



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

SECTION 305 NGEC Executive Board

MINUTES

MAY 19, 2020

11:30 EASTERN

CONFERENCE CALL

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

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 briefly reviewed the status of open action items not covered under the agenda this week and noted they will be included on the next call agenda, and the status of each is included in today's minutes (5-19-20).

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 400 hard copies and electronic copies have been distributed.

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

METRA Equipment Procurement Effort:

This item was tabled until John Oimoen has received an update from his contact at METRA. He will let Steve Hewitt and Ray Hessinger know when that is, and the item will be included on the following Board agenda.

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

Technical subcommittee review of the Access Board Advance Notice of Proposed Rulemaking regarding accessibility guidelines for Rail vehicles:

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 NGECC specifications to ensure compliance and make any necessary changes by utilizing the NGECC DCR process.

Next Update – as appropriate

4. Approval of the Minutes from the 5-5-20 conference call meeting – Ray Hessinger, NYSDOT:

On a motion by John Oimoen, IDOT, and a second by Amanda Martin, Iowa DOT, the minutes from the 5-5-20 conference call meeting were approved as presented.

5. Status: Treasurer’s Report: 36 Month No-Cost Grant Agreement Extension Request & Balance/Spend Rate – Tim Ziethen, Amtrak:

Balance/Spend Rate:

Total Initial Grant Amount: \$1,250,000.
Amount Spent: \$579,201.22 (through March 2020)
Balance remaining: \$ 670,798.78
Estimated balance remaining at the end of the current grant period (9-30-20) - \$568,055
Average Monthly expenditure estimated for the extension period is: \$15,000.00
Amount utilized if the Grant is extended for 36 months at estimated spend rate \$540,000.00
Projected total remaining at the end of the 36-month extension: \$28,000

Grant Agreement extension request:

Amtrak Grants has not heard anything back from FRA on its review of the grant request. Tim believes that this is ok as it was anticipated that the review would take place in May with the possibility it could slip to June. This still allows plenty of time to get it done.

6. Update – Multi-State Rail Car Procurement as of 5-5-20 – Momo Tamaoki, Caltrans:

Momo Tamaoki, Caltrans, provided the following update on 5-19-20:

Design review for the standard coach is now complete. The Cab Car structure FDR took place in February and plans are in work for structural and CEM testing. IDOT galley FDR reviews and releases are ongoing. Cab Car F-coupler FDR occurred on May 6.

Open items for complete coach FAI are near closure. Non-domestic testing has been postponed due to travel restrictions. Video and photos are being provided for tests that SMEs are unable to witness. The Interior Lighting test was repeated last week, and open items are being reviewed. NEC testing made good is complete (Thank you Amtrak!) and the car is being prepared for return shipment to Sacramento.

49 cars total are in production or have been produced at Siemens Sacramento Facility. The production facility remains open under an Essential Business clause. System-level FAIs for standard coach are complete with final approvals in work. Cars 7, 9 and 13 were shipped to Stockton on April 27th, and there are now seven cars total at the Stockton facility. Cars 10 through 34 are in final assembly. Cars 11 and 12 are scheduled to be shipped the 2nd week of June. The First IDOT cars are scheduled to ship the 3rd week of June.

The project teams are continuing to monitor potential production and schedule impacts due to the coronavirus and are

receiving frequent updates from SCOA and Siemens.

7.

Update: Metro-North Dual Mode Locomotive Procurement – Ray Hessinger:

As of 5-19-20, the process remains in the procurement “cone of silence” period, but things are moving forward, and they are “getting closer everyday”.

8.

Update: Amtrak Equipment Procurements – Charlie King:

On the Acela:

The first trainset is at TTCI and has hit speeds of up to 160mph.

Trainset 2 is in Philly and is addressing some issues related to access and PTC. It remains on schedule with testing to begin this month in a normal test process.

On Intercity Passenger Rail cars/trainset:

This remains an active procurement still under review.

On the Locomotives:

This remains ongoing at the Siemens facility in Sacramento. It is still all green (go) to be on time for a delivery in February 2021. It will go to Wilmington for testing with a goal of being in service by this time next year (May 2021).

9.

Update: TSSSA template – Charlie King:

Charlie King reported that he is making progress in developing a TSSSA template/primer which will be brought first to the Technical subcommittee and then, once approved, to the Executive Board. He has recently received OEM approval to use on one of the Diagrams that had been jointly developed by Amtrak and the OEM. Amtrak is now drafting the explanation.

