

# SECTION 305 NGEC Executive Board

MINUTES

FEBRUARY 23,  
2018

8:30AM EASTERN

ANNUAL MEETING

<b>FACILITATOR</b>	<i>Eric Curtit, Chair, S305 NGEC Executive Board</i>
<b>ATTENDEES</b>	<p><b>Board Members and state participants:</b> Eric Curtit, Eric Curtit also as proxy for Ray Hessinger, NYSDOT, and for John Rosacker, Oklahoma DOT, Charlie King, Tim Ziethen, Michael Lestingi, Tim Hoeffner, Ron Pate, Allan Paul, Brian Beeler II, Michael Jenkins, Arun Rao, Ed Engle for Amanda Martin, Momo Tamaoki for Kyle Gradinger, John Oimoen, Marci Petterson, Jeremy Lattimer, Nick Ruiz, Jason Biggs, Kevin Lawson</p> <p><b>Amtrak/FRA/AASHTO Support:</b> Shayne Gill, Strat Cavros, Kamasha Hendrickson, Steve Hewitt, Jeff Gordon, Beth Nachreiner, Melissa Shurland, Troy Johnson, Sean Mehrvarzi, Melissa Hatcher, Dave "PowerPoint" Warner, Tammy Krause, Andrew Wood, Michael Burshtin, George Hull, Joseph Paul, <b>Guest Presenters:</b> Caroline Decker, Ray Ginnell, Armin Kick <b>Industry members/guests:</b> Jack Madden, Gil Denton, Richard Curtis, Tom LaMano, Steve Morrison, Ted Kato, Martin Bloedt, Terry Soesbee, Steve Orzech Jr., Alexander Epstein, Martin Schroeder, Ross Capon, Glen Rees, Joe Moore, Richard Bruss, Anand Prabhakaran, Josh Coran, Rick Harnish, James Coston, Chuck Wochele, Jitendra Tomar, Paul Aichholzer, Dave Ward, Steve Finegan, Craig McKeen, Kevin Brubaker, Darrell Smith, James Michel, Rodney McGhee, Kevin Simms, Walt Stringer,</p>
<b>ABSENTEES</b>	<b>Board Members:</b> Ray Hessinger, John Rosacker, Amanda Martin, Kyle Gradinger

## DECISIONS MADE

**1. Convene Annual Meeting: Eric Curtit, Missouri DOT, NGEC Chair**

After receiving a security briefing provided by Michael Burshtin, Amtrak, NGEC Chairman Curtit called the 8<sup>th</sup> NGEC 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 NGEC Program Manager:**

Chairman Curtit asked Steve Hewitt to call the roll of voting members of the NGEC and to confirm the presence of a quorum.

After completing the roll call, Steve Hewitt confirmed that, in accordance with the NGEC By-Laws, the presence of a quorum was confirmed with all Board members represented in person or by proxy or designee.

**3. Review Meeting Agenda and contents of the meeting packets– Steve Hewitt:**

Chairman Curtit also announced that, in deference to the travel schedules of those members here today and being cognizant of the long week of meetings that took place this week (SPRC, SAIPRC, AASHTO Rail Council and the NGEC), he was going to revise the agenda for today and work straight through the lunch hour to end the meeting by 1:00PM or sooner.

Steve Hewitt reviewed today's meeting agenda, and the meeting packet contents.

**4. Approval of the Minutes from February 13, 2018 – Eric Curtit:**

On a motion by Allan Paul, NCDOT, and a second by Tim Hoeffner, MDOT, the minutes from the February 13, 2018 Executive Board conference call meeting were approved without exception.

## **5.**

### **NGEC Chairman's Report 2018 – Eric Curtit:**

Before presenting the Chairman's Report, Eric Curtit called for a moment of silence in memory of Kevin Kesler, FRA, who recently and suddenly passed away. Kevin was an original member of the NGEC Executive Board and a consistent supporter of its activities from the beginning. He was an incredible resource and an enthusiastic rail advocate throughout his 40 + years at FRA. He will be greatly missed.

In the Chairman's Report Eric focused on the incredible collaboration among the States, Amtrak, FRA and the rail manufacturing and supply industry that has enabled the NGEC to have produced so many great results over the past eight-plus years. Eric thanked all NGEC members for their selfless contributions and he marveled at the fact that the NGEC has around 240 members of the industry involved in one capacity or another. It is a number that has grown amazingly since the initial establishment of the NGEC in January 2010 and exemplifies a true collaboration.

### **NGEC Executive Board Chairman's Report**

**Eric J. Curtit**  
**Administrator of Railroads**  
**Missouri Department of Transportation**  
**Chair, Section 305 NGEC**

#### **Collaboration**

- States
- Federal Railroad Administration
- Amtrak

#### **Collaboration/States**

- States roles in passenger rail
- Developing usable specifications
- Learning from experts
- Sharing states needs and goals

#### **Collaboration/ Federal Railroad Administration**

- Passenger rail expertise
- Knowledgeable helpful staff
- Manage NGEC operations
- Determine protocols
- Determine where and how for NGEC administrative functions

#### **Collaboration/ Amtrak**

- Passenger rail experts
- Arguably, most knowledgeable
- Expertise in multiple disciplines
- They've done it!

#### **Collaboration**

- collaborate

[verb](#) col·lab·o·rate \ kə-ˈlɑ-bə-, rāt \

1: to work jointly with others or together especially in an intellectual endeavor

### **Collaboration**

- The real partners
- Countless hours of volunteer time
- Unlimited expertise
- Real world experience
- Always ready to assist and lead

### **Industry**

- Manufacturing and supply industry
- Participants exceed 240 members
- Help lead spec development
- Help review all revisions
- Development of specifications
- Actively involved
- Specifications worth estimated \$12M
- Involved in revisions
- Help with production

### **Collaboration**



**6.**

**Update from the Federal Railroad Administration: Michael Lestingi FRA:**

Michael Lestingi, FRA, began his remarks by commenting on the loss of Kevin Kesler, and expressing his appreciation for the moment of silence for Kevin. Michael emphasized Kevin's dedication to Rail and "his excitement about all that we do."

Michael went on to comment on the state of passenger rail in the US:

He noted NGEC members, today, will hear about job creation due to the procurements and to the ongoing endeavor to get new coaches.

There is constant excitement and enthusiasm from Amtrak with its need for new equipment – new types – a new Fleet.

Amtrak CEO Richard Anderson has talked about the goal to entirely re-fleet. "This is an incredible time to be in this industry...it is a once in a lifetime, once in a generation opportunity..." He acknowledged that much of this has been made possible by the hard work of the NGEC. It has proven the value of standardization and the benefits of building world class equipment.

This reflects the great work of the NGEC as noted in the just released two-page educational outreach document distributed here today.

There is a growing understanding of how the rail supply industry can be a part of new changes that are about to happen in infrastructure and there is an opportunity to plan and prepare for change.

The Fast Act provided a 5-year plan.

Its 5-year vision for the three service plans (NEC, State-supported, and Long Distance) call out fleet needs. Michael added that he sees a vision and national reflection by the current leadership at Amtrak and he expects that at the next NGEC Annual Meeting we will see the first of the FAST Act Asset Line Requirements by Amtrak. There will be all kinds of planning activities that will have begun including the development of a 10-year plan.

