

SECTION 305 NGENC Executive Board

MINUTES

FEBRUARY 21,
2020

8:30AM EASTERN

10TH ANNUAL MEETING

FACILITATOR	<i>Charlie King, Vice Chair, S305 NGENC Executive Board</i>
ATTENDEES	Board Members and State participants: Ray Hessinger, NYSDOT, Ray Hessinger also as proxy for Eric Curtit, Charlie King, Tim Ziethen, Michael Lestingi, Ron Pate, Jason Orthner, Brian Beeler II, Michael Jenkins, Arun Rao, Phil Meraz for Amanda Martin, Kyle Gradinger, John Oimoen, Marci Petterson, Jon Dees, Momo Tamaoki, Bryan Ross, Lisa Stern, Jeremy Latimer, Amtrak/FRA/AASHTO Support: Shayne Gill, Kamasha Hendrickson, Steve Hewitt, Larry Salci, Jeff Gordon, Troy Johnson, Mike Murray, Melissa Hatcher, Tarek Omar, Dave "PowerPoint" Warner, Tammy Krause, Michael Burshtin, Adam Otsuka, Joseph Gerig, Harry Garforth, Byron Comati, Tim Wells, Max Johnson, Guest Presenters: Joe McHugh, Mario Bergeron, Robert Becker, Joe DiLiello Industry members/guests: Jack Madden, Alexander Epstein, Joe Kenas, Alan Morris, Martin Bloedt, Darrell Smith, Paul Arnone, Armin Kick, Ross Capon, Kevin Myles, Rick Harnish, Rolf Neuhaus, Terry Soesbee, Dick Bruss, Nathan Levinton, Steve Morrison, James Michel, Jon Mullin, Herb Buchholz, Kevin Carmody, Martin Schroeder, Tom LaMano, Greg Gagarin, Rocky Chong, Josh Coran, Kirk Klug, Matt Sibul, Gil Denton, Joe Moore, Rodney McGhee, Bill Saddler, Gary Provenzano, Rich Bowie, Martin Ritter, Ben Dobernecker, Leo Penne,
ABSENTEES	Board Members: Eric Curtit, Amanda Martin, Vacancy - Michigan DOT Rep

DECISIONS MADE

1.

Convene Annual Meeting: Charlie King, Amtrak, NGENC Vice Chair

After receiving a safety briefing provided by the Hyatt Regency Hotel, NGENC Vice Chairman Charlie King called the 10th NGENC Annual Meeting to order.

Self- Introductions

Attendees were called upon to introduce themselves and what organization they were representing.

2.

Roll Call –Steve Hewitt, Manager, S305 NGENC Program Manager:

Vice Chairman King asked Steve Hewitt to call the roll of voting members of the NGENC to confirm the presence of a quorum.

After completing the roll call, Steve Hewitt confirmed that, in accordance with the NGENC By-Laws, the presence of a quorum was confirmed with all Board members represented in person, or by proxy or designee. Here were approximately 77 members in attendance for today's (2-21-20) meeting.

3.

Review Meeting Agenda – Charlie King - Review contents of the meeting packets– Steve Hewitt:

Vice Chairman King reviewed the day's agenda and asked Steve Hewitt to review the meeting packets.

Steve Hewitt reviewed the meeting packet contents and reminded those in attendance to sign the sign-in sheet.

4.

Approval of the Minutes from February 12, 2019 – Charlie King:

On a motion by John Oimoen, IDOT, and a second by Michael Lestingi, FRA, the minutes from the February 11, 2020, Executive Board conference call meeting were approved without exception.

5.

Chairman's Report – Eric Curtit – read into the record by NGENC Program Manager Steve Hewitt:

Eric Curtit provided the following Chairman's report for inclusion in the meeting minutes.

**Chairman's report – Eric Curtit, MODOT – Chair, NGEC Executive Board
NGEC Annual meeting
February 21, 2020**

Congratulations! Ten years! What an amazing achievement by all involved in the wild and wonderful Next Generation Equipment Committee! I am sorry I cannot be there in person, but I wanted to share some final thoughts about the NGEC and its potential.

Arguably one of the coolest missions I got to work on, the NGEC is truly an example of the right way to do business. Have you noticed? No one really knows about us – that's because y'all get stuff done and do it correctly! There is no controversy to speak of, there are no tense moments, there is only excellent public service. The members, the mission, and the industry's involvement has made it this way – all of us pulling in the same direction is the key to the NGEC's success.

I remember meeting you all the first year of my involvement with the NGEC. Everyone was so nice, and I want to thank you for welcoming me into your fold. I appreciated it very much and all of you will always be my friend. I remember thinking what a cool mission, what a talented bunch of people... how in the hell did I end up so lucky!?! I could feel your spirited conviction to the cause, and now, I was getting ready to learn a lot. And boy did I! From P2 forces, to how much can a car take when squeezed, I learned a lot! Each of you had a hand in helping me – thank you so much.

So, where does the NGEC go, now? Well, you are minimally on a good course for the next few years. I firmly believe our specifications are making a difference in North America. There is, and always will be, a need for NGEC standardized specifications. Their use has helped in multifaceted ways. From helping to provide predictability to markets, to delivering passengers better with new power, the NGEC is delivering results. In the future, there will be an on-going need to keep our specs up to date, and there may be an opportunity to do high speed rail equipment specs or some other cool as hell mission. You just never know, but I know you will be ready. In addition, there may be a need for different specifications than the ones we currently have ready to go. Whatever direction the NGEC is taken, it will be in good hands with your dedication.

In closing, I'd like to once again thank all of you for allowing me to be a part of your highly distinguished group. States, Amtrak, FRA and industry members all are exceptional participants in an extremely exciting mission, and I thank you for allowing me to be a part of it. The NGEC specs have been used from coast to coast, and even in Canada – Mario, unfortunately President Trump just signed an Executive Order which will charge Canada for use of our specs, but I know Canada is RICH and will pay up soon enough. You can send your check to Steve. All kidding aside, the specs are great and have come in handy for lots of entities, and I am sure they will in the future. Thanks for taking time to listen to me.

One more thing – thanks to my good friend Steve Hewitt. I hugged you when I first met you, as a joke, but everyone needs to know how dedicated Steve is to the NGEC and should also give him a hug! Steve, I have planted a few people in the audience who know I wrote about the hug, and I will find out if you don't read this part! Without Steve, a lot of our success would not have happened. Please take time to thank him for his dedication to the NGEC.

Thanks to everyone, thanks for all you do, and thanks for putting up with this weirdo from Missouri. Good luck and God Bless. Eric.

Those in attendance gave a round of applause to Eric and recognized his tremendous impact on the NGEC's success. Eric Curtit gave a tremendous amount of time, energy and dedication to the NGEC and he will be missed. We all wish him well in his new position at MODOT!

Thank you - Eric!

**6.
Update from the Federal Railroad Administration: Michael Lestingi, FRA:**

FRA Federal Update

Next Generation Equipment Committee - February 2020

NGEC Accomplishments

- New state locomotives in service
- California and Midwest coaches

- New orders for domestic suppliers

Other Railroads Using Specs

- MARC (Maryland)
- VirginTrains USA
- Via Rail (Canada)

Amtrak Procurements



Acela



Long Distance Locomotives



Amfleet Replacement

Recent Awards



Piedmont Fleet and Infrastructure Investments

\$76,888,000

13 new passenger coaches

Increased Charlotte –
Raleigh service to 4 times daily

Expansion of Locomotive and Railcar Maintenance Facility



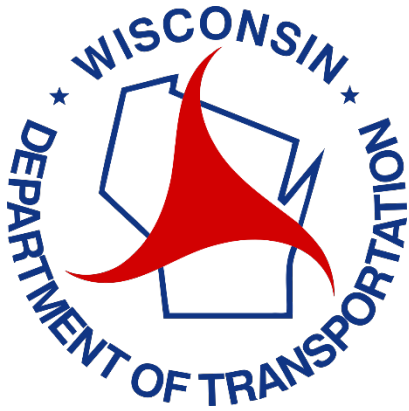
Washington Passenger Rail Car Replacement

\$37,500,000

3 new consists for Eugene – Vancouver service

Replaces 3 Talgo VI trainsets

Allows 6 (instead of 4) daily round trips



Next Gen Coach & Cab-Coach Equipment Acquisition

\$25,716,900

Replaces outdated cars on Chicago-Milwaukee service

3 single-level cab-coach cars and 6 single-level coach cars

Increases capacity and reliability on Amtrak's 9th-busiest route

Active and Upcoming NOFOs

OPEN SOLICITATION

FY20 INFRA – \$906M

**APPLICATION PERIOD CLOSED,
REVIEWING APPLICATIONS**

FY18-19-20 R&E – \$26.3M

FY19 Federal-State Partnership – \$396M

FY19 CRISI – \$247.1M

FY19 STC – \$25.4

FY19 Maglev – \$24M

UPCOMING NOFOs

FY20 CRISI – \$311.8M
FY20 Federal-State Partnership – \$198M
FY20 STC – \$10M
FY20 Maglev – \$2M

7.**Update on Accessibility – Melissa Shurland, FRA:****Presentation to Next Generation Equipment Committee on Accessibility Research****Outline**

