executive Board members on the issue of Segway securement. Paul Nissenbaum and/or Chad Edison, FRA, will talk to the FRA team and also provide information to the Board. **Status – Dale Engelhardt, on behalf of Mario Bergeron sent follow up information to Steve Hewitt, who, in turn distributed it to all Board members on October 15, 2012. This topic is an agenda item for discussion on today’s call.**

Technical subcommittee review of AWG DCR process policy vs. technical: **Status: a proposal drafted by Revision Control Coordinator, Dave Warner, has been provided to the AWG, and is the subject of an AWG meeting scheduled for October 17, 2012. Following this meeting, plans are to bring it to the Technical subcommittee for review/concurrence before being brought before the Executive Board.**

The ATF is developing a marketing/educational outline and draft document. The timeline for ATF approval of a draft document is November 23, 2012. Once approved by the ATF, it will be submitted to the Executive Board for its consideration. **Status: The next meeting of the ATF is October 26, 2012 and further discussion will take place at that time.**

The RR101 webinar session on the topic of developing a state rail office will take place in October, 2012. A final date and time will be forthcoming. As soon as it is set the Board will be notified. **Status: It was noted that the date for the webinar had been set for October 24, 2012. Leo Penne, AASHTO, agreed to provide Steve Hewitt with the information so that he can send out a broad notice to interested parties.**

Assembling all NGECC material related to the future of the NGECC: **Status: Task Complete – the material has been assembled (by Steve Hewitt) and posted on the website. It has also been distributed to all members of the SFTF and ATF. It will be reference tool for the SFTF and ATF use in progressing proposals for the future of the NGECC.**

The revisions/budget adjustments as approved by the Board on September 20, 2012 were sent over to FRA by the Amtrak grants office on September 27, 2012 for FRA approval. Darrell Smith will let the Board know when the approval has come back. He anticipates the timeline to be sometime prior to October 12, 2012. **Status: This item is on the agenda for an update today.**

Darrell Smith will work with FRA on what needs to be done to put the remaining balance from the initial grant and that of the current grant together in a contingency fund for programming in the NGECC budget beginning 4-1-2013. **Status: This item is on today's agenda for an update.**

Darrell Smith is cleaning up the FRA billing to include the last of AASHTO's submitted bills, and the Finance subcommittee is going to obtain from that, an ongoing total to program for continuing AASHTO's primary support services going forward in next year's budget. (4-1-13 thru 3-31-14). **Status: The Finance subcommittee will meet on October 24, 2012 – this would be an anticipated agenda item.**

Execution of Contracts – AASHTO-Salci – the contract is being amended to include the Review of Single level Revision A and to include task orders for additional work as directed by the Board. **Status: Nothing new to report on this item. Larry Salci had provided some minor revisions, and AASHTO will make them. There are no problems or issues and it is moving forward.**

Eric Curtit is putting together a "kickoff call" with PB, and expects to send an email out to SFTF members in regards to their availability. It is expected that the call will take place next week (week of October 8, 2012). **Status: The SFTF report on today's agenda should include an update on activities pertaining to the Section 6/PB efforts.**

The SFTF is revisiting and likely revising its original charge. Once approved through the SFTF, the revised charge will be brought to the Board for its consideration. **Status: Eric Curtit provided a draft revised version of the SFTF original charge to Steve Hewitt who distributed it to the SFTF members. Members have been asked to comment and add their input. (only one member has commented thus far) This will be an agenda item on the SFTF call on October 22, 2012.**

The SFTF is developing a "son of section 6" scope of work for consultant services, and will bring its proposal forward for Board consideration once it has been approved by the SFTF. **Status: Next SFTF call is October 22, 2012.**

#### Remaining Agenda Items

**Status: Budget adjustments from 9-20-12 and steps for programming initial grant balance- Darrell Smith:**

Darrell Smith, Amtrak, reported that he has submitted the budget adjustments (9-27-12) as agreed to by the Board at the September 20, 2012 Portland, ME meeting. As of this point, Darrell has not received an official response from FRA, but anticipates hearing "any day now".