As for the FRA – "what can we do?"

"We are excited about the President's infrastructure proposal...it is equal parts a funding proposal and equal parts a paradigm shift for improving the delivery of projects...streamlining". Coordination and, like the NGEC, collaboration will be critical and is in line with the Administration's proposal.

The proposal looks to find innovative ways to move forward across the infrastructure environment. Michael added that the proposal is intentionally vague to foster/encourage meaningful conversations with Congress.

On another positive note, Michael commented on the release this week of NOFO's for two of the Rail Programs in the FAST Act:

\$68 million for the Consolidated Rail Infrastructure and Safety Improvement Grants Program (CRISI) which is a wide-open capital investment program. The FRA looks forward to receiving many and varied applications.

Restoration and Enhancement Program – which follows direction from Congress to restore and enhance intercity passenger rail.

There is a 3<sup>rd</sup> program – State of Good Repair (SOGR) – a capital program looking for a state and federal partnership. The intent is to bring assets under public ownership into a state of good repair and enhancement.

Under this program the NEC would also be included – there will be grants to bring it into a state of good repair. The NOFO for this program has not been released yet but is anticipated to be soon.

Michael went on to state that the FRA is pleased with the work of the NGEC's Technical subcommittee as it focuses attention on refreshing the NGEC specifications. He emphasized Amtrak's need for a Fleet refresh and added that the NGEC technical standards can be a piece of that strategy, and FRA will support it.

In closing, Michael stressed that the NGEC should continue the great work and efficiency that is creating job. "We are more optimistic now than ever about rolling stock" in the US.

## **7.**

### **Update from Amtrak Government Affairs: Caroline Decker, Amtrak:**

Caroline Decker, Amtrak prefaced her remarks by noting that she was asked late last year (2017) to provide a government affairs update from Amtrak to the NGEC at this meeting. In the intervening time she is now wearing a different hat with Amtrak as the new Vice President of the NEC Business Line, but is "pinch-hitting" today for Ken Altman, Senior Government Affairs at Amtrak, and is speaking on his behalf.

The three Business lines are headed up by: Caroline Decker – NEC; Joe McHugh, State Supported Service; and Bob Dorsch, Long Distance Service

Caroline went on to say that she is "blown away by the Mid-West progress with the new equipment". It has been a tremendous example of collaboration and cooperation. She noted "It is an incredible time to be a part of the rail industry." Caroline added that she previously worked for Congress and was a part of the effort that developed the RRIF Program, adding that a RRIF Loan will be used to do the new fleet for Amtrak.

Appropriations, Congress and the Political Climate:

It is 2-23-18 and there is still no funding enacted for FY18. Amtrak anticipates that it will finally happen in March. Levels are expected to be in \$1.4 to \$1.8 billion level and will include the NEC and the national network. These levels, if enacted, would track with the FAST Act authorized levels.

Last year's funding, (FY17), was finally received at the fully funded level, and is trending right - though not completely.

The FY19 request has been submitted and is available on the website. Changes in the material of the request include more detail and more specificity than in previous submittals. Much of it is driven by the FAST Act. There are higher levels of transparency – which was Congress' intent. Now the process begins – submittal in the early spring with hearings to follow. Caroline did note that the recent two-year budget deal has made for a smoother process.

As for the infrastructure plan – the source of funds is unknown and there is an urgent need for direct federal investment. Amtrak will work very hard to make the case for that investment.

Political Climate:

Over the years it has been difficult. In years past there was the Amtrak Reform Council established to look at Amtrak. There were challenges for Amtrak in 2000 when it was near bankruptcy. Ridership was down etc. Lots of changes over the last nearly 20 years, and now Amtrak has new leadership which is inspired to take it to a new era of growth and

performance. Caroline added that "I am bullish in Amtrak." The company is duty bound to be the safest – operationally – as possible and is looking to enhance customer satisfaction and the customer experience.

Asked about the plan to replace Amfleet:

"We are working on it – we are in early discussion stages. It is driving us in the coming weeks and months."

Caroline, in closing, added, referring to Amtrak's NGEC efforts and Amtrak Mechanical (Charlie King, George Hull and Tim Ziethen), "what a job – the magnitude and complexity of the work is incredible! You have done an amazing job with limited resources and an incredible and dedicated work force."

## **8.**

### **Progress report: NGEC Technical subcommittee – Charlie King, Amtrak:**

Charlie King thanked Caroline for her comments and noted he is "truly honored to be here (and involved with the work of the NGEC). He added that when he first came on board, as Mario Bergeron was briefing him during the transition from Mario (who went to VIA Rail) to Charlie, "half of the briefing I got from Mario was about the NGEC!" This emphasized how important the committee is, and how much it meant to Mario, and now to Charlie as well. Charlie admitted it has been a whirl-wind over the last 4-5 months with a lot of changes, and he added that he is hoping to have Tammy Krause (who was previously with Amtrak and served as the NGEC Document Control Manager) join our NGEC team. Charlie also thanked Tammy for assisting him in the development of today's Technical subcommittee presentation.

As he gave his presentation (see below), among other things, Charlie noted that – while there has been discussion about 5 and 10-year plans, in this industry the challenge is for a 40-year vision – two generations into the future. The Amfleet is 40 years old. He went on to say that Amtrak CEO Richard Anderson is a visionary leader and one who is extremely focused on detail and the customer experience.

Charlie acknowledged the "big support from the FRA for the states and Amtrak's involvement in the NGEC", adding that "we would be hobbled without the FRA's support".

Charlie stressed the incredible value of all the volunteer work that goes into the NGEC Technical subcommittee activities – whether it be developing specs or revising them through the DCR process – it is invaluable. He also commented on the fact that technology is just scratching the surface and the subcommittee's efforts in that area are critical.

He added that, looking ahead, he hopes to improve/speed up the DCR process. He stressed how keenly aware he is of the need to support the states and "make you successful".

Asked by Jack Madden if Amtrak would be using the PRIIA Dual Mode Locomotive specification as it goes forward with its equipment refresh, Charlie noted that "nothing is off the table at this point...we are opening the complete aperture up" and will not be limited if the Dual Mode is the right way to go.

Asked about the possibility of the LIRR, Metro North and Amtrak participating in a common procurement for the Dual Mode (DC 3<sup>rd</sup> Rail) Locomotives – "doing so would be great", Charlie responded "it is all on the table".

Asked by Beth Nachreiner, FRA, about asset allocation and the consultation process and timeline, Charlie responded that he and Troy Johnson, FRA, meet weekly, and that he has told Troy that the vision that Amtrak has with Richard Anderson as the CEO is to feed into the process and go to market with an RFI and RFP working closely with the NGEC and SAIPRC. He also noted that it is advantageous to Amtrak to work with the rail manufacturing and supply industry and the states with precision and no undue advantage.

Rick Harnish USHSR Association commented that he is encouraged and "we will help in any way we can from a grass roots" approach.