- Update on Rail Vehicle Access Advisory Committee Accessibility Recommendations
- FRA Accessibility Research
 - Occupant Experiments of Wheeled Mobility Devices and Anthropomorphic Test Devices
- Open Discussion

Update on Rail Vehicle Access Advisory Committee (RVAAC) Accessibility Recommendations**US Access Board Issues ANPRM!**

- The US Access Board issues Advance Notice of Proposed Rulemaking to begin updating existing accessibility guidelines for rail vehicles – **Docket # ATBCB-2020-0002**

- Public comments are being sought to regards to the recommendations from the Rail Vehicles Access Advisory Committee (RVAAC) letter to the board dated July 15, 2015
- Comments are due **May 14, 2020**
- Comments are being accepted via email, fax, mail or courier

<https://www.access-board.gov/guidelines-and-standards/transportation/vehicles/update-of-the-guidelines-for-transportation-vehicles/advance-notice-of-proposed-rulemaking>

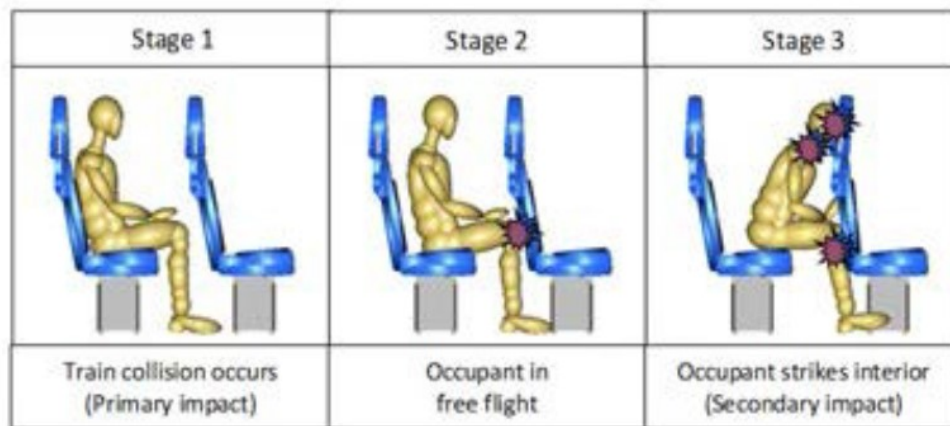
Occupant Experiments of Wheeled Mobility Devices and Anthropomorphic Test Devices in a Full-scale Train-to-Train Impact Test

Background – RD&T Research

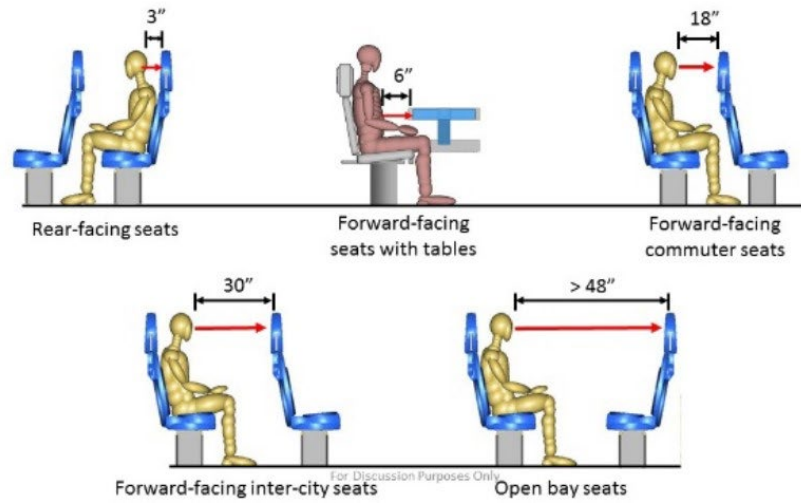
- The Federal Railroad Administration’s (FRA) Office of Research, Development and Technology funds research to evaluate new technologies for improving occupant protection on passenger rail cars.
 - Past research has identified new technologies that can reduce injuries to passengers on rail cars in accidents
 - Improved design from tables used in rail cars
 - Improved strategies for designing seat layouts
 - Recommendations for luggage racks, emergency evacuation and preparedness requirements
 - Working with the NGEAC Accessibility Working Group (AWG), FRA developed recommendations **for** improved accessibility on passenger rail vehicles.

Background – Research on Occupant Protection

- Research on occupant protection showed that during collisions and derailments, secondary impact velocity is a concern.



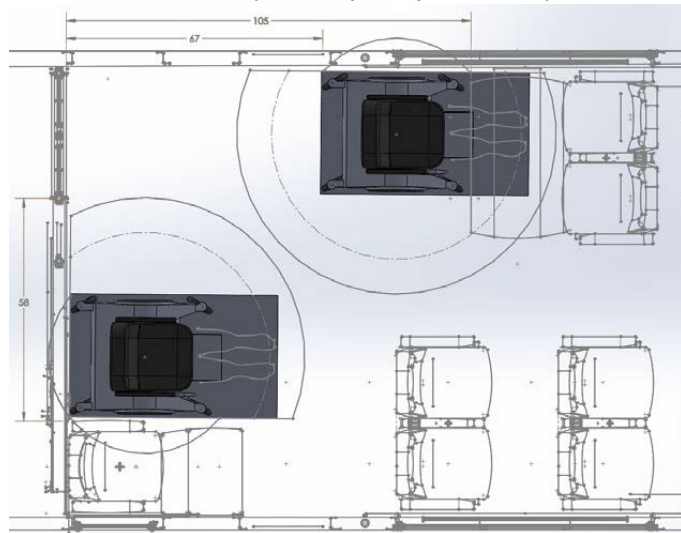
- Research on rail car seating configuration identified deficiencies in, and developed strategies for improved passenger containment.

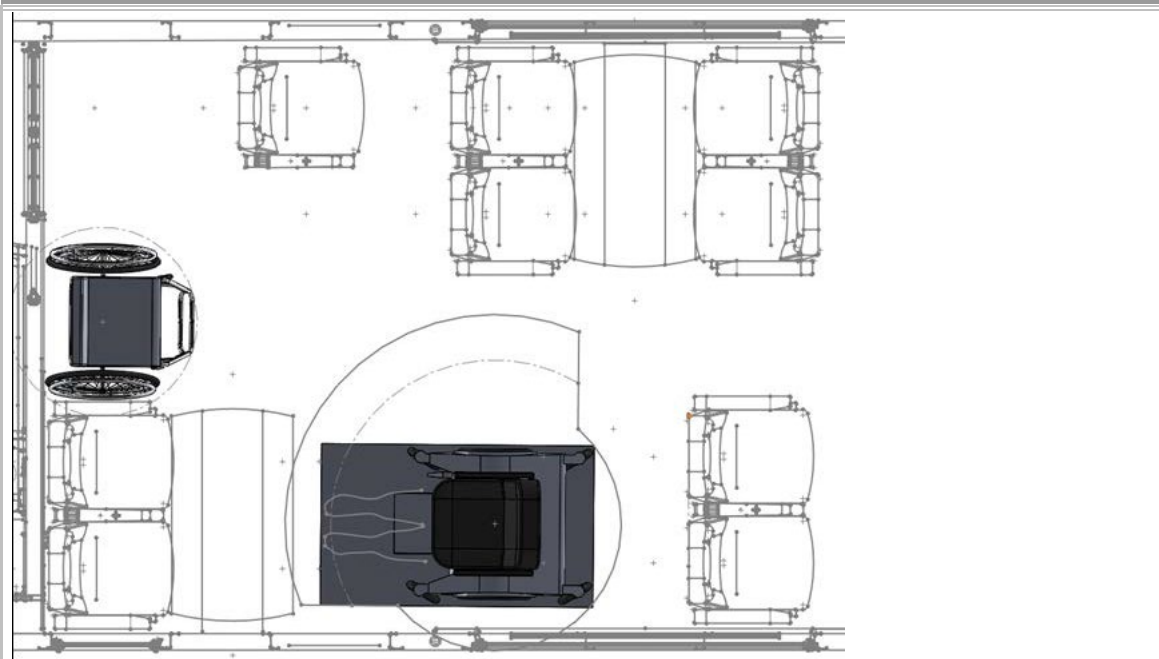


- FRA regulations and industry standards require row-to-row seating configuration for commuter and intercity passenger rail cars

