

SECTION 305 NGEC Executive Board

MINUTES

DECEMBER 23,
2014

11:30 EASTERN

CONFERENCE CALL

FACILITATOR	<i>Eric Curtit, Chair, S305 NGEC Executive Board</i>
ATTENDEES	Board Members: <i>Eric Curtit, Ray Hessinger, Darrell Smith, Darrell Smith also as proxy for Mario Bergeron, John Tunna for Paul Nissenbaum, Tammy Nicholson, Ron Pate, Arun Rao, Arun Rao also as proxy for John Oimoen, Allan Paul for Paul Worley, Stan Hunter, Brian Beeler II</i> Support Staff: <i>Steve Hewitt, Larry Salci, Nico Lindenau, Michael Lestingi, Vincent Brotski, Patrick Centolanzi, Dave Warner, Jack Madden</i>
ABSENTEES	Board Members, <i>Mario Bergeron, Paul Nissenbaum, John Oimoen, Tim Hoeffner, Michael Jenkins, John Rosacker, Paul Worley</i> Support: <i>Shayne Gill, Strat Cavros, Ashok Sundararajan, Dale Engelhardt, Tammy Krause, Jason Biggs, Martin Schroeder, Nikki Rudnick</i>

DECISIONS MADE

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

Chairman Curtit opened today's meeting and, asked Steve Hewitt to take 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. Action Items Status

Mid-west States – Section 6 progress report: This remains as an ongoing agenda item. An RFP for a Fleet Manager is being finalized, and an RFI for a Fleet Maintainer has recently been released.

Agenda item 5

514 Subcommittee update: The subcommittee is working on the FMCS implementation comments. States who still wish to submit comments should send them to Jeremy Jewkes at jewkesJ@wsdot.wa.gov.

Agenda item 9

NGEC Procurement updates: The 2 procurements – bi-level cars and the diesel-electric locomotives-will continue to be standing agenda items on the Executive Board calls.

Agenda items 6 and 7.

Host Railroad Blessing of NGEC equipment: Criteria for new equipment has been developed by the locomotive committee. The committee will brief Jim Grady, AAR on the criteria. Following this – a subgroup will be formed to work with the NGEC after the beginning of the new year. (ongoing)

Next update – January, 2015

NGEC Annual Meeting – 2015: The meeting will take place in Washington, DC on February 20, 2015. Logistical information has been provided. Room Block reservation deadline is **January 20, 2015**.

Steve Hewitt and Eric Curtit have developed a draft agenda - which was sent out along with the materials for today's call.

HOTEL INFORMATION:

A block of rooms have been set aside at the
Hyatt Regency Washington on Capitol Hill
for the
SCORT Washington meeting & NGENC Technical Annual meeting.

HYATT REGENCY WASHINGTON ON CAPITOL HILL
400 New Jersey Avenue, NW, Washington, DC 20001, USA
Tel: +1 202 737 1234

Registrants must make their own room reservations
Following is the link to the hotel reservations website: <https://resweb.passkey.com/go/AASHTOSCORTFEB2015>

Room rate: \$177.00 (single/double occupancy)

Room reservation cut-off date: **Tuesday, January 20th 2015**
Reservations received after this date will be on a space and rate available basis only.

State and local taxes: 14.5% (or prevailing at time of meeting)

Check-in Time: 3:00 PM
Check-out Time: 12 Noon

NGEC Future: The FASC has several assignments which are to be the first steps taken towards establishing the NGENC future – short term and long term.

On behalf of the Finance and Administrative subcommittee, (FASC) Darrell Smith has begun to develop a revised Statement of Work and budget for a no-cost extension of the current grant agreement through September 30, 2017. The intent is to present a draft to the subcommittee on the next call 12-17-14 and have a final version to the Board for its consideration by the Annual Meeting.

A working group was established to review and revise the NGENC by-laws, as needed. An update will be presented to the full subcommittee on the 12-17-14 call.

The Finance and Administrative subcommittee will begin developing a proposal for potential funding options to present to the Board for its consideration by October, 2015.

Agenda item 10

Letter to the FRA: the NGENC will formally ask the FRA for a FY2016 budget request for funding for the development and maintenance of specification standards. Eric Curtit and Steve Hewitt will draft a proposed letter, for Board review, to be submitted to the FRA. This is not meant to be the funding options solution for sustaining the NGENC in the long term, but is seen as one potential future resource which would mirror funding provided to some of the other transportation modal administrations.