Charlie added that Richard Anderson feels that Amtrak did not get all the money it needs (from Congress) and he is going back for more. Charlie emphasized "we are a passenger railroad and we think as a passenger railroad" whereas in the past Amtrak frequently thought of itself as a freight railroad carrying passengers. It is different mindset now. "These are exciting times."

### **Section 305 Technical Subcommittee Progress Report**

**Charlie King**  
**Chief Mechanical Officer, Amtrak**  
**Chair, Section 305 NGEC Technical subcommittee:**

### **Presentation Summary**

- PRIIA 305
- Technical Subcommittee
- TSC Overview
- 2017 Highlights
- 2018 Projects
- How Can We Improve?

### **PRIIA 305 Technical Subcommittee**

- Will develop specifications as requested by the Executive Board.
- Each specification is assigned a Lead to coordinate the process.
- Majority of spec writing done by members of the 6 permanent working groups with support from a technical writer.

### **2017 Highlights**

- Passenger Car Weight Change Approval
- ECP Brake Test Train reached over 400k miles
- Diesel-Electric Locomotive Specification Rev B Approved
- Chargers in Service in Chicago, Seattle & Oakland
- Future Electronics on Trains Working Group Created and Merged with the DTL Working Group



### **2018 Projects**

- Support Multi-State Car Procurement
- Reissue revised Bi-Level PRIIA Spec
- Support Current Dual Mode Locomotive Procurement and update the PRIIA Spec
- Revise the Single Level PRIIA Spec



### How We Can Improve

- Speed of the DCR process
- Reach Out to APTA/AAR etc.
- ?



### 9. Accessibility/RVACC Update – Melissa Shurland, FRA:

#### Update on NGEAC Accessibility Working Group Activities:

**Melissa Shurland**  
**Program Manager**  
**USDOT Federal Railroad Administration**

**Kristine Severson**  
**Volpe National Transportation System Center**

**Dr. Katharine Hunter-Zaworski**  
**Oregon State university**

#### Overview

- NGEAC Accessibility Working Group Progress Update
  - Spatial Study and Results
  - Feedback on Draft Final Report
  - Containment of WhMD Occupant
- RVAAC Update
- Summary
- Questions



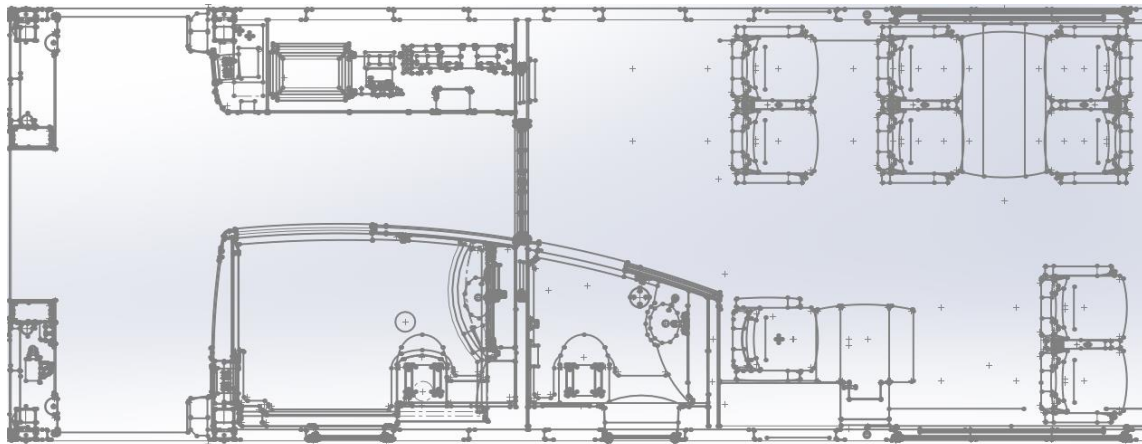


**NGEC Accessibility Working Group Update**

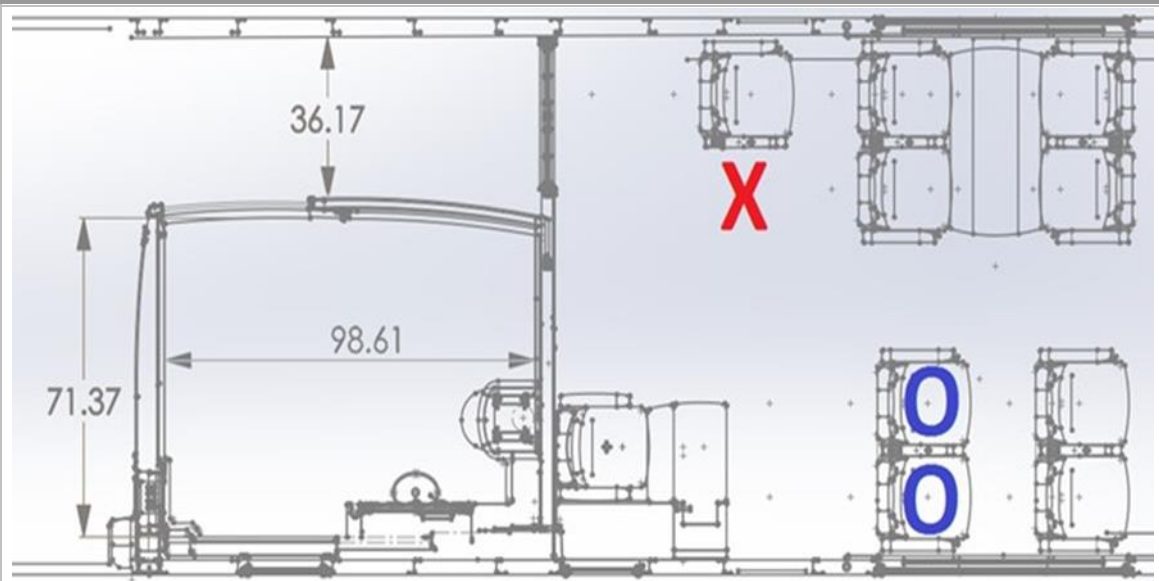
Results from Spatial Accessible Layout Study were presented to Accessibility Working Group (AWG) and Technical Subcommittee (TSC)

- Various seating layouts to accommodate 2 wheeled mobility devices (WhMD) and accessible restroom were developed
  - Issues related to containment of WhMD at accessible locations were identified
  - Maneuverability of scooters using mock-up to access seating location was recommended
  - Issues with stowage of scooters were identified