In regards to reprogramming funds from the initial grant, and preparing a budget for the period from April 1, 2013 through March 31, 2014, Darrell reported that the Finance subcommittee will begin those discussions on its next call – October 24, 2012.

**Status Update: SFTF Section 6/deployment effort - Eric Curtit:**

Eric Curtit reported that the Section 6/deployment "kickoff" call with PB has not taken place yet, but is anticipated to occur soon.

Eric also reported that he had reviewed the original SFTF charge and had sent out draft revisions, through Steve Hewitt, to SFTF members. To date he has received comments from only one SFTF member. Eric noted that the SFTF will be meeting on Monday, October 22, 2012 (via conference call) and "we will have progress to report to the Executive Board on the next call".

Bill Bronte urged all members of the SFTF and the Board, as well, to review the charge document, and Eric's

---

revisions, and provide comments to Eric (cc Steve Hewitt) as soon as possible.

**Status update from the JPTF - Bill Bronte:**

**a. Bi-Level procurement update - Bill Bronte:**

Bill Bronte reported that Sumitomo Corporation of America had received the Notice of Intent to Award. (September 26, 2012) Currently, the Buy America Pre-Award Audit of Sumitomo and their component suppliers is well underway. Chad Edison, FRA, confirmed that the audit is close to being completed. Bill Bronte commented that a Notice of Contract Award is expected at the end of October, 2012, with a fully executed contract expected by the middle of November, 2012.

Bill also noted that the bid came in lower than expected at around \$352 million.

**b. Diesel-electric locomotive update - Chad Edison:**

Chad Edison reported that a questionnaire was sent out from FRA to the three lead states involved in the locomotive procurement. The questionnaire asks states to identify a full set of resources including their own staff resources and that of contractors. Chad expects results to come in around the middle of this week.

**Setting a timeline for Revision A (Single level) Review - Larry Salci:**

Larry Salci, consultant, provided the following suggested timeline for the Revision A (Single Level) Review Panel Report (this timeline was distributed by Steve Hewitt to all Board members on October 15, 2012, in preparation for this call):

- Larry Salci completion of Single Level Revision A Review Panel Report – Friday, November 2, 2012.
- A Review Panel meeting to review the draft report will be scheduled – the week of November 5-9, 2012
- Executive Board consideration of approval of the Review panel Report – Exec Board call – November 19, 2012.

Bill Bronte and the Review Panel members agreed with the timeline and set a date for the Review Panel call to take place on November 6<sup>th</sup>, 2012 at noon Pacific, 3:00pm Eastern.

Steve Hewitt will send a calendar appointment to all Review Panel members and support staff for the November 6<sup>th</sup> call.

**Segway Securement – status of additional information from Amtrak and FRA -Mario Bergeron/ Chad Edison:**

Mario Bergeron, Amtrak, reported that as a follow-up to the last Board call, additional information on Segway securement had been provided to all Board members via Dale Engelhardt and Steve Hewitt in preparation for this call.

Mario summarized that “we (Amtrak) are modifying all of our cars with securement space where wheel chair space already is”. These modifications will not impact revenue seats.

He also noted that the internal costs are minimal, estimated at about “\$150 total labor and material per application.”

He added that “when a Segway is used as a mobility device the transportation provider must provide securement – so, we are complying.”

Chad Edison, FRA, noted that the letter that was included in the information sent out in advance of this call

"provides good background."

In regard to Segways, Bill Bronte asked "do they require lifts?"

Mario Bergeron responded that they are handled in the same way as wheel chairs. Dave Warner, Amtrak, added "using the wheelchair lift is perfectly appropriate...they do not have to be lifted." While Dave was not sure of the weight of a Segway, he and Mario Bergeron both estimated their weight to be somewhere around 100 lbs. Mario added, "it is our assumption that they are not to be lifted."

