



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

SECTION 305 NGEC Executive Board

MINUTES

MARCH 24, 2020

11:30 EASTERN

CONFERENCE CALL

FACILITATOR	<i>Ray Hessinger Chair, S305 NGEC Executive Board</i>
ATTENDEES	Board Members: Ray Hessinger, , Charlie King, Tim Ziethen, Michael Lestingi, Amanda Martin, Kyle Gradinger Arun Rao, John Oimoen, Troy Hughes, Jon Dees for Jason Orthner, Mike Jenkins, Brian Beeler II Support Staff and Colleagues: Momo Tamaoki, Jeff Gordon, Mike Murray, Tammy Krause, Steve Hewitt, Dave "Emeritus" Warner, Shayne Gill, Oscar Bermudez
ABSENTEES	Board Members: Ron Pate, Jason Orthner, also - Michigan State DOT – which has yet to name its representative to the Board, Support: Strat Cavros, Byron Comati, George Hull, Michael Burshtin, Patrick Centolanzi, Larry Salci

DECISIONS MADE

1.

Welcome – Ray Hessinger, Chair, S305 NGEC Executive Board:

Chairman Hessinger 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 (3-24-20).

METRA Equipment Procurement Effort as of 4-9-19:

An RFP is on the street for 200-400 bi-level cars. They are going through the process now. Interested parties were to respond by August 2019.

METRA has the NGEC specification, but John does not know if the plan to use it or if they will be in contact with the NGEC or not.

Steve Hewitt suggested that John Oimoen be asked if he can provide a status update on this item – which was last reported on in April 2019 and was noted to be updated when appropriate. Ray Hessinger agreed that it would be good to get an update on the status.

Steve Hewitt will reach out to John Oimoen.

Next update – as appropriate

Update: States and Amtrak – Charger Locomotive Experience:

In-depth updates were provided during the Annual Meeting and were included in the minutes (2-21-20). Presentations were distributed and posted to the website.

Next Update – as appropriate

NGEC Two-pager Educational Document 2020:

Steve Hewitt reported that the updated NGEC two-pager remains available in hard copy and PDF. To date over 150 hard copies and 250 electronic copies have been distributed.

Copies are available in either version by request from Steve Hewitt at shewitt109@aol.com

VIA Rail Equipment Procurement as of 2-21-20:

In-depth updates were provided during the Annual Meeting and were included in the minutes (2-21-20). Presentations were distributed and posted to the website.

Next update: as appropriate

4.

Approval of the Minutes from the 3-10-20 Annual Meeting – Ray Hessinger, NYSDOT:

On a motion by Arun Rao, Wisconsin DOT, and a second by Brian Beeler II, for Maine DOT, the minutes from the NGEC Annual Meeting 3-10-20 were approved as presented.

5.

Key Action Items from the Annual meeting – Status & Next Steps - Ray Hessinger/Charlie King:

Topic - TSSSA – developing a template – establishing the process - Ray Hessinger:

Ray Hessinger reported that his intent for this action item was to fill the void to assist states and others. On the last call there was some discussion as to whether this would be well served as a separate document or as a part of the Equipment Acquisition and Ownership Best Practices and lessons Learned document.

In a recent discussion with Steve Hewitt they discussed some alternatives.

Ray has noted that in the Amtrak Trainset Procurement RFP there are 2 documents – one – general provisions/contract language and the other is a TSSSA Statement of Work (SOW).

Ray believes the NGEC effort may be to develop a generic TSSSA SOW – something similar or equivalent to the specification documents where the NGEC develops technical specs but not contract language or boilerplate.

Dave “Emeritus” Warner noted that during SEPTA’s equipment procurement efforts he has heard from vendors expressing surprise over how different procuring states would manage maintenance of vehicles purchased.

Michael Lestingi, FRA, asked if this (Ray Hessinger proposed generic SOW) would be a subset of maintenance approaches that would have differences for the various maintenance models and provide direction?

Ray Hessinger commented that he would ask Charlie King if he can share the Amtrak SOW with the NGEC Executive Board.

Charlie King responded that “we can provide it – we would be happy to do it”.

Ray added, for example, “we have a menu to select what I want and don’t want...getting to the issues – what implications can be if we do it one way or the other”.

Charlie King added “we can come up with some sort of a template”.

Ultimately, it was agreed that Charlie will try (depending on issues related to the virus crisis) to provide the Amtrak SOW to the executive Board prior to its next call (4-7-20). The Board would then have a discussion and try to get consensus on a path forward with the expectation that it would be assigned to the Technical subcommittee with direction from the Board.

