



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

SECTION 305 NGEC Executive Board

MINUTES

JANUARY 28, 2020

11:30 EASTERN

CONFERENCE CALL

FACILITATOR	<i>Eric Curtit, Chair, S305 NGEC Executive Board</i>
ATTENDEES	Board Members: <i>Eric Curtit, Charlie King, Michael Lestingi, Arun Rao, Arun Rao also as proxy for Amanda Martin, John Oimoen, Jason Orthner, Momo Tamaoki for Kyle Gradinger, Brian Beeler II, Jason Biggs for Ron Pate, Mike Jenkins, Support Staff and Colleagues:</i> <i>Steve Hewitt, Tammy Krause, Jeff Gordon, Mike Murray</i>
ABSENTEES	Board Members: <i>Tim Ziethen, John Rosacker, Kyle Gradinger, Amanda Martin, Ray Hessinger, Ron Pate, Support:</i> <i>Shayne Gill, Strat Cavros, Byron Comati, Jason Biggs, Larry Salci, Michael Burshtin,</i>

DECISIONS MADE

1.

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

Chairman Curtit opened the meeting and asked Steve Hewitt to call the roll.

2. Roll Call – Steve Hewitt, NGEC Program Manager:

Steve Hewitt called the roll and confirmed the presence of a quorum.

3.

Action items Review – Steve Hewitt:

Steve Hewitt reported that open action items not covered under the agenda this week will be included on the next call agenda and the current status of each is included in today's minutes (1-28-20).

METRA Equipment Procurement Effort:

On 4-9-19, John Oimoen, IDOT, provided an overview of the METRA Equipment Procurement effort:

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 they plan to use it or if they will be in contact with the NGEC or not.

Next Update: as appropriate

Update: States and Amtrak – Charger Locomotive Experience – as of 7-30-19:

Mid-West States Experience:

The Charger locomotives have been running for 2-years and are working well with all of the locomotives in service and only the normal "teething" issues occurring and being worked through.

One area that they are striving for improvement and are making improvements on is parts availability and field service. These issues are challenging but being worked out and improving.

John also pointed out the fact that there have been several vehicle strikes, and debris strikes in the Mid-West, but the good news is that the Crash Energy Management (CEM) performed very very well. The engineers were very satisfied with the safety of the cabs.

Overall, John reported that they are very pleased with the performance of the locomotives.

California Experience:

Momo provided the average number of miles and engine hours for the locomotives in the various sections of the state where they are being used and noted that they are performing well.

There have been several debris strikes and Siemens and Amtrak are working on repairs.

Caltrans has exercised its option for continuing technical support with Siemens after the warranty has expired.

There have been some instances of ice buildup on the HVAC and they are working on determining the root cause.

Overall, the locomotives are performing very well.

Washington State Experience:

No report provided

Amtrak Experience:

Charlie King reported that Amtrak has held several meetings with Siemens on parts availability as "we continue to support the states" as our partners.

Amtrak is leasing a state unit to test in Long Distance service. Rolling Stock Engineers are on board to see how the locomotives perform in the hot days and high altitudes. The locomotive is in the trail, not lead, position on this test.

So far it has performed extremely well.

The intent is to also conduct a test in the winter weather to see how it fares. And they are working on resolving the snow ingestion issues that occurred last winter.

Next Update: 2020 NGEC Annual Meeting (February 21, 2020)

Equipment Acquisition and Ownership Best Practices Working Group – 1-28-20:

All four DRAFT sections have been sent to the technical writer (Camren Cordell) to be compiled into one document with one voice. Once complete, the document will be sent to the working group members for review and comment prior to going to the Executive Board for its review.

Awaiting timeline, cost & scope from Cameron/Tammy.

Metro North Dual Mode Locomotive Procurement as of 1-14-28:

The procurement continues to move ahead fully.

NGEC Two-pager Educational Document 2020:

Steve Hewitt reported that the NGEC two-pager has been updated and printed by MODOT. He has received 400 hard copies and will distribute a hard copy to all NGEC Annual Meeting attendees. The hard copies are available by request.

50 copies were sent on 1-10-20 to Jack Madden for distribution at TRB during the NGEC session on 1-14-20.