#### **Executive Board Member Vision Statements review/discussion - Bill Bronte:**

Bill Bronte reminded Board members that this assignment came as a result of the discussions in Portland, ME, on September 20, 2012. It was his request that all Board members submit a one paragraph (or even less) statement of their vision for the NGEN in the future.

He noted that members, due to busy schedules, had not "been very prompt in getting the statements in to me and Steve Hewitt". Thus, the compilation of statements did not go out until Friday, October 12, 2012. With this in mind, Bill asked that all members take the time to review the statements and be prepared to have a more in depth discussion on the next Board call. (October 30, 2012) Bill also suggested that "you run the statements against the SFTF charge document so that we have a unified vision."

Paul Morris, NCDOT, asked if Bill or Steve, or someone, would be putting together a first cut of areas of commonality and/or differences, in advance of the next call to assist in framing the discussion.

Bill Bronte responded that, on September 20<sup>th</sup>, he had committed to doing exactly that. He said he will get something out, through Steve Hewitt, prior to the next call. He also asked that Eric Curtit take a look at it as well, and compare it to revisions to the SFTF charge. Eric agreed that he will get something out following the next SFTF call on October 22, 2012.

Chad Edison suggested that this should be a topic on the next SFTF agenda. Eric agreed it would be.

Ron Adams, Wisconsin DOT, referring to Statement #3 in the vision compilation document, wanted to clarify that there is no need to go to Congress for permission to establish a compact – Congress already provided that permission in 1997.

#### **Other – All:**

David Ewing, consultant, asked if Bill Bronte or Larry Salci may want to comment or provide their thoughts on why the bid for the bi-level cars came in so low, and about the possibility of reprogramming some of the funds.

It was agreed that due to confidentiality issues, and the fact that a contract is not yet signed, this discussion would be inappropriate at this time.

#### **Other continued...**

Jeff Gordon, FRA, informed the Executive Board about an activity that has been undertaken by Kevin Kesler, FRA, working with Martin Schroeder, APTA, in regards to APTA using PRIIA standards. Jeff pointed out that this issue has come up in Technical subcommittee calls, but he did not think it had been raised to the Board as of yet.

APTA is beginning to look at updating its standards, and, with Kevin's input, they are looking at where the PRIIA specifications and PRIIA standards can be used for commuter rail. Kevin and Martin are organizing an effort to look into this and to identify where the PRIIA standards are compatible.

In light of this activity, APTA has grown more interested in the NGEN and in learning more about it. Jeff asked if the Board would be all right with APTA member(s) joining the Board calls to listen in. Board members seemed very receptive to this idea.

Bill Bronte asked Steve Hewitt if there was any reason not to include them on Board calls. Steve said there is no reason not to have them join the calls. All NGEN meetings are open, public, and are posted to the website. The Committee, in fact, prides itself on maintaining open records and being inclusive. Steve added that APTA members have been participants on the Technical subcommittee since the beginning, and it makes good sense to

have them join the Board calls as well.

Ray Hessinger, NYSDOT, pointed out that Metro North and MTA have been involved in the early conversations about the Dual Mode Locomotive specification, which is the next one that the Technical subcommittee will be developing, and Steve added that representatives from those railroads are on nearly every call of the Technical subcommittee. Steve also pointed out that the subcommittee has a new member from Denver RTD who has recently joined the bi-weekly calls.

Summarizing, Steve said he thought it would be a positive to have members of APTA engaged in the work of the NGECC, and he would be only too happy to add whoever Jeff suggests to the email list for the Executive Board calls, and to add the calls to their calendars.

The Board members agreed this was a positive step, and Jeff Gordon agreed to provide Steve Hewitt with contact information. Bill Bronte suggested that inviting someone from the FTA would also be a good idea. Jeff concurred, and will provide Steve with a contact for FTA as well.

**Adjourn:**

With no further business to come before the Board today, the call was adjourned at approximately 12:10 pm Eastern.