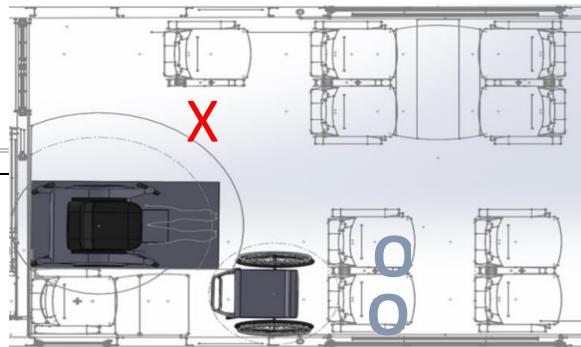
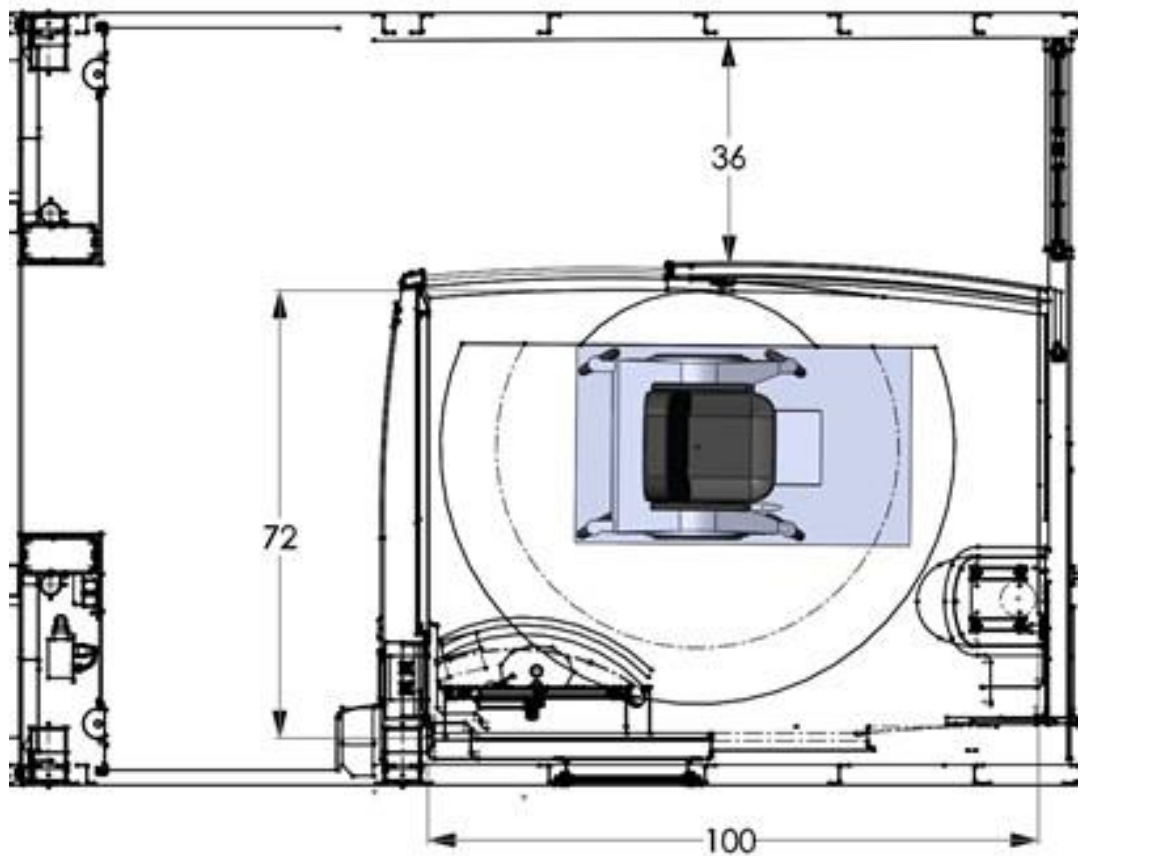
**Base Layout – Acela Business Car**

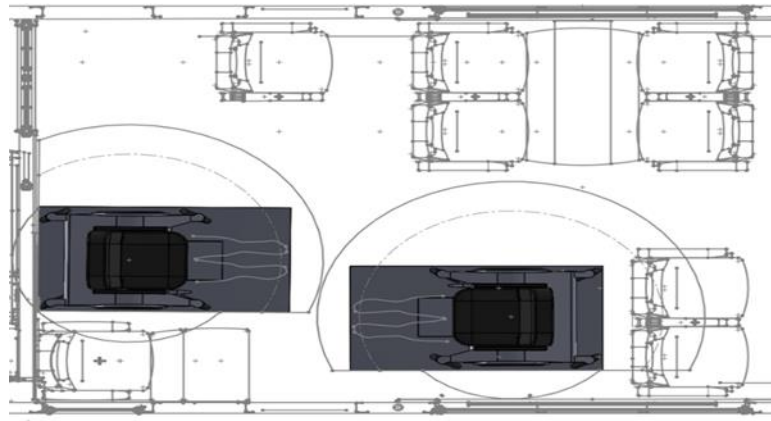


**Accessible Restroom and Seating Location**

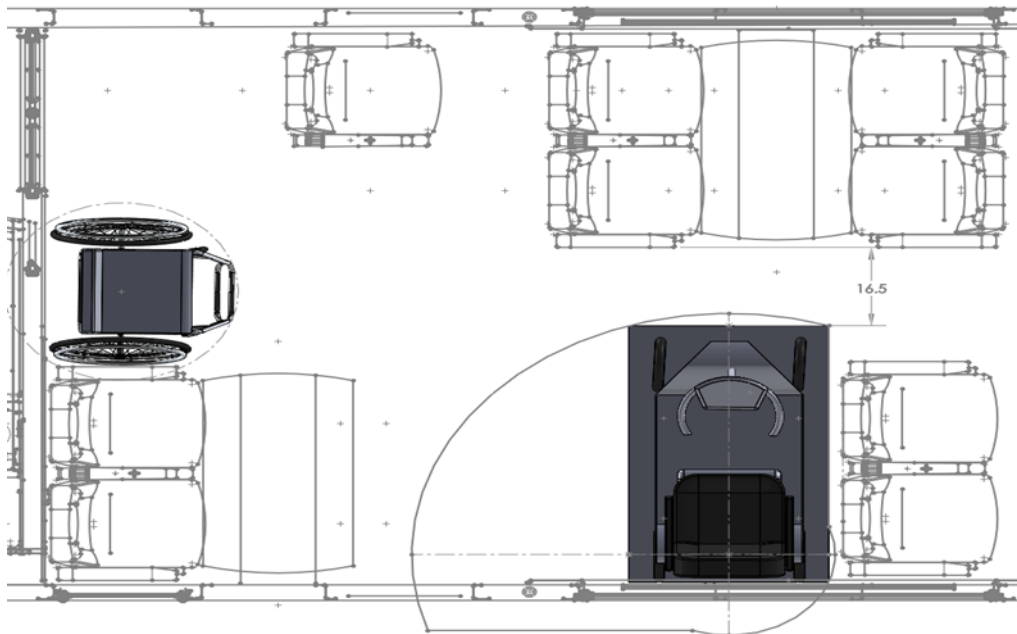


**Accessible Restroom Layout**





**Storage of Scooter**



**Results from Spatial Study**

- Larger accessible restroom with 360° turning radius will accommodate a large WhMD
- Preliminary study indicates that two WhMD can be accommodated BUT
  - Design must take into consideration the containment of passenger in WhMD
- Stowage of larger scooters in the seating area may interfere with aisle