Technical subcommittee review of the Access Board Proposed Rulemaking regarding accessibility guidelines for Rail vehicles – Charlie King:

The intent of this effort is for states to submit their comments to the Access Board Docket on the Accessibility Requirement Guidelines Advance Notice of Proposed Rulemaking. Amtrak has submitted its comments already and will

share them with the Executive Board. Once the comments have come back and there is a final Rule, the Technical subcommittee (through its technical working groups) will compare them with the NGEN specifications to ensure compliance and make any necessary changes by utilizing the NGEN DCR process.

6. Treasurer's Report – Tim Ziethen, Amtrak:

- Balance/Spend Rate

Grant Amount: \$1,250,000.00

Spent: \$542,423.82

Balance: \$707,576.18

Spend rate: approximately \$13,560.00 per month

Expenditures anticipated through 9-30-20: \$128,184.00

Balance remaining at the end of current grant period: \$579,000.00

Estimated Balance remaining at the end of a 36 month no-cost extension: \$39,000 (based on a \$15,000 monthly spend rate).

- Status: 36-month No-Cost Grant Extension Request

Amtrak Grants Office has been communicating with FRA grants. Prior to the Coronavirus, FRA's intent was to review and approve the extension request by May 2020. Amtrak had requested it be earlier than that and FRA was working towards a potentially earlier timeframe. Tim expects that the timeframe could slip a bit due to the Coronavirus situation but thinks it will still be approved somewhere within the May target.

7. Update – Multi-State Rail Car Procurement as of 3-24-20 – Momo Tamaoki, Caltrans:

Momo Tamaoki provided the following update:

FDR for the standard coach is now complete. Cab Car structure FDR took place on February 27 and updated documents are now in review. IDOT galley FDR reviews and releases are ongoing.

The Complete Coach FAI occurred on November 13-14 in Sacramento and open items are near closure. Vehicle track Interaction testing per FRA 213.345 is scheduled to begin as soon as March 24 or 25. CEM crush box testing for the Caltrans Cab Car and other non-domestic testing has been postponed due to travel restrictions. TTCI testing is complete, including Amtrak PTC and brake performance tests. Two of the four cars at TTCI are scheduled to return to Sacramento this week and the remaining two will ship to Stockton.

49 cars total are in production or have been produced at Siemens Sacramento Facility. System-level FAIs for standard coach are nearly complete with remaining action items under final review, including open items for the complete car. Two Caltrans cars have arrived at the ACE facility in Stockton.

The project teams are monitoring potential production and schedule impacts due to the coronavirus and are receiving daily updates from SCOA and Siemens.

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

Ray Hessinger reported that Metro-North continues to evaluate RFP responses it has received.

9. Update: Amtrak Equipment Procurement – Charlie King, Amtrak:

Charlie King reported that Hornell (for the Acela) is closed for 30 days due to the Coronavirus crisis as are other relevant plants. Delays will need to be factored into the procurement process. Amtrak is in line as well at Sacramento, and, like Caltrans, is uncertain as to schedule impacts.

Charlie summarized that "a lot of stuff is on hold" due to the Coronavirus crisis.

He added that Amtrak has material on board and the back shops are open and employees are working. Amtrak has not directed any furloughs at this time. There are no Acela Trainsets on the NEC now, so they are in the maintenance process for deep cleaning and preparing for their ultimate return at some point.

Ray Hessinger commented that it is good to know that Amtrak is in the process of getting the equipment in the best condition possible and that people are still working.

10.

Update: Document Control – Tammy Krause:

On 3-24-20, Tammy Krause provided the following update for inclusion in the minutes:

This month in document control the following happened:

The Trainset specification Revision B has been delayed due to the incorrect numbering of the sections, this has been corrected and hopefully the finished version will be available soon.

The next specification to be considered is the DMU. I have commenced creating the DCRS. I anticipate sending them to Rich Stegner and Dick Bruss for an initial review on 3/31/20. I will ask that they have any comments to me by 4/10/20. This will allow me to issue the DCRs to the appropriate WGs by 4/16/20. I will request that the WGs have their comments back to me by 5/27/20. The comments will then be submitted to the entire TSC on 5/28/20. This should pave the way for the TSC to vote on them at the 6/11/20 meeting and then send them to the Executive Board (EB). The EB can discuss at the 6/16/20 meeting and start the review process. Ultimately the EB should be able to vote on the changes at the 7/14/20 meeting.

The Equipment Acquisition Best Practices document is with Camren and I anticipate the draft being returned any day.

I have requested that the TSC Working Group leaders send me a current list of their group members. I have received 2 out of 7 so far.

11.

Other:

With no other business forthcoming, Chairman Hessinger adjourned today's meeting (3-24-20) at 12:08pm Eastern.