**The next Executive Board conference call is October 30, 2012**

**Decisions/Action Items**

Bill Bronte will continue to keep the Board "generally" apprised of the progress of the bi-level railcar procurement and of the progress of the locomotive procurement. **(ongoing)**

Jeff Gordon will continue to provide the AASHTO, Amtrak and FRA public affairs officers with email notifications of NGECC activities. **(ongoing)**

Setting a timeline for Revision A (Single level) Review: Larry Salci provided the Board with a suggested timeline. The Board concurred with Larry’s timeline and has set a Review Panel call for noon pacific, 3:00pm Eastern on November 6, 2012. Steve Hewitt will send a calendar notification out to all panel members and support staff.
Technical subcommittee review of AWG DCR process policy vs. technical: a proposal drafted by Revision Control Coordinator, Dave Warner, has been provided to the AWG, and is the subject of an AWG meeting scheduled for October 17, 2012. Following this meeting, plans are to bring it to the Technical subcommittee for review/concurrence before being brought before the Executive Board.
ATF is development of a marketing/educational document: The timeline for ATF approval of a draft document is November 23, 2012. Once approved by the ATF, it will be submitted to the Executive Board for its consideration. The next meeting of the ATF is October 26, 2012 and further discussion will take place at that time.
The RR101 webinar session on the topic of developing a state rail office will take place on October 24, 2012 at 2:00pm Eastern. AASHTO will provide Steve Hewitt with the information for the webinar after today’s Board call, and Steve will send it out to a broader audience.
The revisions/budget adjustments as approved by the Board on September 20, 2012 were sent over to FRA by the Amtrak grants office on September 27, 2012 for FRA approval. Darrell Smith reported that, as of today (October 16, 2012) he has not received an official response from FRA. He will let the Board know when the approval has come back.
Budget discussions for the NGEC for April 1, 2013 through March 31, 2014 will begin on October 24, 2012 on the next Finance subcommittee call.
Execution of Contracts – AASHTO-Salci – the contract is being amended to include the Review of Single level Revision A and to include task orders for additional work as directed by the Board. Leo Penne will let the Board know when the contract has been executed.
All board members are asked to review the compilation document of Board member vision statements and be ready to discuss on the October 30, 2012 Board call.
Prior to the next Board call, Bill Bronte will provide (through Steve Hewitt) an overview of the vision document highlighting common areas and areas of difference.
All members are asked to compare the vision statements with that of the SFTF charge document. Eric Curtit will prepare a comparison in advance of the next Board call. This will also be an agenda item for the SFTF call scheduled for October 22, 2012.
Jeff Gordon, FRA, will provide contact information to Steve Hewitt to inviter APTA and FTA representative(s) to listen in to NGEC Executive Board calls.
<b>ATTACHMENTS</b>



**S305 NGEC Executive Board Conference Call**  
**October 16, 2012**  
**11:30 AM – 1:00 PM Eastern**  
**Call in number: 866 299 7945 passcode: 1601544#**

**Agenda**

- 2. Open the Meeting Bill Bronte
- 3. Roll Call Steve Hewitt
- 4. Approval of Minutes from October 2, 2012 conference call Bill Bronte

---

5. Action Items Review	Steve Hewitt
6. Status: Budget adjustments from 9-20-12 and steps for programming initial grant balance	Darrell Smith
7. Status Update: SFTF Section 6/deployment effort	Eric Curtit
8. Status update from the JPTF:	Bill Bronte
a. Bi-Level procurement update	Bill Bronte
b. Diesel-electric locomotive update	Chad Edison/Kevin Kesler
9. Setting a timeline for Revision A (Single level) Review	Larry Salci
10. Segway Securement – status of additional information from Amtrak and FRA	Mario Bergeron/ Chad Edson
11. Executive Board Member Vision Statements review/discussion	Bill Bronte
<b>12. Other</b>	All

### Attachments

#### **S305 NGEC Executive Board Member Vision Statements for:** “What does the NGEC want to be when it grows up?”

**Statement 1:**

The future role of the NGEC will be to provide the states the framework and continued process to develop passenger rail equipment that meets the changing needs of intercity HSR in a way that is cost effective, flexible and competitive under a PRIIA environment.