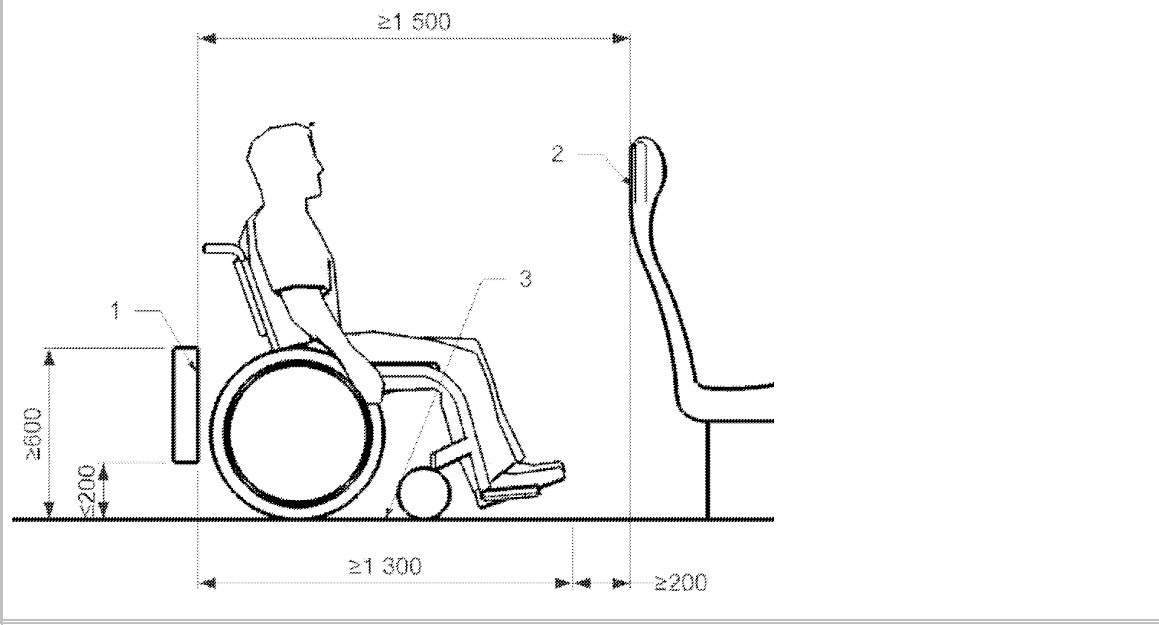
Background – Research on WhMD Spatial Study

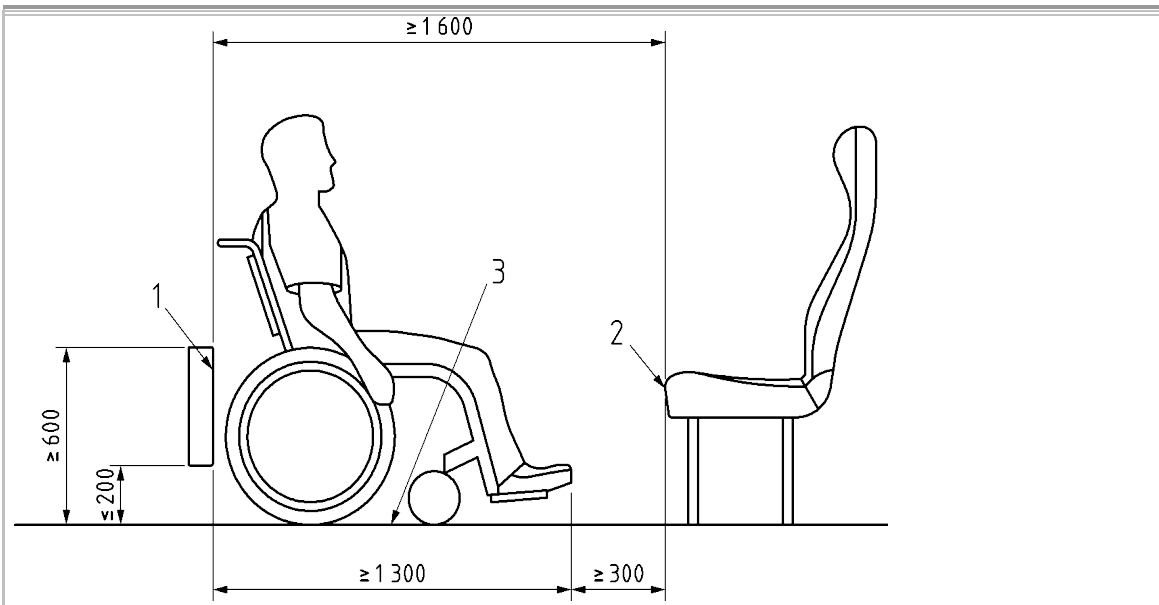
- Results from spatial study of recommendations for larger accessible space raised an issue of containment of wheeled mobility devices (WhMD) and its occupant





There has been no research on what the appropriate level of containment for occupied WhMDs on passenger rail vehicles is.





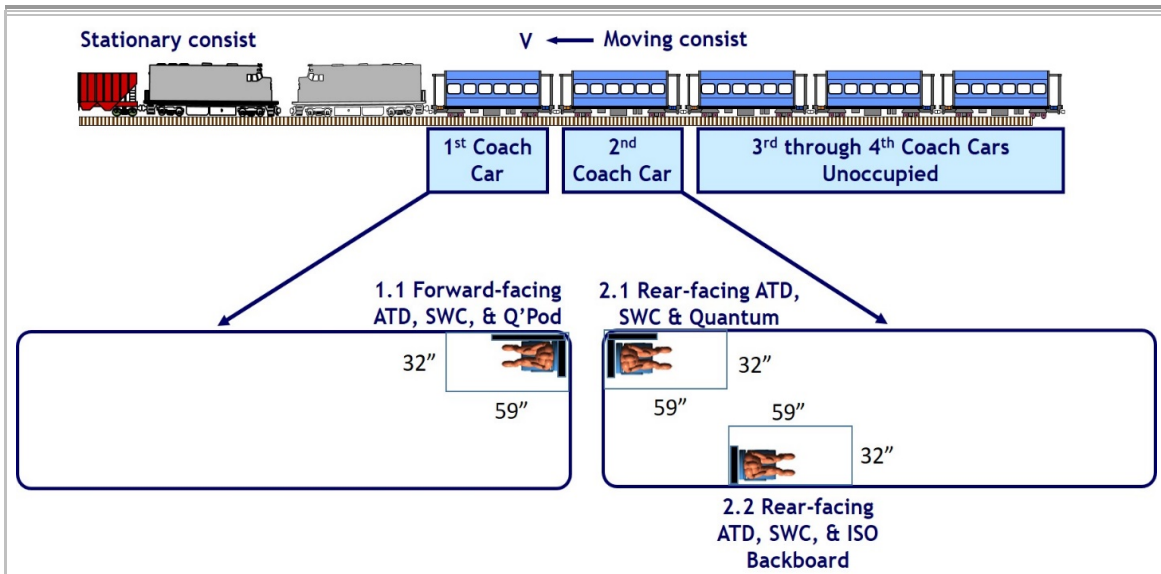
Planned Test and Experiment

- FRA will be conducting a train-to-train test in 2020
 - T access crashworthiness features of passenger rail cars.
 - One moving powered car/locomotive will pull 2-3 passenger rail cars and impact a standing train consist.
- The train-to-train test presents an opportunity to conduct experiments we otherwise would not be able to conduct, cost-effectively.
 - Trailing rail cars will be outfitted with WhMDs and anthropomorphic test devices (ATDs) to access different strategies of passenger containment during the accident scenario.
 - The test will be conducted at the Transportation Technology Center in Pueblo, CO.

Objective of WhMD Experiments

- The purpose of the planned experiments is to test and evaluate the feasibility of, and protection provided by, active and passive containment strategies for passengers seated in WhMDs on passenger trains.

Planned Experiment Setup



Three passenger containment strategies will be evaluated:

- ATD seated in WhMD secured in Q'STRAIN Q'Pod® securement system in forward-facing orientation
- ATD seated in WhMD secured in Q'STRAIN Quantum® securement system in rear-facing orientation
- ATD seated in WhMD in rear-facing orientation

Containment of WhMD in Planned Experiment

- Q'STRAIN manufactures WhMD securement devices that are used on mass transit bus and rail (non-FRA regulated) systems in the US.
- One such device is the Q'Pod®.
 - Forward-facing containment system

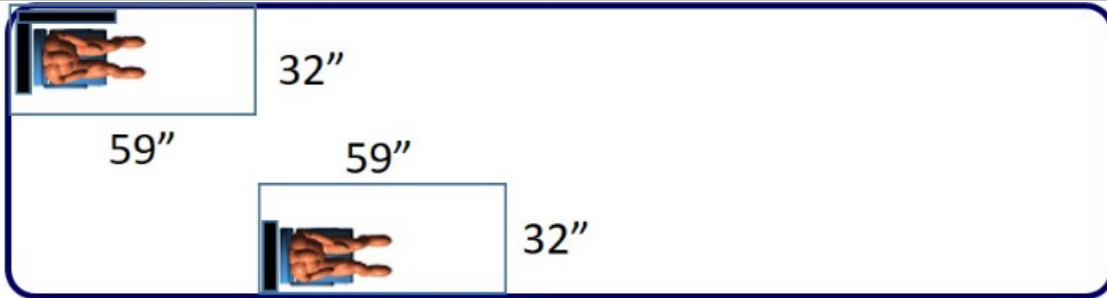


- Another device is the Quantum® - Rear-facing securement system

By securing the chair within its arms and continually adjusting its grip as needed during the ride, QUANTUM virtually eliminates the risk of a wheelchair tip-over.



- Last containment strategy to be tested will be WhMD in rear-facing configuration against a ISO bulkhead.



2.2 Rear-facing ATD, SWC, & ISO Backboard

Open Discussion

- FRA is open to testing any other modern securement systems used in transportation.
- Please contact us with information regarding any other devices we should consider.
- Any Questions?