Charlie reiterated that the intent expressed by Chairman Hessinger is to have an “a la carte” menu of options when considering a TSSSA as a part of the procurement process.

Once the DRAFT is prepared, it will be provided to Tammy Krause to get it ready to be included as an NGEC document for Technical subcommittee approval and, ultimately for Executive Board review and approval.

10.

Update: Document Control – Tammy Krause:

Tammy Krause provided the following update for inclusion in the minutes of today’s call (5-19-20):

All DCRs for the DMU specification have been sent to the working groups and I have received comments back from the Propulsion group.

I have received comments on the Equipment Acquisition Best Practices document from Dick Bruss and Andrew Wood, the review meeting is scheduled for 5/28.

I have received working group member lists from the Mechanical, Electrical and Interiors groups.

Steve Hewitt asked Tammy the status of finalizing 305-007 Revision B which has been with the Technical Writer who was in the process of compiling the approved changes into the specification. Previously, it was reported to be close to completed.

Tammy will check with the Technical Writer to see what the status is.

10.

Status: Equipment Acquisition and Ownership Best Practices/Lessons Learned reference document - Steve Hewitt:

The Equipment Acquisition and Ownership DRAFT document has been prepared by the Technical Writer and was

distributed to the working group members for review and comment. The members have been asked to provide their comments to Tammy Krause by COB 5-14-20 with CCs to Ray Hessinger and Steve Hewitt.

A meeting of the working group has been scheduled for 5-28-20 from 4:00 to 5:00PM Eastern.

To date – one set of comments has been provided, and an additional email expressing concerns about some duplications that remained in the document. A reminder was sent out last week (week of 5-11-20) calling for comments to be provided asap so that the document can be updated and discussed during the 5-28-20 call of the working group.

One concern raised in the email comment from Andrew Wood was that the DRAFT, as developed, is not ready for publishing, and should not be released until the duplications are resolved. To rest those concerns aside, Steve Hewitt emphasized that it is not meant to be ready at this point. It is still a working group draft. The plan is for the working group comments to be received and incorporated into the document, as a revised draft, which will be discussed by the working group on its call on 5-28-20.

Not until the working group is satisfied with the document will it be sent to the Executive Board for its review. (This point was confirmed by Chairman Hessinger.)

12.

Call Schedule – Executive Board Call Frequency – Ray Hessinger:

On the last call, (5-5-20) there was discussion about reducing the frequency of Executive Board calls to once a month or every four weeks, especially during this time when there is a lull in NGEC activities which would require decisions and there are a vast number of increased calls by other organizations with many of the NGEC members as participants. It was also discussed that the call schedule should remain the same on the calendar (bi-weekly) with the thought that Ray Hessinger and Steve Hewitt, when developing the agendas, will keep focus on canceling calls where the agenda is light, but maintaining a call at least once each month. Steve and Ray would err on the side of holding calls once every four weeks rather than bi-weekly, and simply cancel the calls deemed to have light agendas. On 5-5-20, Board Members had been asked to think about how to best move forward and come back with their thoughts on today's (5-19-20) call.

Ray Hessinger opened the floor for discussion:

Michael Lestingi, FRA, recommended that the calls be moved to monthly and if there was a desperate need for DCR approvals or something similar, it could be handled by email rather than wait for the monthly call.

Ray Hessinger raised a counterpoint, noting that with other organizations such as SAIPRC (and others) competing for time on busy calendars – if the NGEC calls are taken off the calendar – “we will never get the time back”. This is a significant concern.

Dave “Emeritus” Warner suggested that the calls be kept on the schedule - that the NGEC maintain that slot on the calendar. The thought would be that the calls would not necessarily take place bi-weekly – but the slot would remain and be used as needed. (The premise would be to always hold at least one call each month). Dave emphasized that there is no doubt – once it is off the calendar, it is not coming back.

Brian Beeler II, NNEPRA for Maine DOT, commented “I agree with the idea that the calls should be kept on the calendar to be used when needed”.