Eric and Steve have drafted a proposed letter and have sent it to Shayne Gill for his input. Following his comments/edits it will be sent to all Board members for review.

4. Approval of Minutes from the December 9, 2014 conference call - Eric Curtit:

On a motion by Allan Paul, NCDOT, and a second by Arun Rao, Wisconsin DOT, the minutes from the December 9, 2014 conference call meeting of the Executive Board were approved without objection.

5. Progress Report: Mid-West States – Section 6 - Tim Hoeffner:

In the absence of Tim Hoeffner, Arun Rao, Wisconsin DOT, provided a brief update of the Mid-West states Section 6 activities:

Interviews with responders to the RFI for a Fleet Maintainer are scheduled for January 27, 2015.

An RFP for a Fleet Manager will be forthcoming soon.

The group is currently looking at Ownership and Governance options for the Mid-West Fleet.

6.**Status update: Diesel Electric Locomotive procurement –John Oimoen:**

In the absence of John Oimoen, IDOT, Arun Rao provided the following update:

- a) CDRL #10 for maintenance manual plan will likely be closed-out this week. Invoice for Milestone 'A' will likely follow next week.
- b) Follow-up action items to close IDR are on-going for closure.
- c) Long-range planning for Final Design Review (FDR) is underway for February and March 2015. The location for FDR has been confirmed for Seattle by WSDOT.
- d) Mock-up reviews for the machine rooms were held last week in Sacramento, CA and Munich Germany. The Mock-up reviews held in Sacramento covered machine room #1 & #4 on the ACS-64 locomotive, as they are so very close in configuration to the multi-state locomotive. For machine room #2 & #3 (diesel engine compartment and cooling plant), Siemens' full scale 3D Reality Lab was used in Germany. The results were very impressive.

Overall – the procurement remains ahead of schedule.

Ron Pate, Washington State DOT, raised the issue of beginning "bigger picture" discussions of managing and maintaining the new equipment as it comes on line. He referenced economies of scale going forward as an important aspect.

Stan Hunter, Caltrans agreed with Ron's suggestion and noted the importance of looking at commonality of maintenance practices and the resulting economies of scale.

Arun agreed and it was determined that a call would be scheduled among Arun Rao, Ron Pate, Stan Hunter and John Oimoen to begin discussions. Ron Pate will set up the call.

7.**Status Update: Bi-Level Car procurement - Stan Hunter:**

Stan Hunter, Caltrans, provided a brief status update on the bi-level car procurement:

They are in the middle of First Article Inspection (FAI) of a number of items. Good progress is being made.

The next set of FAIs will take place in February, 2015 and will include a multitude of items such as manual doors, wheel axles and mechanical and functional communications system.

The first undertrain FAI took place on Monday, 12-22-14 in Rochelle, Illinois at the Nippon Sharyo plant.

Stan also reported that Nippon Sharyo is "recertifying" its Rochelle plant to ISO 9001.

QA/QC audits have begun and are ongoing – some issues revealed – follow ups with NS in February, 2015.

8.**Introductory Discussion: Dual Mode Locomotive (DC 3rd Rail) Requirements Document Proposed Revision – Ray Hessinger/Jack Madden:**

Ray Hessinger, NYSDOT, provided a brief background and history of the NGEN's planned development of a Dual-Mode Locomotive (DC 3rd Rail Specification).

He explained that steam and/or internal combustion locomotives are prohibited in Penn Station and that electric power is required in the tunnels. A Dual Mode Locomotive eliminates the need for an engine change in NY.

The intention is to utilize the PRIIA Diesel-Electric Locomotive specification (current revision) as the basis for the Dual Mode specification.

This activity began over a year ago with the development of a Dual Mode Locomotive (DC 3rd Rail) requirements document having been approved by the NGEN Executive Board.

It has become evident to NY state that there is a need to revise the initial requirements document especially in regard to maximum top speed. Currently that top speed is 125 mph. NY has recommended that the requirements document be revised to reduce the top maximum speed to 110 mph.

The two primary reasons for reducing the top speed to 110 mph are:

- Primary OEM's have identified varying degrees of confidence as to whether a Dual Mode Locomotive could operate at 125 mph and meet the P2 Force requirements.
- For the foreseeable future there is no place within NY State or Connecticut that a Dual Mode Locomotive will be needed to operate at 125 mph.