Eric Curtit has sent Steve Hewitt the PDF version, so it is now available for distribution electronically.

VIA Rail Equipment Procurement as of 10-8-19:

Robert Becker reported that things are going well – with several mock-ups taking place currently and over the next several months. Overall things are moving forward on schedule and in good shape so far.

VIA Rail was not present on 12-17-19, so the update has been tabled until the NGEC Annual Meeting 2-21-20.

Next update: NGEC Annual Meeting 2-21-20

4. Approval of the Minutes from the 1-14-20 conference call meeting – Eric Curtit, MODOT:

On a motion by Michael Lestingi, FRA, and a second by Brian Beeler II, for Maine DOT, the minutes from the 1-14-20 Executive Board call were approved as presented.

5. NGEC Leadership Transition – Nominating Committee update – Eric Curtit:

Eric Curtit reported on the fact that a nominating committee has been named and he has communicated with the members what their role is and provided some suggestions. Oklahoma DOT will no longer serve on the Board but will remain as a member state. Two states – Michigan and Missouri will need to name new representatives. Missouri intends to stay involved, and on the Board, but has not yet named Eric Curtit's replacement. Michigan has not communicated its intentions since the retirement of Tim Hoeffner.

6. Status Update NGEC 36-month co-cost grant agreement extension request – Tim Ziethen, Amtrak:

Tim Ziethen was unavailable on 1-28-20 – this item was tabled until 2-11-20.

7. Summary Overview – 1-14-20 TRB Session – “The NGEC – 10 Years of Progress” – Charlie King, Amtrak:

Charlie King reported that the TRB session went very well and was well received. Jack Madden “was the orchestra leader” – thank you Jack, and the presenters all did a great job of getting the point across to those in attendance. The presenters made it clear that the NGEC specifications save Amtrak, FRA and states money and time on engineering and in getting the product out safely.

Special thanks to John Oimoen, IDOT, who had double duty in giving the Chairman's presentation as well as his own state's perspective presentation.

Steve Hewitt reported that he had received a request from Jack Madden to see if there was interest from Board members to participate and reprise some or all of the presentations given during TRB at the Rail Tech Conference & Expo in Worcester, MA on March 19th. Steve thanked Jack and told him he would ask Board members about it on the 1-28-20 call. Steve noted that with the week of meetings taking place in DC in February, it may be difficult for members to travel again in March.

It was agreed that Steve Hewitt will inform Jack Madden that the NHEC members will not be able to participate at this conference, but the presentations from TRB will be available on the NGEC website.

Steve Hewitt will also ask Jack Madden for the name of his contact at Keolis and he will extend an invite to become an industry participant of the NGEC.

8. Update – Multi-State Rail Car Procurement as of 1-28-20 – Momo Tamaoki, Caltrans:

Momo Tamaoki provided the following update for inclusion in today's minutes (1-28-20)

FDR for the standard coach is complete. Cab Car PDR action items are closed, and the PDR has been approved by Caltrans.

The Complete Coach FAI occurred on November 13-14 in Sacramento.

Testing continues at TTCI on cars 1 and 2 with results of the 2-Car friction brake performance and lighting tests being finalized. Side door cycle testing is scheduled for this week. The climate room testing is ongoing in Ottawa. Car #3 will be shipped to the NEC for FRA 213.345 in February. Plans are in work to ship an additional two cars to TTCI for PTC Brake Testing.

45 cars are in production at Siemens Sacramento Facility. Car #4 is the FAI car and production is reworking open items. The remaining carshells are in various stages of component installation, welding, integration, painting or storage.

System-level FAIs for standard coach are nearly complete with remaining action items under review. Cab Car Structure

IDR meeting was held in December and FDR is tentatively planned for February. The IDOT Galley Layout FDR documents have been submitted and the FDR meeting is scheduled February 5 & 6.

9.

Update: Amtrak Equipment Procurement – Charlie King, Amtrak:

On the Acela replacement:

Trainset 1 has been undergoing testing and dynamic runs at Hornell with good results and is going to Pueblo.

Trainset 2 has begun dynamic runs at Hornell.

The other trainsets are in various stages of the assembly process.

On the Locomotives:

This procurement continues to progress with a target of next Spring.