Melissa Shurland
Melissa.Shurland@dot.gov
 202-493-1316

Melissa noted that she will provide Steve Hewitt with the Access Board document. Questions can be sent to Melissa and she will respond or direct the question to the right person to provide a response.

NOTE: The link to it was distributed by Steve Hewitt to all NGEN members in advance of the Annual Meeting.

8.

Update from Amtrak - Joe McHugh, Amtrak:

Joe McHugh, Amtrak, provided an overview of the challenges that lie ahead.

Joe highlighted three issues:

1. GDP growth – expected to be between 2.3 and 2.4% - which is a bit below the amount that was hoped for. Passing an infrastructure bill could change that in a positive way. Typically, though, an infrastructure bill does not get done in a major election year, so the chances are fairly slim that it happens this year.

PRIIA 2008 created several key committees and commissions, all of which will need to be reauthorized in the next bill. Some of those are: the NGEN, SAIPRC and the NEC.

The FAST Act was evolutionary in that it reauthorized those committees and, for the first time included a rail title.

Joe suggested that there has been “really good work here which has created the framework for meaningful procurements”. The more this fact can be conveyed on the Hill the better. Wherever you can, you should “promote what you do – and keep your place in reauthorization”.

2. Amtrak Procurements – Amtrak is working with the states and addressing their concerns with timing and financing. Amtrak is sharing useful information with the states and is looking at spring or early summer for placing the order for new equipment.

He noted that the Amfleet is a great vehicle but needs to be replaced and the timing to do it is appropriate. (adding that there were 2 orders placed in the 1970's)

Joe emphasized that credit goes to many in this room to the progress that has been made and it is a promising sign that

there will be new equipment forthcoming.

3. OTP issues. Joe noted that he gets around 150 pages a day including reports of delays.

Overall trains are pretty well on time by and large and are moving along well. He noted the Chicago line as a bell weather on how things are going.

Turning the page on OTP and implementing PTC has had a major impact on the system. The state supported routes are running at 84% and the full system is at 83% even through the winter – this is a good sign. The test is to see if it holds.

Returning to Reauthorization, Joe noted that the last two were fairly stagnant, but the 6-year FAST Act did provide a Rail title in the surface transportation bill for the first time ever and created programs that are critical. The next bill needs to build on those programs – there can be no going back.

He advised those in the room to pay attention early in the process and stress issues that are important to you. It is in the early stages that these things get done.

9.

Treasurer's Report and NGEN Finance and Administrative subcommittee Progress Report – Tim Ziethen, Amtrak:

Tim Ziethen provided a progress report on the Finance and Administrative subcommittee's (FASC) activities and accomplishments for 2019 and provided the NGEN Treasurer's Report.

FASC Update:

Updating the NGEN By-Laws

- The annual By Law review was conducted by the Finance and Administrative Sub-Committee (FASC)
- No changes or corrections were identified as needed and this was submitted for approval by the FASC to the NGEN Executive Board
- On December 3, 2019, the Executive Board confirmed and adopted the recommendation that the By Laws would remain in their current form with no changes as recommended by the FASC
- Current version of the By Laws are posted to the website. Hard copies of the updated By Laws are included in today's meeting packet as info only

Build Educational and Outreach Documentation

- The NGEN has revised its two-page educational and awareness document and has distributed over 1,000 hard and soft copies
- Highlights the mission of the NGEN; its goals and results to date and modifies the vision statement to better reflect the NGEN as it is today
- Focus is on developing and maintaining Standardized Equipment Specifications
- Executive Board approved the revisions in November 2019 and the updated document has been released and can be shared with Stakeholder Community and Legislators. Copies may be requested by contacting Steve Hewitt at shewitt109@aol.com

Funding Status

The grant agreement has been amended as noted earlier and extends the grant period by 12 months, at no additional cost, through September 30, 2020.

A request to extend the grant period through September 30, 2023 has been submitted to the FRA.

Treasurer's Report

- New Grant executed effective October 2016 and we are tracking against the SOW
- Spending is lower than planned – spending rate tracking at about \$14,000 per month
- Document Control Position moved to AASHTO Services
- 514 Subcommittee work moved to SAIPRC Equipment Working Group
- Grant Agreement performance period extended through 9-30-2020
- FASC has confirmed the ability to request another no-cost extension that could cover multiple years
- Financial analysis based on current spending would indicate that a 36 - month extension would be possible and has been approved by the Executive Board and has been submitted to the FRA
- Grant Reference FRA-AMT-0010-17-01-00

Summary Spending from Inception of Grant

NGEC 305 Grant Reporting	
<i>Current Grant - Period of Performance through 9/30/2020</i>	
Total Grant Spending (Paid/Accrued/Incurred costs through December 2019)	\$ 529,144.89
Total Incurred for AASHTO/Services	\$ 523,872.76
All Other	\$ 5,272.13
Total Incurred for all WBS Line Items	\$ 529,144.89
Grant Total	\$ 1,250,000.00
Remaining Funds included accrued expenses - Balance	\$ 720,855.11
Projected Spend remaining months on Grant - Jan 2019 => Sept 2020	\$ 142,110.36
Estimated Balance Remaining at end of current grant period of performance	\$ 578,744.75
Amount utilized if Grant was extended for 36 Months at current spend rate (~\$15,000/mo.)	\$ 540,000.00
Current Spend Rate	\$ 13,567.82
Estimated Balance at End of Extension Period (if approved)	\$ 38,744.75

Prior Grant - Spending Through 9/30/2016

	Executive Board	Technical Sub-committee	Finance & Admin. Sub-committee	"514" Equipment Capital Sub-committee	AASHTO Support Services	TOTAL
Labor		\$515,710	\$193,001		\$449,411	\$1,158,122
Meetings					\$69,572	\$69,572
Travel			\$6,547		\$130,197	\$136,744
Professional Services		\$198,406			\$1,359,320	\$1,557,726
Financial Review						\$0
Conference Calls					\$1,218	\$1,218
Webinar					\$79	\$79
Reserve (Contingency)						\$0
Web Site					\$0	\$0
TOTAL	\$0	\$714,117	\$199,547	\$0	\$2,009,797	\$2,923,461

Budget (New Grant Statement of Work 10/1/2016)

	Executive Board	Technical Sub-committee	Finance & Admin Sub-committee	"514" Equipment Capital Sub-committee	AASHTO Support Services	TOTAL
Labor		\$72,000	\$90,000		\$100,000	\$262,000
Meetings					\$90,000	\$90,000
Travel	\$0		\$10,000	\$0	\$90,000	\$100,000
Professional Services	\$0				\$682,000	\$682,000
Financial Review			\$100,000			\$100,000
Conference Calls					\$12,000	\$12,000
Webinar					\$3,000	\$3,000
Web Site					\$1,000	\$1,000
Other						\$0
TOTAL	\$0	\$72,000	\$200,000	\$0	\$978,000	\$1,250,000

Future Funding Discussion

Continue to evaluate NGEC spending as we get closer to the end of grant period. Apply for a new grant to fund the on-going activities and mission of the NGEC.

Submit a no-cost extension to the current grant to extend funding for 36 months (in process).

Activities would include ongoing review and updating of PRIIA vehicle technical specifications; educational outreach to build awareness and highlight results; monitoring multi-state vehicle procurements; identifying lessons learned and developing best practices.

10.

Consideration of Acceptance of the Treasurer’s report – Charlie King:

Following the conclusion of the presentation of the NGEC Treasurer’s Report, Vice Chairman King entertained a motion to accept the report as presented.

On a motion offered by Ray Hessinger, NYSDOT, and seconded by Phil Meraz, Iowa DOT, and with no objections or exceptions forthcoming, Vice Chairman King determined that the motion to accept the Treasurer’s Report, as presented was approved.

11.

Progress Report: NGEC Technical subcommittee – Charlie King, Amtrak:

Charlie King provided a summary presentation on the activities of the NGEC Technical subcommittee over the past year (2019):

NGEC Technical Subcommittee and Specification Development

PRIIA 305 Technical Subcommittee

1. Main purpose is to develop specifications as requested by the Executive Board.
2. Comprised of representatives from Amtrak, FRA, States, and rail equipment manufacturers and suppliers.
3. Currently we have 13 states involved; California, Connecticut, Illinois, Iowa, Maine, Michigan, Missouri, New York, North Carolina, Oklahoma, Oregon, Washington and Wisconsin.
4. Presently over 225 volunteer members. Open to anyone from companies/consultants involved in rail.
5. Each Specification has a Leader to coordinate the creation process.
6. Majority of spec writing done by members of the 6 permanent working groups on a volunteer basis with support from a technical writer.

Specification Creation Process

Specification Creation

All of the chapters for the car specifications have the same titles and where possible the actual chapters are the same.

Specification Summary
References and Glossary
Project Management
Carbody
Trucks
Couplers and Draft Gear
Brakes
Door Systems
Interior
HVAC System
Lighting System
Communications System
Electrical System
Water and Waste System
Cab and Train Controls
Emergency Equipment
Materials and Workmanship
Food Service
Test Requirements
Tools, Consumables and Spare Parts
Shipping Preparations
Training and Documentation
Customer Variables

Items in Bold are similar between equipment types.