**Draft Final Report – TSC Feedback**

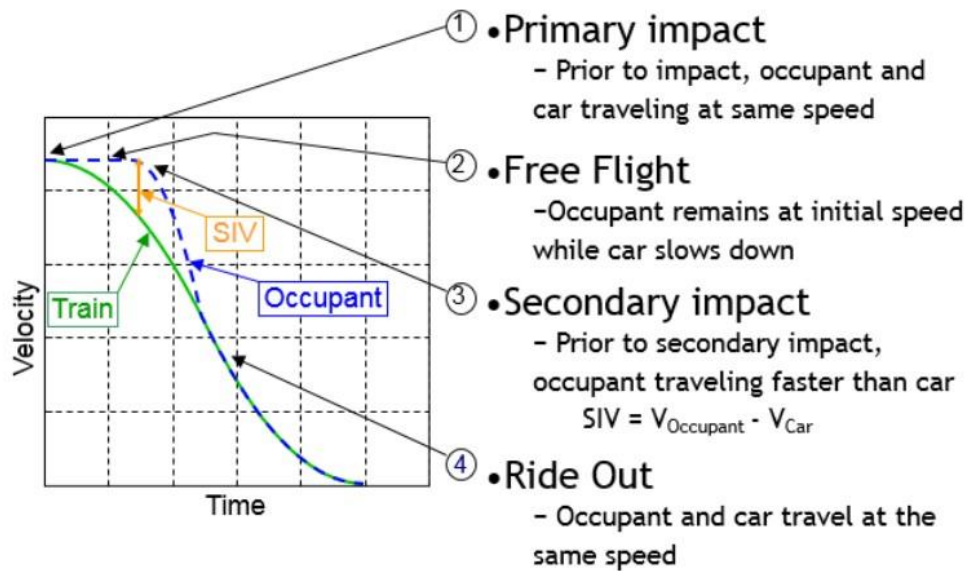
- Draft Final Report was developed and sent to TSC for review
- Comments received:

- Suggestion for physical mock-up to truly assess maneuverability of scooters.
  - Clarification was made in the report to state that the actual turning radius of scooters depends on the design of the scooter. All scooters have turning radii that are much larger than power wheelchairs.
  - Schematic provided by industry member was included for illustration purposes with the permission of the commenter.
- Concerns over the recommendations of including a sharps container in the accessible restroom
  - May become a target of vandalism by people looking for needles for illicit drug use.
  - Additional maintenance for service providers
- Evacuation chair recommended in report was identified as possibly having maneuverability issues due to aisle width.

**Review of Containment of WhMD**

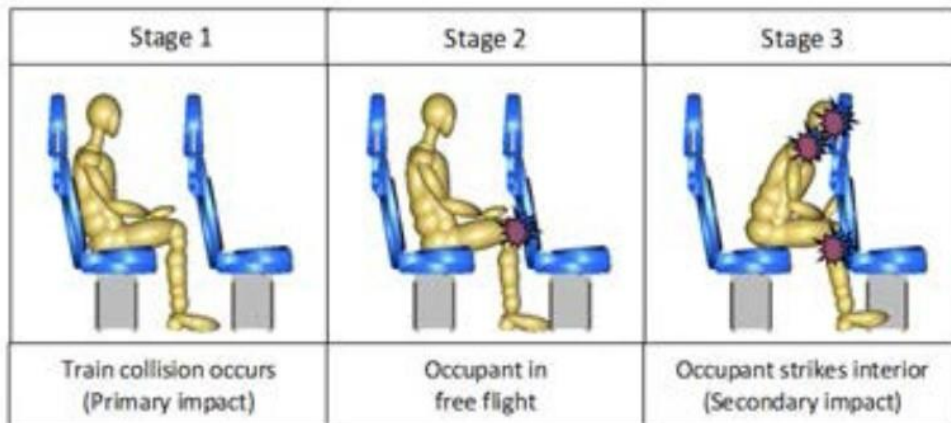
- FRA worked with Volpe Center and Oregon State University to evaluate the containment issues identified in some of the seating layout scenarios
  - Passenger rail equipment 8g longitudinal loading for accident scenarios
  - Use result to inform the disability community and US Access Board about containment and possible securement of WhMDs.

**Occupant Protection Research – Foundation for the Study**



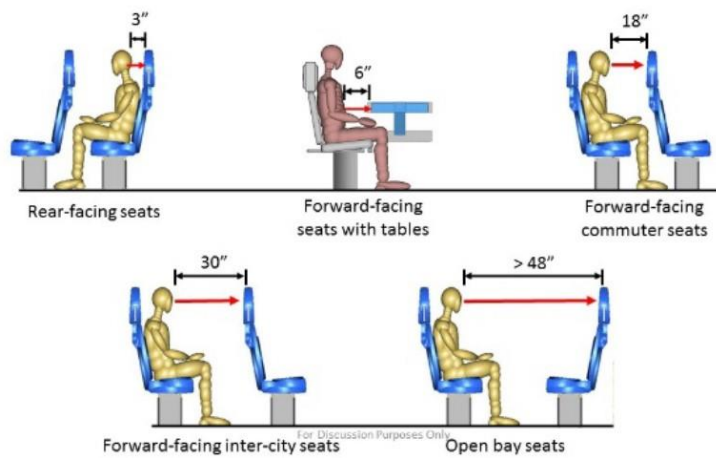
**Occupant Protection Research – Foundation for the Study**

- Secondary Impact Velocity is of concern for passengers on-board trains



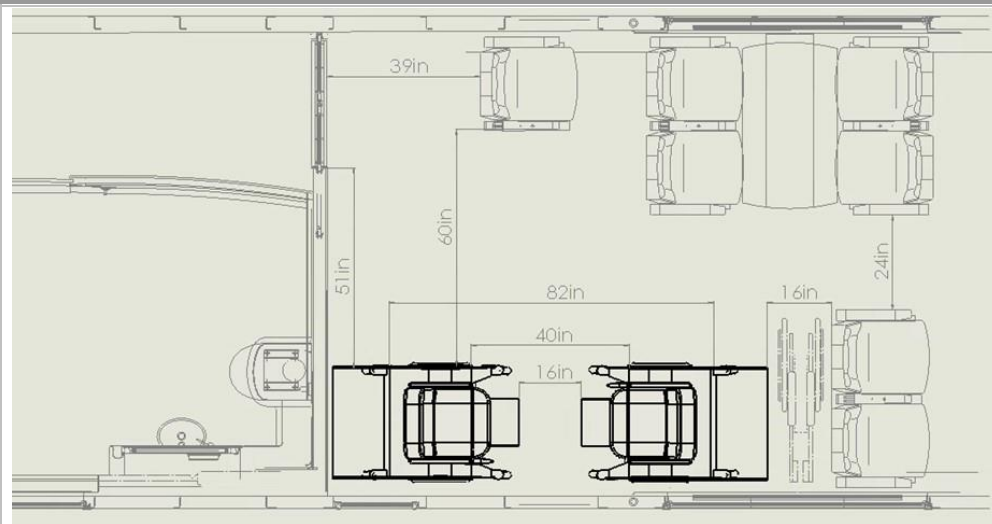
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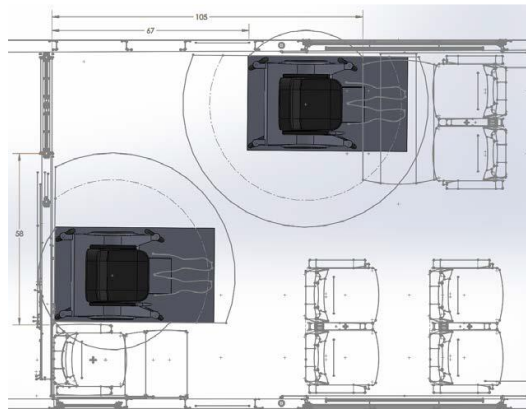
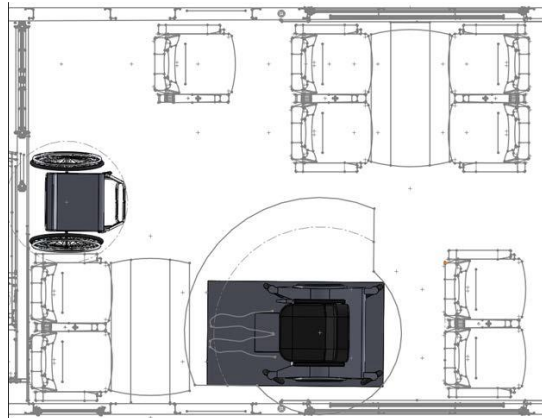
### Occupant Protection Research – Foundation for the Study