The next conference call will be 4-7-20

Decisions/Action Items

Update – Multi-State Rail Car Procurement as of 3-24-20:

Momo Tamaoki was unavailable for this call but provided the following update:

FDR for the standard coach is now complete. Cab Car structure FDR took place on February 27 and updated documents are now in review. IDOT galley FDR reviews and releases are ongoing.

The Complete Coach FAI occurred on November 13-14 in Sacramento and open items are near closure. Vehicle track Interaction testing per FRA 213.345 is scheduled to begin as soon as March 24 or 25. CEM crush box testing for the Caltrans Cab Car and other non-domestic testing has been postponed due to travel restrictions. TTCI testing is complete, including Amtrak PTC and brake performance tests. Two of the four cars at TTCI are scheduled to return to Sacramento this week and the remaining two will ship to Stockton.

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The project teams are monitoring potential production and schedule impacts due to the coronavirus and are receiving daily updates from SCOA and Siemens.

Metro North Dual Mode Locomotive Procurement – Update as of 3-24-20:

Metro-North continues to evaluate RFP responses it has received.

Next update – 4-21-20.

Document Control Update – 3-24-20:

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Charlie summarized that “a lot of stuff is on hold” due to the Coronavirus crisis.

Next Update – 4-21-20

VIA Rail Equipment Procurements – 2-21-20

At the Annual Meeting, 2-21-20, Mario Bergeron, Bob Becker and Joe Diliello provided an update on the ongoing VIA Rail equipment procurement and on overview of VIA Rail as a company.

The complete presentation was is provided as a PDF file and was not re-printed in the Minutes but is available on the website and was distributed along with other NGEC presentations.

Next Update as appropriate

METRA Equipment Procurement Effort as of 4-9-19:

An RFP is on the street for 200-400 bi-level cars. They are going through the process now. Interested parties were to respond by August 2019.

METRA has the NGEC specification, but John does not know if the plan to use it or if they will be in contact with the NGEC or not.

On 3-10-20, it was agreed that Steve Hewitt will reach out to John Oimoen, IDOT, to see if he would be able to provide a status update on this item during the next Executive Board call (3-24-20) or the following call.

Next update – as appropriate

FASC update and Treasurer’s Report – as of 3-24-20:

- Balance/Spend Rate

Grant Amount: \$1,250,000.00

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Executive Board review of NGEC documents to ensure there are no holes in the NGEC portfolio of specifications and other documents.

Chairman Hessinger noted that the Acquisition and Ownership report will be the first completely new document prepared by the NGEC in several years. This year, he will ask the Executive Board to consider whether there are any holes in our portfolio of specifications and other documents and if so, to begin the development of any such specification, guidance document or report.

On 3-10-20, it was agreed that the topic that needs being developed and that will be the focus of the Board's efforts in this area will be TSSSA.

On 3-24-20, a discussion ensued about what the NGEC should develop -should it be a template for states to use? It was agreed that Charlie King will provide the Amtrak TSSSA SOW used for the ALC 42 (Charger) and with Siemens and one used with Alstom. If possible, he will make these available by the next Executive Board call (4-7-20). If other issues (Coronavirus crisis) overtake things, the item will remain as an agenda item until such time as "we can do it".

The Board would then have a discussion and try to get consensus on a path forward with the expectation that it would be assigned to the Technical subcommittee with direction from the Board.

Updates: States and Amtrak – Charger Locomotive Experience:

In-depth updates were provided during the Annual meeting and were included in the minutes. Presentations were distributed and posted to the website.

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**S305 NGEC Executive Board Conference Call
3-24-20**

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 Ray Hessinger
2. Roll Call Steve Hewitt

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|---|----------------------------|
| 3. Action Items Status Review | Steve Hewitt |
| 4. Approval of Minutes from 3-10-20 conference call meeting | Ray Hessinger |
| 5. Key Action Items from the Annual meeting – Status & Next Steps | Ray Hessinger/Charlie King |
| - Topic - TSSSA – developing a template – establishing the process | Ray Hessinger |
| - Technical subcommittee review of the Access Board Proposed Rulemaking regarding accessibility guidelines for Rail vehicles: | Charlie King |
| 6. Treasurer's Report | Tim Ziethen |
| - Balance/Spend Rate | |
| - Status: 36-month No-Cost Grant Extension Request | |
| 7. Update: Multi-State Car Procurement | Momo Tamaoki |
| 8. Update: Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 9. Update: Amtrak Equipment Procurement | Charlie King |
| 10. Update: Document Control | Tammy Krause |
| - Status: Compiling Single Level Trainset Specification 305-007 – Revision B | |
| - Next Specification Update – DMUs – next steps/timeline | |
| - Status: Equipment Acquisition Best practices Reference Document | |
| - Updating list of Technical working group members | |
| 11. Other | All |

Next Meeting – 4-7-20