Ray noted that after much discussion at the Technical subcommittee level a revised requirements document reflecting a change to the top maximum speed from 125 mph to 110 mph has been approved by the subcommittee (last week – 12-18-14). The requirements document as revised was distributed to the Executive Board by Steve Hewitt on Friday, 12-19-14. Along with the requirements document were two additional support items – one which is an Appendix (A.4) to the requirements document which provides a detailed technical justification for the reduction in top speed.

Ray asked that Board members review the revised requirements document and related material especially the A.5 appendix to fully understand the reason for the changes that are being requested.

Patrick Centolanzi, FTA, commented that he agrees with supporting a 110 mph speed – and that NJ Transit and MARC already run at 110mph. He also noted that he “believes there are Dual Mode Locomotives out there already” and that there is “even a Triple mode” locomotive. He asked, “Are we re-inventing the wheel?”

Ray Hessinger and Jack Madden explained that the NJT locomotives do not have 3rd rail capabilities, and are not suitable for the Empire Corridor. Ray added that “we are working with Metro-North and Long Island Railroad on this. MTA is preparing to purchase new locomotives – and with the intent of benefitting from economies of scale since NY State DOT is also looking to purchase Dual Mode Locomotives - MN hopes to use a PRIIA developed specification.”

Ray also commented “clearly we have the P32 Dual Mode Locomotives now, but they are at the end of their useful life. Metro North has stated its intent to replace its P32s and NY feels there “is currently not a product out there today that will do what we need it to do.”

Patrick noted that he just wanted to be sure that transit properties are in the discussion and that “we are not re-inventing the wheel”.

Jack Madden explained that the OEM's had responded to a Metro North RFI, and also noted that none of them had given an indication of a Tri-mode out there.

Jack asked Patrick to provide him with any info he may have on the Tri-Mode.

Patrick agreed to look for it and provide the info to Jack.

With no further discussion, it was agreed that Board members should review the revised requirements document and the support material provided and be prepared to discuss on the January 6, 2015 Executive Board conference call.

This topic will be on the agenda of the January 6th call – comments are requested to be sent to Ray Hessinger, Jack Madden and Steve Hewitt, by COB on January 2nd in order to give adequate time for Ray and Jack to be prepared to respond on the January 6th call.

On January 6th if the Board members feel that they have enough information and have had their questions/concerns answered – a vote may be taken in consideration of the revised requirements document.

**9.
Status Update: 514 subcommittee –Ron Pate:**

Ron Pate reported that the 514 subcommittee continues moving forward. Jeremy Jewkes is serving as Ron's lead on the effort.

Ron emphasized the need to make sure “we have the right people from the executive Board involved.”

The first “user group” meeting was a success.

State equipment forecasts are due to Amtrak by January 15, 2015.

Ron again emphasized the “bigger picture” perspective that needs to be addressed – and that it will be necessary to manage expectations.

**10.
Update and discussion: Planning for the NGEC Future - Eric Curtit:**

a. Update from the Finance and Administrative subcommittee - Darrell Smith:

1. Status: NGEC By-Laws Update :

The By-Laws working group met in December, and made some proposed revisions to update the By-Laws and more accurately reflect how the NGEC is conducting its business. The Finance and Administrative Subcommittee reviewed the proposed changes and agreed in general with the suggested changes. The working group has requested that Technical subcommittee Chair, Mario Bergeron review Part C to ensure that the operating procedures, roles and responsibilities of the subcommittee as described in the current By-Laws still hold true. He has been asked to provide his input to Darrell Smith by COB January 7th, 2015.

2. Status: Development of a SOW for no-cost extension through 9-30-17:

Darrell Smith has developed a proposed SOW for a no-cost extension of the Grant Agreement through 9-30-17. The Finance and Administrative Subcommittee is reviewing the draft SOW and is asked to provide comments to Darrell by COB January 7, 2015.

3. Status: Developing Funding Options for the future for presentation to the Board by October, 2015:

Darrell Smith has set this item as the primary focus of the New Year and has asked members to provide him with suggested models that could be used for the NGEC. This will be an agenda item for the January 14, 2015 FASC call.

4. Timelines:

The timeline for finalizing the revised By-Laws is:

Consideration of approval by the Finance and Administrative Subcommittee on January 14, 2015

If approved, transmittal to the NGEC Executive Board – January 15, 2015.