- Accommodating 2 or more WhMD may result in less than adequate containment for occupant during collisions



### Occupant Protection Research – Foundation for the Study

- 49 CFR §238.233 Interior fittings and Surfaces requires the securement of all interior fittings in event of collision for occupant protection.
- Row-to-row seating layout is preferred by industry to compartmentalize passengers during an accident
- Passengers in WhMD are not contained in the same way as able-bodied passengers
- Containment of WhMD needs to be taken into consideration when designing for 2 or more WhMD
- Securement of WhMD needs to be discussed with disability community



### **Rail Vehicle Access Advisory Committee Update**

- US Access Board has moved the agenda on accessibility of rail vehicles to the pre-rule stage
- Advance Notice of Proposed Rulemaking is expected in May 2018
- Link to information page - <https://www.reginfo.gov/public/do/eAgendaViewRule?pubId=201710&RIN=3014-AA42>
- Final RVAAC report submitted on July 29, 2015 to US Access Board available via link below
- <https://www.access-board.gov/guidelines-and-standards/transportation/vehicles/rail-vehicles-access-advisory-committee/final-report>

### **Summary**

- Two or more WhMD can be accommodated on single-level passenger trains without high loss of revenue seats
  - Containment of WhMD and occupant needs to be considered in layout design
- Larger accessible restroom with 360° turning radius is possible
- US Access Board has moved RVAAC recommendations to pre-rule stage
- FRA intends to reach out to US Access Board Staff to give a briefing on research results
- Full report on FRA/AWG research will be made available to TSC and NGEC in 2018

### **Questions?**

Melissa Shurland  
FRA Office of Research and Development  
202-493-1316  
[melissa.shurland@dot.gov](mailto:melissa.shurland@dot.gov)

### **10.**

#### **Status Update: NGEC Multi-State Procurements:**

#### **Charger Locomotives – John Oimoen, IDOT and Armin Kick, Siemens Industries:**

John Oimoen, IDOT, kicked off the presentation on the successful locomotive procurement and then handed off the details of the Charger locomotive to Armin Kick, Siemens Industries.

John emphasized to make the procurement successful three critical things needed to happen: build collaboration; build trust; and build a network.

John also added that the new equipment has created excitement – “the public loves it”.

**Next Generation Equipment Committee**  
*Multi State Diesel Electric Locomotive Procurement*  
**The Siemens Charger**



**Multi State Charger Locomotive**  
*Nationwide Standardization*



**IDOT (Illinois, Michigan, Missouri and Wisconsin)**  
**33 Locos | 33 Shipped**



**CALTRANS**  
**22 Locos | 6 Shipped**



**WSDOT**  
**8 Locos | 8 Shipped**

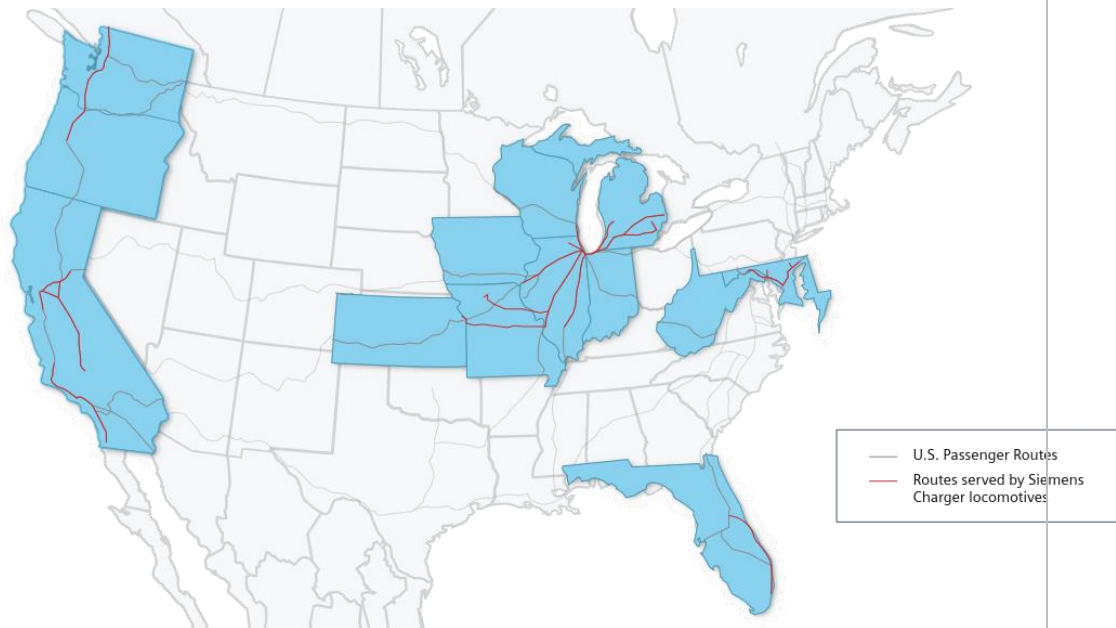




**MARC**  
**8 Locos |**  
**5 Shipped**

- **71 locos on order**  
*32 base + 39 options*
- **7 States**
- **186 options available until 2021**

**Charger Locomotive Operational Map**  
*States and Routes served across the U.S.*



**Multi State Charger Locomotive**  
**Project Overview**

**Fast Facts:**

- All ARRA funded locomotives accepted per schedule
- Type and acceptance testing completed at TTCI in Pueblo and on the Northeast Corridor
- High speed tests completed at TTCI and on the Northeast Corridor, up to 135 mph
- 125 mph FRA certification received
- 52 locos shipped
- Accumulated Charger fleet mileage:  
 > 1,000,000 miles (January 2018)

**Project Progress:**

- Revenue service in California May 2017
- Revenue service in the Midwest July 2017
- Revenue service in Washington Nov. 2017



**Multi State Charger Locomotive**  
*Winter in the Midwest*



**Multi State Charger Locomotive**  
*Acceptance testing (up to 125 mph)*



Northeast Corridor – Sept 2016



Seattle, Washington February 2017



Sacramento, California March 2017



Holland, Michigan May 2017

**Multi State Charger Locomotive**

*CFR 238.111 Alignment testing on the Midwest Hub Corridors*



Testing completed in the Midwest Hub Corridors over the period beginning April 19, 2017 through May 16, 2017.