On the Trainset (AmFleet replacement):

They continue to be in the bid review phase by the Amtrak technical and finance committees and it is hoped that a decision will be made by March 2020.

10.

Update: Document Control – Tammy Krause:

Tammy Krause provided the following update for inclusion in today's minutes (1-28-20):

Revision B of the Single Level Trainset specification should be finished this week. Camren had a few follow-up questions that should be addressed later today. I will ask Steve to send out an email when it is complete and listed on the website. The Diesel Multiple Unit Revision A DCRs are started. I hope to send them out before the Technical Subcommittee next week. After I have the total number of changes, I will put together a timeline.

Camren is currently working on the Equipment Acquisition Best Practices Report and she should hopefully have it done next week. I have not received the scope from her yet, but I hope to receive after our call today.

11.

NGEC Annual Meeting – Review DRAFT Agenda/Confirm Speakers – Eric/Steve:

Steve Hewitt reminded members, once again, that the Annual Meeting will take place on 2-21-20 at the Hyatt Regency Hotel Capitol Hill, Washington, DC. The meeting will begin with coffee and registration at 8:00am and will end at 1:00pm. If you have not reserved a hotel room through the AASHTO block, please do so asap. If you have not registered your attendance with Steve for the Annual Meeting, please do so ASAP so that an accurate head count can be provided to AASHTO and the appropriate tent cards and name badges can be printed.

Currently there are 63 registrants for the meeting.

An updated draft agenda was sent along with the materials for today's call (1-28-20). Most speakers/presenters have been confirmed. All presenters, if possible, should use the NGEC 10 years' PowerPoint template that was developed by Mario Bergeron (thank you Mario!)

Hotel room block information: Today (1-28-20) is the last day to reserve a room under the room block.

The hotel is the Hyatt Regency Capitol Hill Washington, DC. The link for reserving a room is below:

<https://www.hyatt.com/en-US/group-booking/WASRW/G-APT5>

Steve reviewed the agenda and confirmed the Board attendees as well as speakers.

An updated draft agenda will be sent out along with these minutes.

13.

Other:

With no other business forthcoming, Chairman Curtit adjourned today's meeting (1-28-20) at 12:02pm.

The next conference call will be 2-11-20

Decisions/Action Items

Update – Multi-State Rail Car Procurement as of 1-28-20:

FDR for the standard coach is complete. Cab Car PDR action items are closed, and the PDR has been approved by Caltrans.

The Complete Coach FAI occurred on November 13-14 in Sacramento.

Testing continues at TTCI on cars 1 and 2 with results of the 2-Car friction brake performance and lighting tests being finalized. Side door cycle testing is scheduled for next week. The climate room testing is ongoing in Ottawa. Car #3 will be shipped to the NEC for FRA 213.345 in February. Plans are in work to ship an additional two cars to TTCI for PTC Brake Testing.

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System-level FAIs for standard coach are nearly complete with remaining action items under review. Cab Car Structure IDR meeting was held in December and FDR is tentatively planned for February. The IDOT Galley Layout FDR documents have been submitted and the FDR meeting is scheduled February 5 & 6.

Metro North Dual Mode Locomotive Procurement – Update as of 1-14-20:

Metro-North continues to move forward on the dual mode locomotive procurement.

Next update – as appropriate.

Document Control Update – 1-28-20:

Revision B of the Single Level Trainset specification should be finished this week. Camren had a few follow-up questions that should be addressed later today. I will ask Steve to send out an email when it is complete and listed on the website.

The Diesel Multiple Unit Revision A DCRs are started. I hope to send them out before the Technical Subcommittee next week. After I have the total number of changes, I will put together a timeline.

Camren is currently working on the Equipment Acquisition Best Practices Report and she should hopefully have it done next week. I have not received the scope from her yet, but I hope to receive after our call today.

Equipment Acquisition and Ownership Best Practices Working Group – 1-28-20:

All 4 sections have been sent to Cameron Cordell to compile into a complete "one voice" document. Tammy Krause to follow up on Cameron's progress and report back to the Executive Board.

Tammy will be speaking with Cameron today (1-28-20) and will get a better sense of the timeline. It was agreed that the priority is to complete 305-007 Revision B first, and then focus on completing the Best Practices DRAFT.