Specification Creation

The Locomotive chapters are the same as the cars where they can be. Again, some of the chapters are the same, for example, References and Glossary.

Specification Summary
References and Glossary
Project Management
Locomotive Carbody
Running Gear
Couplers and Draft Gear
Brakes
Engineers Cab
Locomotive Propulsion System
AC Power Dist., Comm and MU
Lighting System
Locomotive to Train Communication
Head End Power System
Sanding System
Engineers Cab Controls
Fuel System
Materials and Workmanship
Test Requirements
Tools, Consumables and Spare Parts
Shipping Preparations
Training and Documentation
Customer Variables
Safety Accessories
Battery System
Environmental Characteristics

Items in Bold are similar between car and locomotives

The following 6 Equipment Specifications have been created since January 2010

- Bi-Level: C.4 – 8/2/16
- Locomotive: A.1 – 12/9/17
- Single Level: A – 11/13/12
- Trainset: A – 12/10/13
- DMU: IR – 9/4/12
- Dual Mode Loco: IR – 2/2/16

Revising Specifications

After the specifications are completed and issued as version IR (initial release) the process of updating and revising the specification becomes an issue. This has led us to develop a complete and thorough process for managing change control.

Document Change Request Form (DCR)

- This is the basis for all changes.
- Changes can be proposed by anyone using a DCR.
- Evaluated by the TWG responsible for the section affected.
- Approved by the TWG.
- Approved by the Technical Subcommittee during the regular phone conference call and sent to the Executive Board for approval.

Revising Specifications

- Review Panel reviews change to verify compliance with requirements document.
- Executive Board approves.

This process can take months because typically the DCRs are processed and a specification is revised after several DCRs have been received.

There is an Urgent DCR process to address issues that may come up during a procurement. This pushes a DCR through the system in less than two weeks.

Current Status of Revisions

- The Bi-level specification is currently on revision D and the TWGs processed a total of 295 DCRs to date.
- The Single level and Trainset specifications were both updated in 2019 and incorporated 180 and 102 changes, respectively.
- The Locomotive specification is on revision B and, so far, the TWGs have processed 70 DCRs.
- Starting this month, the TSC will begin the undertaking of updating the DMU specification. This will include evaluating every change made to every PRIIA specification to determine if it applies to the DMU. A DCR will be created for every proposed change.

13.

Annual Progress Report – Document Control Management – Tammy Krause:

Tammy Krause provided the following Document Control Management progress report for the past year (2019):

Document Control Update



Next Generation Single Level Car

- PRIIA Specification 305-003
- Revision B.1 to Revision B.2
- 65 Specification Changes
- February 12, 2019





Next Generation Trainset

- PRIIA Specification 305-007
- Revision A to Revision B
- 70 Specification Changes
- October 22, 2019



Next Specification to Revise

Next Generation Diesel Multiple Unit

- PRIIA Specification 305-009
- Revision is Initial Release
- September 4, 2012



**14.
Update - Equipment Procurements:**

- **Multi-State Single Level Cars – Kyle Gradinger and Momo Tamaoki, Caltrans:**
2020 NGEC Annual Meeting Multi-State Single Level Rail Cars Procurement Updates

CALIDOT Railcar Project History

- Joint Purchase: Caltrans & IDOT •
- \$352M contract; FRA Funded
- Amended SCOA Contract; Siemens is new carbuilder
- Project restart in Nov. 2017
- Based on AAF Single-level cars; proven and validated
- Best delivery schedule available
- State of the art vehicles, factory



Project Status

Nearly 50 Coaches in Production, Test & Preparation for Delivery

- 4 Cars at TTCI for Amtrak PTC Brake Testing
- 1 Car in Climate Chamber (Ottawa) for HVAC Validation
- Will travel to NEC for FRA High-Speed Testing
- 2 Cars Scheduled to Ship to Stockton in February
- Design Review of Coach Cars Complete
- Design Reviews for Cab Car and IDOT Cafe Car Ongoing
- All Submitted PRIIA DCRs Approved

Upcoming Design Reviews

- Cab Area Mockup Viewed in December 2019
- Cab Carshell FDR on February 27
- Cab Car Layout, Electrical & Brakes FDR to follow
- Cab Car Production Start – January 2021
- IDOT Galley FDR Design Release in Process
- Modified High-Level Boarding Concepts in Process



Project Status:

- FAI and Type Testing
- Standard Coach System FAIs in Final Phase
- Closure of Sliding Step and Trap Door Pending
- Complete Coach FAI Action Items in Work
- PTC Brake Testing at TTCI to be Complete in February
- Door Cycle Test at TTCI Complete
 - 2 TTCI Cars Ship to Stockton After Brake Testing
 - 2 TTCI Cars Ship to Sacramento for Repair and Completion

Delivery and Commissioning

- First Cars in Stockton End of February
- Onsite Static Testing to Begin March
- Trainlines, Compatibility, PA/Passenger Info System
 - Master Car Wi-Fi Installation to be Scheduled
 - Caltrans FRA 238.111 Corridor Testing in April/May
 - Training Plans and Manuals Under Review
 - IDOT Deliveries Begin May 2020
 - IDOT FRA 238.111 Testing in August 2020

Milestones Completed to date (Part I)

- Coach Car Design Review and Mockup
- Coach Car Project Management Deliverables

- Numerous Testing and Technical Deliverables for Coach Car (some additional Deliverables for Cab and Café Cars upcoming)
- Procurement and delivery of components and systems for manufacturing
- Procurement of spare parts and special tools

Milestones Completed to date (Part II)

- Establishment of Warranty Sites
- Implementation of production oversight by Caltrans and IDOT Resident Inspectors
- Ongoing coordination with stakeholders (FRA; NGEC; Amtrak; ADA community; Host Railroads; JPAs in California; Midwest States)
- Complete Coach Car and Subsystem FAIs nearly completed.

Issues We Are Working Through (Part I)

- Quality Concerns
 - Underframe Front Weld Indications
 - Siemens and Component Supplier responded immediately and investigated the findings
 - 31 carshells affected
 - Metallurgical investigation was performed
 - Finite Elements Analysis was conducted
 - New welding procedures have been developed
 - Weld repair and rework procedures are in place
 - Supplier welders and independent inspectors are on-site
 - Based on analysis, there are no negative effects on the fatigue life of the carshells
 - Carshells have been confirmed to last entire design life

Issues We Are Working Through (Part II)

- Agreements
 - Working with stakeholders on various agreements for testing, insurance, site access, commissioning, revenue service
- Café/Vending Cars
 - Investigating options to provide food service on new cars
 - Vending machines have been used successfully in North Carolina
 - Stakeholders concerned about addressing cost of providing food service in current passenger service
- Climate room testing Findings
 - Subsystem failures, repairs and HVAC tuning is ongoing
 - Limited testing time to support troubleshooting

Issues we are working through (Part III)

- Modified Level-Boarding
 - Temporary bridge plates concept in work
 - Car-borne drawbridge/bridge plate designed by Siemens
 - Building Mini-High Platforms on SJ Corridor
 - Station surveys were conducted
 - Project design upcoming to install bolt-on Mini-High Platforms at all stations on San Joaquin Corridor
 - Use wayside wheelchair lifts in the interim until Mini- High Platforms are installed

Next Steps

- Closure of Complete Coach Car FAI and Coach Car Subsystem FAIs
- Complete Type Testing, 213.345 and 238.111 Testing
- Cab Car and Café Car Final Design Reviews
 - Cab Car Structural Testing June/July 2021
- IDOT Business Car Production Begins June 2020
- IDOT Café Car Production Begins October 2020
- Cab Car Production Begins February 2021
- Caltrans Service Rollout Start July 2020
- IDOT Service Rollout Start September 2020

Any Questions?

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- **Amtrak Equipment Procurements – Charlie King, Amtrak:**

- **Amtrak ALC-42 Procurement**

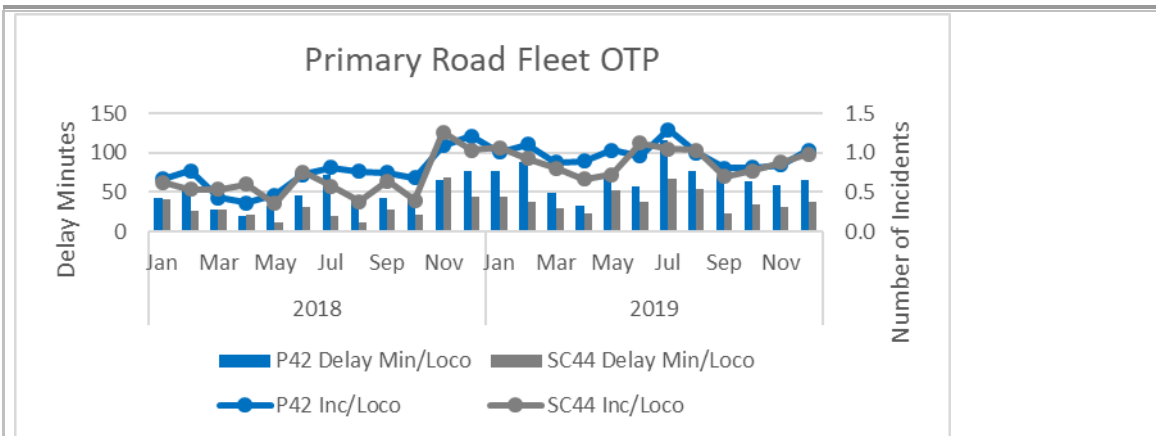
- RFP 2018, Award Issued 12/21/18 to Siemens Mobility for 75 base locomotives + TSSSA
- Continue design phase – Final Design Review, First Carshell production, Assembly FAIs begin March 2020
- Long-distance testing to verify duty cycles, altitude & grade profile performance, software changes, and environmental conditions
- Implement best practices from SAGE, ACS-64 TSSSA, SC-44 Experience
- TSSSA Working Groups to prepare for both Warranty and Service mobilization across the National Network
- TSSSA MRX Wayside Scanner installation @ Chicago Shop