Complete presentation can be seen on the NGEC website.

**Multi State Charger Locomotive**

*Chargers in service in Washington and Oregon*



**Multi State Charger Locomotive**

*First two Caltrans locomotives for southern California planned in April 2018*



**Multi State Charger Locomotive**

*5 locomotives shipped to MARC – Revenue service planned for mid March 2018*



**The Brightline Trainset**

*Revenue service started in January 2018*



**Multi State Charger Locomotive**

*Charger Locomotive driver's desk layout*



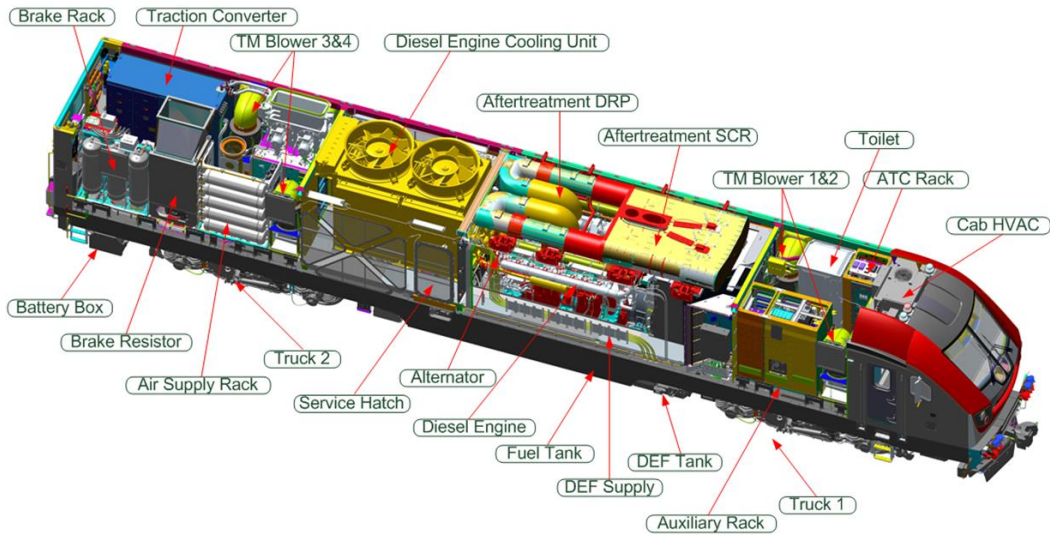
- **Ergonomic design - Free flow workstation - Maintenance friendly**

#### **Multi State Charger Locomotive**

*Buy America compliance*

- **Standardization:** Enables nationwide design commonality with reduced technical risk
- **Safety:** A Tier I carbody structure with crash energy management and a crush resistant engineer's cab
- **Efficiency:** Light weight (267,000 lbs) & intelligent control systems → improved fuel economy, with lower LCC
- **Environment friendly:** Assures 90% improvement on emissions compared to Tier 0 locomotives
- **Monitoring & Diagnostics:** Advanced self diagnostic systems with onboard and wayside monitoring

- **Versatility:** Suitable for commuter, intercity, long-distance service as well as provision for dual mode service



#### **Multi-State Single Level Cars – Momo Tamaoki, Caltrans and Ray Ginnell, Siemens Industries:**

Momo Tamaoki, Caltrans, and Ray Ginnell, Siemens Industries, provided a summary overview of the ongoing multi-state single level car procurement:

#### **Caltrans/ IDOT New Single-Level Passenger Railcars "CALIDOT"**

Contract #75A0362, AD 11/3/2017

Sumitomo Corporation of Americas/ Siemens Industry, Inc.

#### **A New Approach for the PRIIA Railcar Procurement**

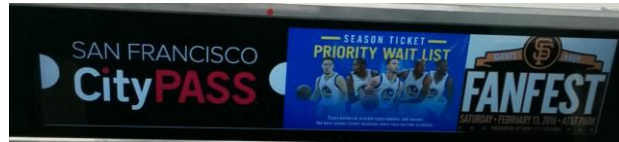
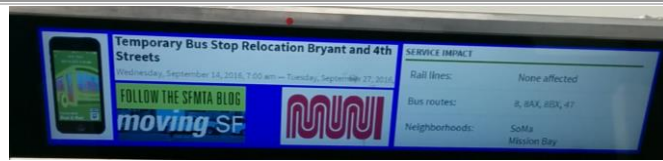
- Caltrans and Sumitomo Corporation of Americas amended the contract on 11/3/2017 with Siemens as the new car builder
- Single-level cars chosen over bi-level cars for various reasons, including:
  - proven and validated product,
  - shortest delivery schedule,
  - maximized ADA accessibility onboard,
  - modern, state-of-the-art cars incl. fabricated trucks





Wide, wheelchair accessible aisles throughout the car; roller shades in lieu of curtains.





Spacious and modern ADA accessible toilet rooms with touchless controls

**Nationwide Standardization**

- New single-level cars for Caltrans and IDOT are based on Siemens’ PRIIA cars for Florida:
  - Fully tested, validated and accepted by the FRA and built to PRIIA standard
  - Key Engineering effort complete, design matured
  - Modular design allows low and high-level boarding without changing the carbody
  - SCOA/ Siemens team building upon success of AAF/ Brightline cars
  - Lessons learned from Multi-State Tier 4 locomotive and Amtrak locomotive projects



**Approach to PRIIA Compliance**  
**305-003 Rev. A**

- Design is PRIIA 305-003 & FRA compliant
- FRA involvement in both AAF/ Brightline and CALIDOT projects

- Collaborative approach across stakeholders
- Updating and improving PRIIA:
  - DCRs in preparation, to support standardization and utilization of modern, service proven equipment
  - NGEN review planned into schedule
  - Approvals required to ensure acceptance of the planned and standardized systems and components, e.g. HVAC system

**Key Schedule Milestones**

November-2017 Amendment Date

May-2018 – Start of Production

January 2019 – First Carshell Complete

March 2020 – First Delivery – Caltrans

July 2020 – First Delivery – IDOT

March 2023 – Last Delivery - IDOT

September 2023 – Last Delivery – Caltrans

**Project Status, Feb. 2018**

- Kick-off held in November 2017, followed by first wave of design meetings in December
- Completed Design Familiarization presentations for platform designs, e.g. carbody, trucks, etc.
- Design Reviews ongoing for adapted and new systems
- Master Schedule approved, all activities according to plan
- Amtrak informed and involved