Steve Hewitt, NGEC Program Manager, echoed the view that it was important to keep the slot on the calendar. He agreed that the NGEC is in a quiet period right now and there are a lot of pressing issues facing the states that are competing for time on the calendar, but the work of the NGEC is ongoing and needs continuity and there will be times of greater activity. Some of the other calls competing right now are revolving around current times and shorter-term activities and that will not be as pressing down the road. Steve also noted that – if you take it off the calendar now – it never comes back on and you are relegating the NGEC long-term to a once a month or once every four weeks schedule. It is better to leave it on as it is – preserve the slot – and Ray and Steve can cancel calls with light agendas. Steve also mentioned that, when possible, the calls could be kept to a half hour – acknowledging that SAIPRC calls are pressing up against the Board calls by meeting at Noon and that is a large part of what is driving the concern. Steve also noted that the work on the NGEC is different, but of equal importance to that of some of the competing activities pressing on the calendars.

Ray Hessinger weighed in in agreement with Steve and noted that the SAIPRC calls taking place at Noon were in relation to the Amtrak procurements and the procurement will not be going on forever, so those calls will go away at some point, but the work of the NGEC is long-term.

Asking for additional comments, and hearing none, Chairman Hessinger determined that the prudent way forward was to keep the schedule as is with Steve Hewitt and Ray adding this topic to their weekly one on one call as a standing agenda item to determine the status of the next call.

**13.
Other:**

With no other business forthcoming, Chairman Hessinger adjourned today's meeting (5-19-20) at 12:00pm Eastern.

The next conference call will be 6-16-20

Decisions/Action Items

Update – Multi-State Rail Car Procurement as of 5-19-20:

Momo Tamaoki was unavailable for this call but provided the following update on 5-19-20:

Design review for the standard coach is complete. The Cab Car structure FDR took place in February and plans are in work for structural and CEM testing. IDOT galley FDR reviews and releases are ongoing. Cab Car F-coupler FDR occurred on May 6.

Open items for complete coach FAI are near closure. Non-domestic testing has been postponed due to travel restrictions. Video and photos are being provided for tests that SMEs are unable to witness. The Interior Lighting test was repeated last week, and open items are being reviewed. NEC testing made good is complete and the car is being prepared for return shipment to Sacramento.

49 cars total are in production or have been produced at Siemens Sacramento Facility. The production facility remains open under an Essential Business clause. System-level FAIs for standard coach are complete with final approvals in work. Cars 7,9 and 13 were shipped to Stockton on April 27th, and there are now seven cars total at the Stockton facility. Cars 10 through 34 are in final assembly. Cars 11 and 12 are scheduled to be shipped the 2nd week of June. The First IDOT cars are scheduled to ship the 3rd week of June.

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

Metro North Dual Mode Locomotive Procurement – Update as of 5-19-20:

On 5-19-20, Ray Hessinger reported that the process remains in the procurement "cone of silence" period, but things are moving forward, and they are "getting closer everyday".

Next update – 6-16-20.

Document Control Update – 5-19-20:

Tammy Krause provided the following update for inclusion in the minutes of today's call (5-19-20):

All DCRs for the DMU specification have been sent to the working groups and I have received comments back from the Propulsion group.

I have received comments on the Equipment Acquisition Best Practices document from Dick Bruss and Andrew Wood, the review meeting is scheduled for 5/28.

I have received working group member lists from the Mechanical, Electrical and Interiors groups.

Steve Hewitt asked Tammy the status of finalizing 305-007 Revision B which has been with the Technical Writer who was in the process of compiling the approved changes into the specification. Previously, it was reported to be close to completion.

Tammy will check with the Technical Writer to see what the status is on completing 305-007 Revision B.

Amtrak Equipment Procurement Update – 5-19-20:

On 5-19-20, Charlie King reported:

On the Acela:

The first trainset is at TTCI and has hit speeds of up to 160mph.

Trainset 2 is in Philly and is addressing some issues related to access and PTC. It remains on schedule with testing to begin this month in a normal test process.

On Intercity Passenger Rail cars/trainset:

This remains an active procurement still under review.

On the Locomotives:

This remains ongoing at the Siemens facility in Sacramento. It is still all green (go) to be on time for a delivery in February 2021. It will go to Wilmington for testing with a goal of being in service by this time next year (May 2021).

Next Update – 6-16-20

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 4-21-19:

This item has been tabled until John Oimoen, IDOT, has received an update from his contact at METRA. He will let Steve Hewitt and Ray Hessinger know when that is, and the item will be included on the following Board agenda.