Executive Board discussion of the proposed By-Law revisions on January 20, 2015

Further discussion and finalization of the By-Laws by the Board on February 2, 2015

Formal adoption of the revised By-Laws by the Executive Board at the Annual Meeting – February 20, 2015

The intended timeline for action on the SOW is as follows:

Comments due to Darrell Smith by COB on January 7, 2015

Consideration of approval by the Finance and Administrative Subcommittee on January 14, 2015

If approved, transmittal to the NGEC Executive Board – January 15, 2015.

Executive Board discussion of the proposed revised SOW on January 20, 2015

Further discussion and finalization of the SOW by the Board on February 2, 2015

Formal adoption of the revised SOW by the Executive Board at the Annual Meeting – February 20, 2015

Timeline for developing funding options for the NGEC future:

Begin discussions on January 14th and establish as a standing agenda item of the subcommittee. Present recommendations to the Board by October, 2015.

**11.
Other**

Michael Lestingi, FRA, reminded the Chair of the need to focus/step up discussions on the issue of the NGEC's future funding options in order to meet the agreed upon October, 2015 timeline.

Eric agreed and noted, as did Darrell Smith, that the Finance and Administrative subcommittee is beginning those discussions on its January 14th call. Darrell Smith added that the Subcommittee will meet the October 2015 timeline.

Steve Hewitt clarified that the Executive Board, on October 24, 2014, approved the motion, offered by FRA:

"To direct the Finance and Administrative subcommittee (FASC) to propose/recommend funding options for the NGEC in time for the Executive Board to act on the recommendation by October, 2015".

Adjourn:

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

The next call is: January 6, 2015 at 11:30AM Eastern

Decisions/Action Items

Mid-west States – Section 6 progress report: This remains as an ongoing agenda item. An RFP for a Fleet Manager is being finalized, and an RFI for a Fleet Maintainer has recently been released.

514 Subcommittee update: The subcommittee is working on the FMCS implementation comments. States who still wish to submit comments should send them to Jeremy Jewkes at jewkesJ@wsdot.wa.gov.

NGEC Procurement updates: The 2 procurements – bi-level cars and the diesel-electric locomotives-will continue to be standing agenda items on the Executive Board calls.

Host Railroad Blessing of NGEC equipment: Criteria for new equipment has been developed by the locomotive committee. The committee will brief Jim Grady, AAR on the criteria. Following this – a subgroup will be formed to work with the NGEC after the beginning of the new year. (ongoing)

D-E Locomotive Specification Revision A.1: The Executive Board adopted Revision A.1 on today's call (12-9-14). The final adopted version will be distributed to all members and posted on the web site.

NGEC Annual Meeting – 2015: The meeting will take place in Washington, DC on February 20, 2015. Logistical information has been provided as has a DRAFT agenda. **Comments/changes to the agenda are requested to be submitted to Eric Curtit and Steve Hewitt.**

NGEC Future: The FASC has several assignments which are to be the first steps taken towards establishing the NGEC future – short term and long term. Darrell Smith provided an update on the activities of the Finance subcommittee.

On behalf of the Finance and Administrative subcommittee, Darrell Smith has begun to develop a revised Statement of Work and budget for a no-cost extension of the current grant agreement through September 30,

2017. The intent is to present a draft to the subcommittee on the next call 12-17-14 and have a final version to the Board for its consideration by the Annual Meeting.

The Finance and Administrative subcommittee will begin developing a proposal for potential funding options to present to the Board for its consideration by October, 2015.

Determining the NGEC Future: This topic will remain as a standing agenda item on all future Executive Board calls – currently as a focus of the FASC. The FRA has asked that discussions with regard to developing funding options be a priority and emphasized the need to have time for implementation of whatever options are selected before the anticipated grant agreement extension ends (9-30-17).

Letter to the FRA: the NGEC will formally ask the FRA for a FY2016 budget request for funding for the development and maintenance of specification standards. Eric Curtit and Steve Hewitt will draft a proposed letter, for Board review, to be submitted to the FRA. This is not meant to be the funding options solution for sustaining the NGEC in the long term, but is seen as one potential future resource which would mirror funding provided to some of the other transportation modal administrations.

Eric and Steve have drafted a proposed letter and have sent it to Shayne Gill for his input. Following his comments/edits it will be sent to all Board members for review.

Patrick Centolanzi will provide Jack Madden and Ray Hessinger with information on Tri-mode locomotives.