**Statement 2:**

NGEC shall create, maintain, and regularly update, passenger rail equipment specifications for the various types of passenger rail equipment used on American passenger rail systems, including but not limited to coaches, cafe cars, baggage cars and locomotives, and make these specs available to organizations tied directly to American passenger rail operations. NGEC shall work to stay abreast of the issues and technology related to passenger rail equipment such as advances in engineering, technology and materials, including POWER SOURCE (natural gas/ electric/ mag lev/ diesel), and regularly update specifications as such advances occur. NGEC shall work to establish the information and structures needed for states to be able to acquire and maintain this equipment in as optimal a fashion as is possible, such as by way of multi-state pools. Associated to this is the need for NGEC to develop asset management tools which could be used to monitor/maintain the equipment. It should be noted that all of these issues should also be made available to individual states, not JUST pools, in cases where geography requires sole-state operation of the equipment. NGEC should also serve as a clearing house and research and development outlet to make sure the US stays abreast and ideally ahead, of passenger rail equipment advances as we move into the future. NGEC will also need to address the issue of how to establish the legal entities needed for the purchase/management/operation of equipment for states to provide a competitive option.

**Statement 3:**

The Compact Clause is contained in Article I, Section 10 of the United States Constitution. The relevant portion reads: “No State shall, without the Consent of Congress, lay any duty on tonnage, keep Troops, or Ships of War in time of Peace, enter into any Agreement or Compact with another State, or with a Foreign Power...”

The NGEC shall be reconstituted as the Next Generation Corridor Equipment Authority (“Authority”) by means of a Compact between the States who, as of the date of the establishment of the Authority, are members of the NGEC Executive Committee. The Compact among the member States shall be approved by Congress as above. States which subsequently decide to leave the Compact may only do so with the approval of Congress.

The Authority shall be governed by a Board consisting of one representative of each State which is a member of the Compact; one representative from the US Federal Railroad Administration (FRA); and one representative from the National Railroad Passenger Corporation (Amtrak). Each representative shall have one vote. The Chairman of the Board shall be elected from the representatives of the States.

The Board Members shall serve without pay or other compensation from the Authority. The Board may hire employees to carry out the responsibilities and exercise the powers of the Authority.

---

States which are members of the Compact shall be required to pay an annual membership fee to the Authority in order to remain voting members. The Authority shall set the amount of the fee and the payment schedule.

#### Responsibilities

The Authority shall be responsible for:

- Management of the Document Control Process for the PRIIA Specifications already developed under the NGENC as of the date of creation of the Authority and of any future PRIIA specifications created by the Authority
- Management of the development of new PRIIA specifications as, in the judgment of the Authority, the need for them arises.
- Hold the Copyright to the PRIIA Specifications in existence as of the date of creation of the Authority and any future PRIIA specifications created by the Authority
- Manage and maintain, or cause to have maintained, the fleet of PRIIA equipment owned by the Authority

#### Powers

The Authority shall have the power to:

- Procure passenger rail equipment using the PRIIA specifications
- Hold title to the PRIIA passenger rail equipment
- Issue bonds, secured by the equipment which the Authority procures, by revenue from the equipment it leases, by revenue from the equipment it maintains, or by revenue from other sources available to the Authority
- Transfer, by outright sale or for other compensation, ownership of the PRIIA passenger equipment to:
  - States, U.S. Territories, and the District of Columbia (A State does not have to be a member of the Compact in order to purchase or lease PRIIA Equipment)
  - Authorities (or other political entities or subdivisions of a State) created by a State for the purpose of providing intercity passenger corridor service or holding title to the equipment used for providing intercity passenger corridor service
  - Authorities (or other political entities or subdivisions of a State) created by a State for the purpose of providing commuter passenger service or holding title to the equipment used for providing passenger commuter service
  - The National Railroad Passenger Corporation (Amtrak)
  - Any other passenger-carrying railroad in the U.S. approved as such by the FRA
  - Via Rail Canada (An independent Crown Corporation established in 1977 to operate the national passenger rail service on behalf of the Government of Canada)
  - Any other passenger-carrying railroad in North America, outside of the U.S.
  - Any freight railroad designated as Class I, Class II, or Class III by the U.S. Surface Transportation Board
  - The Canadian Pacific Railway; the Canadian National Railway; or any other Canadian-based railroad which has operations in the U.S.
- Set the amount and type of compensation to the Authority for the transfer of ownership of PRIIA equipment to any of the above
- Lease PRIIA passenger rail equipment to the same entities and organizations to which the Authority has the power to transfer ownership, with the following conditions:
  - Any equipment leased by the Authority must be maintained by the Lessor, or the Lessor must cause to have the equipment maintained, in a manner, to a standard, and at facilities as approved by the Authority
  - The maintenance facilities used to maintain PRIIA equipment may be operated by:
    - Any entity or organization to which the ownership of the PRIIA equipment may be transferred as above
    - A private, non-railroad company under contract to one of the above entities or organizations
    - Any facility established by the Authority for the maintenance of PRIIA equipment
  - At the end of the lease term, the PRIIA equipment must be returned to the Authority in a condition equal to or better than that of the equipment at the start of the lease term, normal wear and tear excepted.
  - The amount and type of compensation to the Authority for the lease of the equipment, and the terms and conditions of the lease, shall be set by the Authority
- Set the a different amount and type of compensation to the Authority for the transfer of ownership of PRIIA equipment, or the lease of PRIIA equipment, to States which are not members of the Compact as compared to the amount and type of compensation for States which are members of the Compact.

#### **Statement 4:**

The Next Generation Equipment Committee (NGEC) has proven that state sponsors of intercity rail passenger service, Amtrak, and equipment suppliers can develop uniform standards for the design of passenger rail cars and locomotives. The NGENC will build on this success by establishing additional standards to ensure that America's intercity passenger rail fleet achieves cost efficiencies through economies of scale. Areas to include are:

- Oversee the maintenance and updating of all PRIIA 305 specifications for new rolling stock equipment
- Oversee standardization policies for rolling stock components and therefore essentially setting future passenger rail standards
- Provide oversight in the procurement activities of states for PRIIA rolling stock equipment
- Maintain national maintenance of equipment standards including:



- 
- Turnaround maintenance
  - Preventative maintenance
  - Capital overhauls and modifications
  - Maximize use of existing national intercity passenger rail maintenance of equipment facilities to increase efficiencies and prevent duplication of capital investment
  - Evaluate and potentially become an ownership structure that allows the fleet to be deployed to meet periods of peak passenger demand

**Statement 5:**

The "Next Generation Corridor Equipment Committee" is a resource available to States, state created intercity passenger rail operating entities (e.g. NNEPRA and CCJPA), the Federal Government, and the passenger rail equipment industry for the cost-effective financing, procurement, maintenance, and operation of standardized equipment operating in intercity passenger rail corridors. The NGEC's goal is to minimize life-cycle equipment costs to the individual states by bundling equipment purchases, development and maintenance of standardized specifications and standardized components, acting as a clearinghouse and communications conduit for maintenance and component failure issues, coordinate major equipment repair and overhaul and equipment or component exchanges. Under agreement with state(s), the NGEC could also provide procurement services as well as financial advice and support. Finally, the NGEC would act as liaison between the States and the passenger rail equipment industry.