Treasurer's Report – as of 5-19-20:

Balance/Spend Rate:

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

Amount Spent: \$579,201.22 (through March 2020)

Balance remaining: \$ 670,798.78

Estimated balance remaining at the end of the current grant period (9-30-20) - \$568,055

Average Monthly expenditure estimated for the extension period is: \$15,000.00

Amount utilized if the Grant is extended for 36 months at estimated spend rate \$540,000.00

Projected total remaining at the end of the 36-month extension: \$28,000

Grant Agreement extension request:

Amtrak Grants has not heard anything back from FRA on its review of the grant request. Tim believes that this is ok as it was anticipated that the review would take place in May with the possibility it could slip to June. This still allows plenty of time to get it done.

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

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 NGEC specifications to ensure compliance and make any necessary changes by utilizing the NGEC DCR process.

Next Update as appropriate

Developing a template – TSSSA – Status as of 5-19-20:

On 5-19-20, Charlie King provided a status update on this activity.

Charlie King reported that he is making progress in developing a TSSSA template/primer which will be brought first to the Technical subcommittee and then, once approved, to the Executive Board. He has recently received OEM approval to use on one of the Diagrams that had been jointly developed by Amtrak and the OEM. Amtrak is now drafting the explanation.

Once the DRAFT is prepared, it will be provided to Tammy Krause to get it ready to be included as an NGEC document for Technical subcommittee approval and, ultimately for Executive Board review and approval.

Next Update: 6-16-20

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.

Next Update – as appropriate

Distribution of the NGEC two-pager – educational document as of 5-19-20:

The updated NGEC two-pager remains available in hard copy and PDF. To date over 400 hard copies and electronic copies have been distributed.

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

Status: Equipment Acquisition and Ownership Best Practices/Lessons Learned reference document:

The Equipment Acquisition and Ownership DRAFT document has been prepared by the Technical Writer and was distributed to the working group members for review and comment. The members have been asked to provide their comments to Tammy Krause by COB 5-14-20 with CCs to Ray Hessinger and Steve Hewitt.

A meeting of the working group has been scheduled for 5-28-20 from 4:00 to 5:00PM Eastern.

To date – one set of comments has been provided, and an additional email expressing concerns about some duplications that remained in the document. A reminder was sent out last week (week of 5-11-20) calling for comments to be provided asap so that the document can be updated and discussed during the 5-28-20 call of the working group.

Connecticut DOT Rail Car RFP:

The link to the ConnDOT Rail Car RFP and corresponding information as provided on 5-1-20:

https://biznet.ct.gov/SCP_Search/BidDetail.aspx?CID=53056

Of interest to other states as well as carbuilders – while our spec is based on the PRIIA spec, there is no Federal funding in this procurement. However, our scoring gives points to work done in and components supplied from the US and CT. We are open to partnering with other states while maintaining those terms. The car amenities will be somewhere between a traditional commuter car and an intercity car, leaning toward intercity.

This will be listing digitally in Railway Age tomorrow (5-1-20) or Monday (5-4-20).

We will ask Marci to provide monthly updates on the progress of this procurement on Technical subcommittee calls and Steve Hewitt will provide that update on the following Executive Board call.

Next Update: As appropriate

NGEC Executive Board Call Schedule:

After some discussion, it was determined that the call schedule (bi-weekly) will remain on the calendar as is, but understanding the current time constraints of members, Ray Hessinger and Steve Hewitt will cancel one call per month when the agendas are considered light. Ray and Steve already meet weekly for one on one calls to discuss NGEC activities and will now set a standing agenda item for those calls to discuss and determine the status of the next Executive Board call.

S305 NGEN Executive Board Conference Call
5-19-20
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 |
| 3. Action Items Status Review | Steve Hewitt |
| 4. Approval of Minutes from 5-5-20 conference call meeting | Ray Hessinger |
| 5. Status: Treasurer's Report; 36-month No-Cost Grant Extension Request and Balance/Spend Rate | Tim Ziethen |
| 6. Update: Multi-State Car Procurement | Momo Tamaoki |
| 7. Update: Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 8. Update: Amtrak Equipment Procurement | Charlie King |
| 9. Update: TSSSA template | Charlie King |
| 10. Update: Document Control | Tammy Krause |
| - Status: Compiling Single Level Trainset Specification 305-007 – Revision B | |
| - Status: DMU Spec update | |
| - Status: Updating list of Technical working group members | |
| 11. Status: Equipment Acquisition and Ownership Best Practices Document | Steve Hewitt |
| 12. Call Schedule – Executive Board call frequencies | Ray Hessinger |
| 13. Other | All |

Next Meeting – 6-16-20