Amtrak Equipment Procurement Update – as of 1-28-20:

On the Acela replacement:

Trainset 1 has been undergoing testing and dynamic runs at Hornell with good results and is going to Pueblo.

Trainset 2 has begun dynamic runs at Hornell.

The other trainsets are in various stages of the assembly process.

On the Locomotives:

This procurement continues to progress with a target of next Spring.

On the Trainset (AmFleet replacement):

They continue to be in the bid review phase by the Amtrak technical and finance committees and it is hoped that a decision will be made by March 2020.

Next update to the Executive Board – NGEC Annual Meeting

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 they plan to use it or if they will be in contact with the NGEC or not.

Next update – as appropriate

7.

FASC update and Treasurer’s Report – Tim Ziethen, Amtrak as of 1-14-28:

a. Balance-Spend Rate:

Tim Ziethen reported: (Includes Invoices through November 2019).

Total Initial Grant Amount: \$1,250,000.

Amount Spent: \$515,042.76

Balance remaining: \$ 734,957.24

Spend Rate per month: \$13,553.76

Projected spend in the remaining months of the current grant: \$155,537.57

Balance anticipated at the end of the grant period (9-30-20): \$579,419.67

Expenditures anticipated in a 36-month no-cost extension: \$540,000.00

Average Monthly expenditure: \$15,000.00

Balance remaining at the end of the 36-month extension: approximately \$39,419.67

b. Next Steps/timeline in the process of requesting an extension through the Exec Board process

Tim confirmed the process to formally request a no-cost grant agreement entails submitting a GARF which is first presented to the executive Board for approval. The GARF would request a 36-month extension at no cost with the supporting budget documentation as based on the above information. The GARF must be submitted to the FRA in advance of the 90-day window for grant amendment requests (July1 – September 30, 2020).

The FRA has previously confirmed that the NGEC is eligible to request a multi-year no-cost grant agreement extension. On 1-8-20, The FASC reviewed the current balance remaining and the anticipated monthly run rate and has agreed that there is ample funding remaining to support a 36-month extension beginning 10-1-20 through 9-30-23 with a cushion of around \$51,000 at the end of the extension.

The FASC has recommended that the Executive Board go forward with the process for requesting a 36-month no cost grant agreement extension.

Tim completed a DRAFT GARF and asked for internal review by the Amtrak Grants office. The Grants office provided a positive review and the next step is to have Amtrak legal review it. In the meantime, Tim suggested that the NGEC Executive Board approve the recommendation of the FASC to go forward with the 36-month no-cost extension.

On a motion by Tim Ziethen, Amtrak, and a second by Brian Beeler II, for Maine DOT, the Executive Board agreed with the recommendation to take the steps necessary for formally requesting a 36-month no cost grant agreement extension. (The extension would be for the period beginning on 10-1-20 through 9-30-23).

With a quorum having been established and no objections being offered, Chairman Curtit determined that consensus was achieved, and the motion is approved.

Update: States and Amtrak – Charger Locomotive Experience as of 7-30-19:

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Next Update: 2020 NGEAC Annual Meeting (February 21, 2020)

Distribution of the NGEAC two-pager – educational document as of 1-28-20:

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Contact Steve Hewitt at shewitt109@aol.com. If hard copy, let Steve know where to send them and how many.

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Next planned update: NGEAC Annual Meeting

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S305 NGEC Executive Board Conference Call

1/28/20

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 1-14-20 conference call meeting | Eric Curtit |
| 5. NGEC Leadership Transition – Nominating Committee update | Eric Curtit |
| 6. Status Update – NGEC 36-month no-cost grant agreement extension | Tim Ziethen |
| 7. Summary overview - 1-14-20 TRB session – The NGEC – 10 Years of Progress” | Charlie King |
| 8. Update: Multi-State Car Procurement | Momo Tamaoki |
| 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

- Follow-up with Cameron Cordell on Equipment Acquisition Best Practices Report– timeline/cost/scope

11. NGEN Annual Meeting – review DRAFT agenda/confirm speakers/registration

Steve Hewitt

12. Other

All

Next Call-2-11-20