**Statement 6:**

With state sponsored trains providing half of all intercity passenger rail trips in the US, the Next Generation Equipment Committee should evolve into an organization serving these specialized trips. The NGEC of tomorrow should serve states in procurement and ownership of equipment. It should work in cooperation with Amtrak, FRA and the passenger rail industry to develop and maintain passenger rail equipment specifications. It should spur competition by intercity passenger rail providers and industry, including Amtrak. It should provide expertise to states desiring to start passenger rail services. It should work to be self - sufficient through its own service's and property. It should employ a full time professional staff capable of carrying out these duties and roles described. And it should continually work to improve intercity passenger rail services.

**Statement 7:**

The NGEC purpose is to develop into a corporation owned by the states that has the authority and ability to design, to develop specifications for, and to procure standardized next-generation corridor equipment. The corporation will be established so that States can either buy or lease equipment from and through them, while also serving as a platform for consensus building and negotiations, and as the intermediary for such issues as warranty and workmanship of final product.

The corporation will be instrumental in serving as a vehicle for obtaining grant funding for the procurement of State equipment for all passenger rail purposes.

The corporation will also have the ability to help secure services of contracts to build, maintain, refurbish, rehabilitate and rebuild corridor equipment for the States ongoing and future use.

**Statement 8:**

My vision for the NGEC is that the committee will be evolved into a non-profit entity or Holding company through which equipment can be purchased and/or held. Equipment purchase – because acquisition in number provides better benefit for the tax payer dollar. A Holding company in the guise of keeping underutilized equipment on rails and in services rather than sitting when demand is low or weather conditions change demand. Overall, the entity should be the united face for equipment and eventual future development for national passenger rail.

**Statement 9:**

If 305 is to continue, continued funding will be required.

The question will be whether the funding will come through congressional appropriation or whether Amtrak and the states will have to step in. Seems like if the FRA will continue to mandate the use of the 305 Specifications as a basis for federal funding, there has to be Congressional appropriations.

---

305 Committee needs to be the source of information to provide guidance to states that want to provide joint services.

This will require completion of the Section 6 efforts.

305 Committee needs to continue to oversee the maintenance of the developed specifications.

305 Committee needs continue the oversight of proposed changes to the developed specifications.

305 Committee needs to continue the development of new specifications as identified by others.

305 committee needs to continue to involve all the parties in its efforts.

305 Committee should perhaps reach out to rail passengers to see if there are desired features we are missing.

**Statement 10:**

**Vision**

Be the leader in owning, managing, and providing passenger rail equipment on an appropriate national and/or regional level to state agency operators within the United States.

**Development Path to Achieve This Vision:**

Achievement of this ambitious vision will, by necessity, involve a gradual evolution over time. The development path laid out below builds from NGEC's achievements to-date to evolve into a best practice/standards organization in the near-term, develop capabilities to procure equipment itself in the medium term, and eventually become the leader (organized at the appropriate level -nationally and/or regionally) in passenger rail rolling stock asset management.

**In the near-term**, implement an organizational structure that will be eligible to receive grant funds; continue to design, develop, and improve standardized specifications for interoperable passenger equipment; and establish standards and methods required to address post- delivery equipment management functions.

- **In the medium-term**, in addition to the activities identified above, acting as the agent for the states and passenger rail operators that desire to utilize its additional services, acquire passenger equipment that conform with these specifications so that states and passenger rail operators do not need to individually develop or acquire such expertise.
- **In the long-term**, develop capability to own, finance, and deliver passenger equipment; enter into agreements to sell or lease passenger equipment for use in passenger rail service; provide services to rehabilitate, repair, or otherwise maintain passenger equipment in a state of good repair throughout the equipment's life-cycle, including the overhaul of such equipment when necessary; provide overhaul services on a competitive basis even if not providing other maintenance services during the life cycle.

**Statement 11:**

My vision for what the NGEC should look like in the future is as follows: The NGEC should continue to ensure that new rail equipment used by States meets or exceeds all Federal Safety requirements. I would like to see that the NGEC is the organization that sets the new standards that rail equipment should be built to.