ALC-42 – Design Highlights

- 184D Maintenance Interval for Increased Availability
 - Auxiliary engine oil tank under cooling tower for duty cycle extension
- System Upgrades
 - Larger Fuel and DEF tanks (2200 vs 1800; 260 vs 230)
 - 1000kW + 10% capacity HEP 480V Output
 - New Dynamic Brake Stack design
 - Wi-tronix Violet Event Recording and Offboard Data Management
- Operator Cab Changes
 - Integration of ATC/ACSES, IETMS (Fireman’s side), HOT (Auto Train), Cruise Control, and IITS/ITCS
 - Framed windshields and removable aerodynamic front nose
 - Rear facing camera for increased visibility in light engine moves

Amtrak MUST SC-44 Experience

- Overall net positive – significant upgrade to current Amtrak operated corridor fleet; continued learning experience through Charger platform life cycle and PTC
- Continue collaborating with all parties to decrease lengthy FMI execution timelines once a trending defect is communicated and lower significant wreck repair dwell time
- Supply chain challenges to minimize borrowing components
- Monitoring evolution of Dynamic Brake design and winter performance
- Mechanical preparing for SC-44 TSSSA + LCPM maintenance events for SOGR



Owner	Maintenance Base	Quantity in Service [/TOTAL EXPECTED]
Midwest DOTs (IDTX)	CHI	32 [33]
Caltrans (CDTX)	OAK	8
Caltrans (CDTX)	LA	14
Wash DOT (WDTX)	SEA	7 [8]

AMFLEET REPLACEMENT PROJECT

- On January 18, 2019, Amtrak publicly released a multi-phased Request for Proposal (RFP), for a base order of seventy-five (75) semi-permanently coupled Trainsets to be accompanied by a Technical Support, Spares, and Supply Agreement (TSSSA) to be used in Amtrak intercity corridor service in North America, both on the Northeast Corridor (NEC) and on select State supported routes, as defined by Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).
- The solicitation requires Offerors to submit Trainset Maintenance and Facility Requirements.
- The FRA's involvement is expected to be significant on many issues including financing, safety and technical issues, and Buy America compliance. The procurement anticipates possible purchases to cover state supported services, there is significant engagement with our state partners.
- The trainset can be an unpowered Trainset that will be locomotive hauled by other Amtrak equipment, or a self-propelled Trainset such as an Electric Multiple Unit (EMU), a Diesel Multiple Unit (DMU), a Dual Mode Multiple Unit (DMMU), or any combination of propulsion modes to provide the desired Trainset operation. In all cases, both high and low station platform accessibility is required.
- The solicitation called for options to purchase up to an additional seventy (70) Trainsets for a potential total of one hundred forty-five (145) Trainsets, as well as options for additional individual cars.

AMFLEET REPLACEMENT TSSSA

- All Offerors are required to submit a corresponding proposal for a twenty (20) year contract to provide technical support, spares, and supplies across the network in accordance with a TSSSA Scope of Work provided by Amtrak.
- A TSSSA is an agreement by which a vendor provides parts for maintenance as well as technical support services.
 - a fixed monthly fee per Trainset to cover all material (for failures and consumables)
 - a fixed monthly fee for technical support
 - a per event price for builder recommended life cycle preventive maintenance (LCPM)/overhaul

events.

Acela Replacement

- Prototype 1 (PS01) is fully constructed and undergoing stationary tests
 - Shipped PS01 to Pueblo/TTC on February 17th, 2020
- PS02 completed assembly in December 2019
 - Initial runs in Hornell (28mph max speed) made January 2020
 - Testing progress uneventful
 - PCY ship date is tentatively scheduled for 3/18/20
 - PCY facility work underway, movement authority has been drafted
 - Trainset 03 (TS03) construction began November 2019
 - Trainset 3 delivery date is tentatively scheduled for 9/17/20



Mock-up Update





Focus Group Specific Feedback

Most Positive

(opportunity for media)

- OBIS (on board information system)
- Enhanced Wi-Fi
- Spacious comfortable seating (enhanced customer comfort)
- Position of USB ports and power outlets
- Emphasis on recycling bins and sustainability
- Reserved seating
- Very accessible to all customers

Potential Challenges

(may need talking points)

- Sharing pull down sunshades
- One restroom vs two per car
- Lack of seating in café car
- Flow of traffic at point of sale
- 50/50 seating

- **Metro-North Dual Mode Locomotive Procurement – Ray Hessinger, NYSDOT:**

Ray Hessinger reported that Metro-North continues to advance its procurement of Dual Mode Locomotives.

They have received responses and continue to evaluate them.

- **VIA Rail Equipment Procurements – Mario Bergeron, Robert Becker, Joseph DiLiello, VIA Rail:**

Mario Bergeron, Bob Becker and Joe Diliello provided an update on the ongoing VIA Rail equipment procurement.

The presentation also provided a brief background on VIA Rail itself.

The complete presentation is too large to re-print here and is provided as a PDF file. It will be distributed to NGEN members and will be posted on the NGEN website.

15.

The Charger Locomotives deployment experience:

- **Mid-West States Experience – John Oimoen, IDOT:**

Chargers in Use Throughout Midwest

- 32 locomotives in daily service, 33rd unit currently being used for testing cars in Pueblo.
- Operating on all eight Midwest "Hub" routes
- Work is nearing completion on communication and signal upgrades on the route to accommodate PTC that will support speeds of up to 90 mph on Chicago/St Louis route.

IDOT, Amtrak and Siemens Work on Operating Issues

- Traction Converter Unit (TCU) FMI is a top priority for the fleet
- Initial issues with snow ingestion in Dynamic brake are being addressed by Dynamic Brake Grid FMI's. To date, more than two thirds the fleet has had full FMIs completed.

Parts Issues Require Attention

- Windshield supplier had issues with quality and continued supply
- Siemens Mechanical along with customer service working to improve delivery dates and available quantities.

Short-Term Actions

- States will execute Locomotive Lease Extension
- New railcars will be added to the consists.
- TSSSA maintenance plan

Midwest/Amtrak Experience has Informed Amtrak Loco Procurement

- Design/equipment changes implemented
- Midwest has loaned Amtrak two locomotives for in process long-distance testing

Any questions?

Thanks for your time and attention!

California Experience – Kyle Gradinger – Caltrans:

Availability Trend of California Charger Units in Service



Oct-Dec '19: 78.75% availability



Oct-Dec '18: 71.25% availability

Reasons for Unavailable California Units

- Wreck Repairs
- Field Modification Instructions
- Special project (Renewable Diesel)

California Charger Locomotive Experience

- Pros
 - Additional Safety Features
 - Powerful engines and OTP
 - Cleaner burning
 - Improved suspension and on-board computer
- Cons
 - Long wait for corrective/preventive parts
 - LCC initially high, getting continuously improved
 - Multiple region-specific software changes

Any Questions?

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THANK YOU!

Washington State Experience – Ron Pate, WSDOT:

Washington State DOT

Cascades - Charger fleet performance summary:

On time performance

Delay results for combined SC44 Charger and Amtrak P42 fleet:

- 2018 – 2019: Delays reduced by 40%
- Charger Fleet only - Delays reduced by 28%

Out of service time

- 35% reduction in (time-based frequency maintenance) out of service time

Product improvement modifications

- Completed 57 performance and safety enhancements, known as Field Modification Instructions (Equipment modifications)

Looking ahead

- Transitioning from manufacturer warranty period to maintenance service contract
- Ongoing training of Amtrak maintenance and repair technicians



- **Amtrak Experience – Charlie King, Amtrak:**

Charlie King briefly summarized the Amtrak experience with the Chargers noting the maintenance experience and the extended warranty under TSSSA.

He also noted crew issues for both cars and locomotives – the equipment is very exact and not a lot of tolerance – so this creates a learning curve and a lot of calls back to the mechanical desk. Overall, it is progressing well.

16. Progress Report – NGEC Equipment Acquisition and Ownership Best Practices and Lessons Learned Working Group – Steve Hewitt:

The status of the NGEC Equipment Acquisition and Ownership Working Group' development of a Best Practices and Lessons Learned Reference document is:

The working group, made up of representatives from State DOTs, Amtrak, FRA and the industry has prepared a DRAFT report in 4 sections:

Planning - IDOT
Implementation - CALTRANS
Revenue Service – Dick Bruss/Industry
Sustainability – Washington State DOT

After each section was completed – the full working group was provided an opportunity to review and comment.