Members are asked to review the revised Dual Mode Locomotive (DC 3rd Rail) requirements document and supporting material, and to submit comments to Ray Hessinger and Jack Madden (CC Steve Hewitt) by COB on January 2, 2015. This will be an agenda item for January 6, 2015 for discussion and possible Board consideration.

ATTACHMENTS



**S305 NGEC Executive Board Conference Call
December 23, 2014
11:30 AM – 12:30 PM Eastern
Call in number: 866 299 7945 passcode: 1601544#**

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 |

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| 4. Approval of Minutes from the December 9, 2014 call | Eric Curtit |
| 5. Progress Report: Mid-West States – Section 6 | Tim Hoeffner |
| 6. Status update: Diesel-Electric Locomotive procurement | John Oimoen |
| 7. Status Update: Bi-Level Car procurement | Stan Hunter |
| 8. Intro discussion: Dual Mode Locomotive (DC 3 rd Rail) Req. Document Proposed Revisions | Ray Hessinger/Jack Madden |
| 9. Status Update: 514 subcommittee | Ron Pate |
| 10. Update and discussion: Planning for the NGEC Future | Eric Curtit |
| b. Update from the Finance and Administrative subcommittee | Darrell Smith |
| 5. Status: NGEC By-Laws Update | |
| 6. Status: Development of a SOW for no-cost extension through 9-30-17 | |
| 7. Status: Developing Funding Options for the future for presentation to the Board by October, 2015 | |
| 8. Timelines | |
| 11. Other | All |

Next Call – January 6, 2015



**PRIIA Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)
5th Annual Meeting**

DRAFT Agenda
February 20, 2015
8:30am – 3:30 pm EST
Hyatt Regency Hotel on Capitol Hill
Washington, DC

8:00 - 8:30 am	Registration
8:25 – 8:30 am	Hotel Safety Briefing – Hyatt Regency Hotel Representative
8:30 – 8:40 am	Welcome and Introductions-Convene Annual Meeting – Eric Curtit, Chair, NGEC Executive Board
8:40 – 8:45 am	Roll call of NGEC members (Executive Board & non-Board member states) – Steve Hewitt, Manager, NGEC Support Services
8:45 – 8:50 am	Approval of the Minutes from the February 17, 2015 Executive Board conference call
8:50 – 9:05 am	NGEC Chairman’s Report – Eric Curtit, NGEC Chair
9:05 – 9:45 am	NGEC Treasurer’s Report/ Finance and Administration Subcommittee report – Darrell Smith, NGEC Treasurer
9:45 – 9:55 am	Consideration of Approval: Proposed Updates to NGEC By-Laws – Eric Curtit
9:55 – 10:05 am	Consideration of Approval: Proposed SOW and budget for a no-cost Grant Agreement extension through 9-30-17 – Eric Curtit
10:05 – 10:25 am	Break
10:25 – 10:40 am	Update from FRA – Paul Nissenbaum, FRA (Remarks - FRA Administrator ?)
10:40 – 10:55 am	Update from Amtrak Government Affairs – TBD
10:55 – 11:15 am	Report: Technical Subcommittee – Mario Bergeron, Chair
11:15 – 11:30 am	Report: Technical Subcommittee’s Accessibility Working Group – Melissa Shurland, FRA
11:30 – 11:40 am	Progress Report: Section 6 – Mid-West States – Tim Hoeffner, Michigan DOT
11:40– Noon	Progress Report: the 514 Subcommittee – Ron Pate, Chair
Noon – 1:15 pm	Lunch (on your own)
1:15	Re-convene the meeting – Eric Curtit
1:15 – 1:45 pm	Status Update: NGEC Procurements <ul style="list-style-type: none">a. Diesel-electric Locomotive: John Oimoen, IDOT, and Siemens Representativeb. Bi-level cars – Stan Hunter, Caltrans & Nippon Sharyo/Sumitomo Representative
1:45 – 2:15 pm	Discussion: Long term Future of the NGEC – structure/funding/next steps– Eric Curtit
2:15 – 2:30 pm	Break
2:30 – 3:00 pm	Questions/Comments – All Attendees
3:00 – 3:15 pm	Other Issues - All
3:15 – 3:20 pm	Meeting Summary/Action Items Review – Steve Hewitt
3:20 – 3:30 pm	Next Steps/Closing Comments – Eric Curtit

3:30 pm

Adjourn