The sections were then updated by the team leaders to reflect the comments received.

Following that, the working group brought in NGEC Technical writer – Cameron Cordell – to compile the four sections into one format, one voice and to clean up redundancies or duplications.

As of this date, much of the compilation of the document, including formatting, has been completed. Several clarification questions from Cameron have been answered and she is nearly finished with the compilation DRAFT.

Once the DRAFT is done, it will be sent to the full working group for its review and comment. Ultimately, once the group is ok with the DRAFT, it will be sent to the NGEC executive Board for its review, comment and consideration of approval.

The intent was to have it ready for this Annual meeting, but it was determined by Chairman Curtit that it was better to do this right rather than rush it.

The intent is that this will be a living document which will serve as a guideline for future procurements and as reference for ongoing procurements throughout the process.

17. Summary Report: January 14, 2020 TRB Session – “The NGEC – 10 Years of Progress” – Charlie King:

Charlie King briefly summarized the TRB session on the “NGEC – 10 Years of Progress” held on January 14, 2020 during the Transportation Research Board’s Annual meeting.

The session was a great opportunity for the NGEC to lay out “what we do and how we do it’. The presentations were provided by John Oimoen, IDOT, Larry Salci, SalciConsult, Jeff Gordon, FRA and Charlie King, Amtrak and Chair of the NGEC Technical subcommittee.

John Oimoen, IDOT, commented that he thought the session went well and that across the presentations there was a common theme –the benefits of standardization – “we all had different spins” on it from our perspective, but all came to the same conclusion on the array of benefits standardization provides. He emphasized the added value and lessons learned that will come as more multi-state procurements are experienced. The end result will be better products.

Jack Madden who acted as the liaison between TRB and the NGEC commented on the “great job” done by the NGEC panelists and noted the value of having specifications that are all aligned with the same chapter structure across all NGEC specs. He added that having standardized specifications allows for an expedited process for quicker approvals and noted that from a safety perspective this was particularly notable.

Overall, the session was well done and well received.

**18.
Report/Recommendations from the Nominating Committee – Ron Pate, WSDOT:**

Ron Pate, WSDOT, reported that the nominating committee met and is recommending that the following states and their representatives be elected to two-year terms as members of the NGEC Executive Board:

Ron Pate, WSDOT
Kyle Gradinger, Caltrans
Jason Orthner, NCDOT
Mike Jenkins, Oregon DOT
Brian Beeler II, NNEPRA for Maine DOT
Ray Hessinger, NYSDOT
Troy Hughes, MODOT
Amanda Martin, IOWA DOT
Arun Rao, Wisconsin DOT
John Oimoen, IDOT
Michigan DOT

(Note: Michigan DOT has agreed to continuing to serve on the Board and will name its representative as soon as they have named the replacement for their Rail Division Director Tim Hoeffner who retired in January 2020.)

The following seats on the Board are automatic and will also be re-elected to two-year terms of office:

Tim Ziethen, Amtrak
Charlie King, Amtrak
Michael Lestingi, FRA

**19.
Election of the NGEC Executive Board Members – 2-year terms):**

On a motion offered by Michael Lestingi, FRA, and seconded by John Oimoen, IDOT, the recommendation of the nominating committee was accepted, and the NGEC members formally elected the above-named representatives to the NGEC Executive Board for two-year terms effective immediately.

**20.
Election of Officers – NGEC executive Bard (2-year terms):**

Per the NGEC By-Laws, once the Board is in place, it elects its officers.

Ron Pate recommended that the Executive Board elect the following slate of officers to serve two-year terms:

Chair – Ray Hessinger, NYSDOT
Vice Chair – Charlie King, Amtrak
Secretary – John Oimoen, IDOT
Treasurer – Tim Ziethen, Amtrak

On a motion offered by Arun Rao, Wisconsin DOT, and seconded by Phil Meraz, Iowa DOT, the slate of officers as recommended (above) were elected to serve two-year terms effective immediately.

**21.
Remarks – a look at the year ahead – Incoming Chair Ray Hessinger, NYSDOT:**

With the election of the Board and its officers. Incoming Chairman Ray Hessinger assumed the chair and made the following remarks (provided to Steve Hewitt for inclusion in these meeting minutes):

Thank you for the opportunity serve as Chair of the Next Generation Equipment Committee.

As my first official action as Chair, I want to thank Eric Curtit for his service to the NGEC and wish him the best of luck in his new role at Missouri DOT. When Eric assumed the Chair, we were holding a series of meetings to discuss what the NGEC would become when it grows up. Under Eric's leadership, the NGEC has grown to a mature, well run organization providing significant value for the public dollars we spend. It is a legacy he should be very proud of.

I want to also thank Charlie King for Chairing this meeting today in Eric's absence. While Eric never wore a tie to a meeting, he usually wore shoes, and you did an outstanding job filling his shoes today, regardless of their size.

Next, I would like to congratulate Tim Hoeffner of Michigan DOT and Allen Paul of North Carolina DOT on their recent retirements and thank them for their many years of service to the NGEC. I want to welcome Troy Hughes of Missouri DOT, Jason Orthner of North Carolina DOT, and a player to be named later from Michigan DOT, to the Executive Board. I also want to welcome any other new participants from the private sector to the NGEC. There are many opportunities to become engaged within this organization and we look forward to your contributions to the NGEC at all levels.

Rounding out my list of thank you's, I want to acknowledge the continuing contributions of Steve Hewitt. Steve has provided his services in support of the NGEC since day one. It is no exaggeration to say that this organization would not be where it is today without Steve's professionalism and dedication. I look forward to working more closely with Steve in advancing the NGEC's mission.

As we move forward into 2020 and begin the 11th year of the NGEC, there remains important work for this Committee to accomplish in support of passenger rail equipment issues across North America.

The development and maintenance of technical specifications for intercity passenger rail equipment is the core mission of the NGEC. While we do not have any new specifications under consideration at this time, the work necessary to keep our library of specifications current is an ongoing, continuing effort and will remain the NGEC's top priority for the foreseeable future.

This year, the NGEC will finalize and publish Revision B to the Single-Level Trainset specification, and we expect to complete Revision A to the Diesel Multiple Unit specification in 2020.

Each of the other specifications developed and maintained by the NGEC require some level of revision to carry forward those changes that are applicable across multiple vehicle platforms and to incorporate any other additional changes that may be identified through the ongoing procurements. The Executive Board will need to prioritize and schedule these efforts for the coming year.

However, revisions to our specifications should not be limited to changes identified during procurement and manufacturing or regulatory changes. Earlier today, we heard an update on the in-service experience with the Charger locomotives. As Amtrak and others continue to gain experience with the operation and maintenance of the Charger fleet, we need cycle this experience back into our locomotive specifications. What things worked well? Where could the specification have been better?

I believe we have all the necessary document control and change management processes in place, but to truly embrace a process for continuous improvement, we need those who own, operate and maintain the Chargers – or any other equipment built using an NGEC specification – to prepare and submit DCR's as necessary based on this in-service experience.

Earlier this week, the Access Board issued an Advance Notice of Proposed Rulemaking regarding an update to the accessibility guidelines for rail vehicles subject to the Americans with Disabilities Act. Comments are due May 14th. I will charge the Technical Subcommittee with comparing the proposed rules against our specifications and document any discrepancies.

Over the past year, the Acquisition and Ownership Best Practices Working Group has made significant progress in the development of their report. This effort to document the lessons learned from the multi-state procurement of the Charger locomotives will become an invaluable reference for states in the future. I expect this reference document to be completed and adopted by the NGEC later this year and to become a living document that will be updated as additional procurements are completed.

The Acquisition and Ownership report will be the first completely new document prepared by the NGEC in a number of years. This year, I 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.

With the expiration of the FAST Act later this year, as a transportation professional it's physically impossible to be in Washington DC during 2020 and not use the word "reauthorization" at least once. Check.

One of the requirements of our FRA grant is that the NGEC prepare and distribute an Educational Document that summarizes the activities of the NGEC. This document was recently updated, and during 2020 we will ensure it is widely distributed to those with an interest in the NGEC's ongoing activities.

Finally, our current grant with the FRA expires at the end of September and a no-cost time extension request has been submitted to the FRA for approval. Timely approval of this no-cost time extension is critical to a seamless

continuation of NGEC operations for an additional 3 years. I will ask the Administration and Finance Subcommittee to continue their efforts to shepherd this through the bureaucracy...

In closing, thank you again for this opportunity and I look forward to an exciting and productive 2020.

**22.
Filling Vacancies – Chairman Hessinger:**

As one of the first orders of business, Chairman Hessinger appointed NGEC state members to fill vacancies on Review Panels, subcommittees and working groups.

The following appointments were made:

As Chair – Ray Hessinger is an ex-officio member of all standing NGEC subcommittees. He is also Chair of the NGEC Review Panels and of the NGEC Equipment Acquisition and Ownership Best Practices and Lessons Learned working group. Steve Hewitt has added him to those groups accordingly.

John Oimoen, IDOT, and Secretary of the NGEC Executive Board is appointed as Second Vice-Chair of the Finance and Administrative subcommittee (FASC)

Troy Hughes, MoDOT is appointed to the NGEC Technical subcommittee and to the NGEC FASC.

Jennifer Bastian, IDOT, (pending confirmation of availability) is appointed to the NGEC Locomotive Review Panel
Phil Meraz, Iowa DOT, is appointed to the NGEC Trainset Review Panel
Phil Meraz, Iowa DOT, is appointed to the NGEC Single Level Car Review Panel
Brian Beeler II, for Maine DOT, is appointed to the NGEC DMU Review Panel
Momo Tamaoki, Caltrans, is appointed to the NGEC DMU Review Panel

**23.
Questions/Comments/Other Issues – All:**

Chairman Hessinger opened the floor for comments/questions.

No questions or comments were forthcoming.

**24.
Closing Comments/Adjourn – Ray Hessinger:**

Ray Hessinger confirmed that the NGEC Executive Board will continue to hold bi-weekly conference calls on the same schedule as has been the practice. The call scheduled on 2-25-20 will not take place due to the Annual meeting having just been held. The next call will take place on 3-10-20.

Charlie King confirmed that the Technical subcommittee will continue with its bi-weekly calls – every other Thursday at 3:00PM Eastern. The next call will be held on 3-5-20.

Tim Ziethen confirmed that the FASC will continue on its current call schedule as well. It meets every 4 weeks on Wednesdays at 3:00pm Eastern.

With no further business to come before the committee today (2-21-20), Chairman Hessinger adjourned the NGEC's 10th Annual Meeting at 12:32pm Eastern.

Next NGEC Executive Board call – 3-10-20

Next NGEC Annual Meeting – February 2021

Decisions and Action Items

The Executive Board approved the minutes from the last Executive Board conference call held on 2-12-19.

The Executive Board unanimously accepted the Treasurer's Report as presented.

The NGEC elected its Executive Board to two-year terms of office effective immediately. The Board also elected its officers to serve two-year terms of office effective immediately.

Executive Board Members:

Ron Pate, WSDOT
Kyle Grading, Caltrans
Jason Orthner, NCDOT
Mike Jenkins, Oregon DOT
Brian Beeler II, NNEPRA for Maine DOT
Ray Hessinger, NYSDOT
Troy Hughes, MODOT
Amanda Martin, IOWA DOT
Arun Rao, Wisconsin DOT
John Oimoen, IDOT
Michigan DOT

(Note: Michigan DOT has agreed to continuing to serve on the Board and will name its representative as soon as they have named the replacement for their Rail Division Director Tim Hoeffner who retired in January 2020.)

Tim Ziethen, Amtrak
Charlie King, Amtrak
Michael Lestingi, FRA

Officers of the NGEC Executive Board:

Chair – Ray Hessinger, NYSDOT
Vice Chair – Charlie King, Amtrak
Secretary – John Oimoen, IDOT
Treasurer – Tim Ziethen, Amtrak

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

Whereas earlier this week, the Access Board issued an Advance Notice of Proposed Rulemaking regarding an update to the accessibility guidelines for rail vehicles subject to the Americans with Disabilities Act and comments are due May 14th. Ray Hessinger charged the Technical Subcommittee with the task of comparing the proposed rules against our specifications and document any discrepancies.

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 a number of 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.

Ensuring the execution of the NGEC 36-month no-cost grant agreement extension – (10-1-2020 thru 9-30-2023):

The current grant with the FRA expires at the end of September 2020 and a no-cost time extension request has been submitted to the FRA for approval. Timely approval of this no-cost grant agreement extension is critical to a seamless continuation of NGEC operations for an additional 3 years. Chairman Hessinger tasked the FASC with continuing its efforts to shepherd this through the bureaucracy.

Filling vacancies:

On 2-21-20, the following appointments were made to fill vacancies:

As Chair – Ray Hessinger is an ex-officio member of the NGEC subcommittees. He is also Chair of the NGEC Review Panels and of the NGEC Equipment Acquisition and Ownership Best Practices and Lessons Learned working group. Steve Hewitt has added him to those groups accordingly.

John Oimoen, IDOT – Secretary of the NGEC Executive Board is appointed as second Vice-Chair of the Finance and Administrative subcommittee (FASC)

Troy Hughes, MoDOT is appointed to the NGEC Technical subcommittee and the NGEC FASC.

Jennifer Bastian, IDOT (pending confirmation of availability) is appointed to the NGEC Locomotive Review Panel
Phil Meraz, Iowa DOT is appointed to the NGEC Trainset Review panel
Phil Meraz, Iowa DOT is appointed to the NGEC Single Level Car Review Panel
Brian Beeler II, For Maine DOT is appointed to the NGEC DMU Review Panel
Momo Tamaoki, Caltrans is appointed to the NGEC DMU Review Panel

Housekeeping items/actions:

All presentations will be distributed to the NGEC email list, providing they are not too large for transmittal, and will be posted on the NGEC website at www.ngec305.org

All state members of the NGEC who have traveled to this meeting are asked to submit their expense reimbursement forms to Strat Cavros, AASHTO, at scavros@aaashto.org. Please submit these expense forms as soon as possible.

All industry members are asked to review the industry participants roster and provide any corrections, additions, deletions to Steve Hewitt as soon as possible. The list is only as good as the information provided.

The Executive Board call originally scheduled for Tuesday, 2-25-20, is canceled. The next meeting of the NGEC Executive Board will take place on 3-10-20, resuming its regular schedule.

The NGEC Technical subcommittee will stay on its normal bi-weekly schedule (every other Thursday) with the next call taking place on 3-5-19.

The NGEC Finance and Administrative subcommittee will also stay on schedule and will meet on 3-4-19.

The new NGEC two-pager educational document was distributed to all in attendance. These are now available in hard copy by request through Steve Hewitt at shewitt109@aol.com Please let Steve know how many and where to send them. They will also be available electronically upon request (from Steve) or through the NGEC website.

Attachment



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

**PRIIA Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)
10th Annual Meeting
February 21, 2020
8:00 am – 1:00 pm EST
Hyatt Regency, Capitol Hill, Washington, DC**

8:00 - 8:25 am	Registration
8:25 – 8:30 am	Hotel Safety Briefing – Hotel Staff
8:30 – 8:35 am	Convene Annual Meeting: Charlie King, Amtrak, NGEC Vice Chair
8:35 - 8:40 am	Self introductions
8:40 – 8:45 am	Roll call voting members – establish quorum: Steve Hewitt, NGEC Program Manager
8:45 – 8:50 am	Review Meeting Agenda: Charlie King Review Meeting Packets: Steve Hewitt
8:50 – 8:55 am	Approval of the Minutes from the February 11, 2019 Executive Board conference call – Charlie King
8:55 – 9:10 am	Chairman’s Report – submitted by Eric Curtit, Missouri DOT (to be read by Steve Hewitt)
9:10 - 9:25 am	Update from the Federal Railroad Administration – Michael Lestingi, FRA
9:25 - 9:35 am	Update on Accessibility - Melissa Shurland, FRA

9:35 – 9:50 am	Update from Amtrak – Joe McHugh, Amtrak
9:50 – 10:00 am	Treasurer’s Report & Finance & Administrative Subcommittee update - Tim Ziethen, Amtrak
10:00 – 10:05 am	Consideration of Acceptance of the Treasurer’s Report – Charlie King, Amtrak
10:05 - 10:20 am	Progress Report: Technical Subcommittee - Charlie King, Amtrak
10:20 - 10:30 am	Annual Progress Report: Document Control Management – Tammy Krause
10:30 – 10:45 am	Break
10:45 – 11:15 am	Update: Equipment Procurements <ul style="list-style-type: none"> a. Multi-State Single Level Cars – Kyle Gradinger and Momo Tamaoki, Caltrans b. Amtrak Equipment Procurements – Charlie King, Amtrak c. Metro-North Dual Mode Locomotive Procurement – Ray Hessinger, NYSDOT d. VIA Rail Equipment Procurements – Mario Bergeron, Robert Becker, Joe DiLiello - VIA Rail
11:15 – 11:35 am	The Charger Locomotives deployment – status reports from the states and Amtrak <ul style="list-style-type: none"> a. Mid-West States Experience – John Oimoen, IDOT b. California Experience – Kyle Gradinger, Caltrans c. Washington State Experience – Ron Pate, WSDOT d. Amtrak Experience – Charlie King, Amtrak
11:35 – 11:45am	Status: Equipment Acquisition & Ownership Best Practices/ Lessons Learned – Ref Doc – Steve Hewitt
11:45 - 12:00pm	Summary Report: January 14 th TRB Session “The NGEC 10 Years of Progress” – Charlie King
12:00 – 12:10pm	Report/Recommendations from the Nominating Committee
12:10 - 12:15pm	Election of NGEC Executive Board State members (2-year Term)
12:15 - 12:20pm	Election of Officers – NGEC Executive Board (2-year term)
12:20 – 12:30 pm	Remarks – a look at the year ahead - Incoming Chair –
12:30 – 12:35pm	Filling Vacancies - Chair NGEC subcommittees NGEC Review Panels
12:35 – 1:00pm	Questions/Comments/Other Issues - All Attendees
1:00 pm	Closing Comments/Adjourn – Chair