**Car / Train Configurations**

Caltrans - Semi-permanently Coupled Consist



Illinois DOT - Independent and Semi-Permanently Coupled Cars



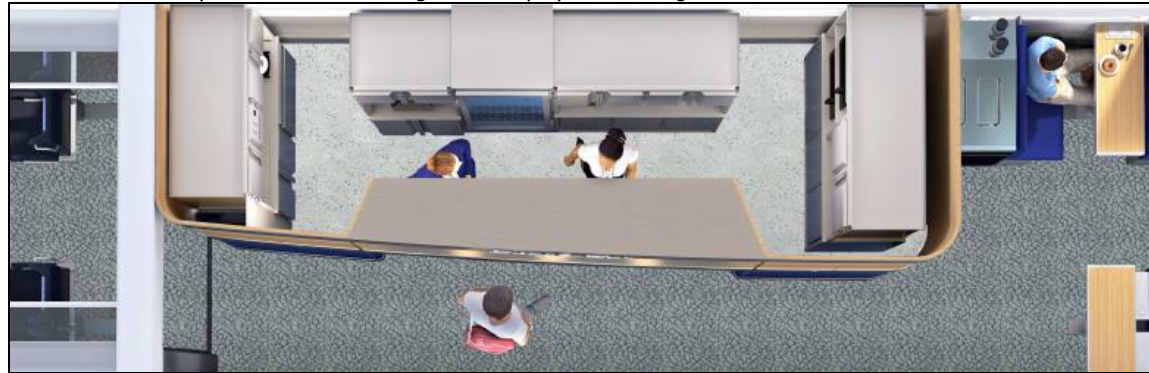
- A) Individual Coach Cars - ("H" type couplers)
- B) Café Married Pair - (semi-permanently coupled)
- C) Café Married Pair - (semi-permanently coupled)

**Overview of Cars – Scope**

	Description	# Doors	Coupler Configuration
Caltrans CT-1A – 21	Mid Coach Car	2	S-S
Caltrans CT-1B - 7	End Coach Car coupled to Locomotive	4	H-S
Caltrans CT-1C - 7	Mid Coach cCar with wheelchair lifts	4	S-S
Caltrans CT-4A - 7	Cab Car	2	S-H
Caltrans CT-5A - 7	Café Car	4	S-S
IDOT ID-1A - 20	Individual Coach Car	2	H-H
IDOT ID-1B - 34	Customer	Car Type	Quantity
IDOT ID-3A - 17	Business/Economy Car	4	S-H
IDOT ID-5A - 17	Café Car	4	S-H



Food Service: Galley with chiller and refrigerated display for beverages



**Next Steps**

- Continue and finalize design phase Coach Cars
- DCRs to NGECC (e.g. HVAC) for approval - all Coach Car related items will be submitted by May 2018 (Café & Cab Car following 2019)
- Carshell production to start in May 2018
- Begin Final Assembly in January 2019
- TTCI testing early 2020



If you have any questions – contact:

**Momoko Tamaoki**  
 Branch Chief, Rolling Stock Procurement  
 Div. of Rail and Mass Transportation  
 California Department of Transportation  
 Phone: (916) 657-4727  
 Email: momoko.tamaoki@dot.ca.gov

**Ray Ginnell**  
 U.S. Business Manager Coaches  
 Siemens Industry Inc., Mobility  
 Rolling Stock  
 Phone: (916) 690-9739  
 Email: raymond.ginnell@siemens.com

## **11.**

### **Progress Report: Section 6 - Mid-West States – John Oimoen, IDOT:**

In giving an overview of the Section 6 requirements, John Oimoen stressed that it is a living document and it looks at the short and long term.

#### **Midwest Rolling Stock - Section 6 Plan**

#### **Ownership, Management and Maintenance Planning for the Midwest Fleet of Cars and Locomotives**

##### **Overview**

FRA Grant Agreement required development of a rolling stock ownership, management, maintenance and deployment plan.

The Section 6 Plan addresses ownership structure, management responsibilities, maintenance requirements, funding stability and provisions for deployment/redeployment on the Midwest "Hub" network.

##### **Agenda**

- Plan's Perspective
- Fleet Ownership
- Management Structure
- Management Board Responsibilities
- Fleet Manager's Scope
- PRIIA 209 Compliance
- Financial Management
- Conclusions

##### **Plan's Perspective**

###### **Plan considers Short- and Long-Term Horizons:**

- Short-term = existing locomotive lease to Amtrak (ends December 31, 2019)
- Long-term = beyond end of existing locomotive lease – considering manufacturer's recommended repair and overhaul action over the 25-year locomotive life

###### **Growth of Midwest Fleet:**

- Plan's immediate consideration is the 33 locomotives
- 88-car order from Siemens will begin delivery in 2020

##### **Fleet Ownership**

###### **Illinois, Michigan, Missouri and Wisconsin formed a Midwest Fleet Pool Board to:**

- Share Costs for Management, Ownership and Maintenance of the Midwest Fleet
- Determine and Execute Joint Ownership Agreements between the four states
- Investigate options for maintenance and storage facilities
- Conduct annual reviews of Ownership Allocation for each piece of rolling stock

##### **Management Structure**

- The four states jointly-own the locomotives and cars
- Midwest Fleet Pool Board serves to coordinate and implement this joint ownership
- Board contracted for services of a Midwest Fleet Manager (owner's representative)
- Coordination with Service Operator/Maintainer
- Regular reporting to the Midwest States – monthly equipment meetings and quarterly Fleet Pool Board meetings

##### **Management Board Responsibilities**

- Coordinate and Implement Joint Ownership, including free movement of the locomotives and cars throughout the Midwest "Hub" network
- Implement contracts for and manage performance of Fleet Manager and Fleet Maintainer (future)
- Develop rolling five-year financial plan for capital and operating expenses
- Coordinate the budget planning process

### **Fleet Manager's Scope**

- Fleet Management Implementation
- Maintenance Facility Feasibility Study
- Establishment of Fleet Management
- Organizational Development of Final Fleet Management Model

### **PRIIA 209 Compliance**

New locomotives and cars are expected to reduce costs compared to existing equipment  
Fleet Manager will oversee transition from the existing units-used methodology to actual-costs  
Two-year process, requires close coordination with Amtrak

### **Financial Management**

- Loco Builder's Life-Cycle Cost Analysis initially used to forecast expected maintenance costs
- Extensive sharing of operating and maintenance cost data between the Midwest, Caltrans, WSDOT, MARC and All-Aboard Florida
- Implementation of an Asset Management System in the Midwest
- Critical to have stable, predictable source of revenue for future rolling stock capital expenditures
- Ability to receive, protect and disperse funds
- Five-year forecast per the Midwest Ownership Agreement

### **Conclusions**

- On-going process – focused efforts by the states, the Fleet Manager and the FRA are essential
- Mechanism for receiving funds was critical
- Section 6 Plan will continue to evolve
- Thanks for your time and attention!

## **12.**

### **Progress Report: Equipment Acquisition and Ownership Best Practices working Group – Eric Curtit:**

Eric Curtit provided a summary of the early stage activities of the NGEN's Equipment Acquisition and Ownership Working Group. Eric noted that the group has taken some time to begin its work, especially because it was important to let the procurement efforts be the focus. Now that things have settled, it has become time to look at the experience, and identify what has gone well, what needs to be done better, and create a best practice guide for future procurements.

#### **Purpose**

- See mission statement of NGEN  
*Our Vision: The NGEN will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.*
- Fits well within wheelhouse
- Spurred by recent procurements
- Other materials
- Best practices

#### **Members**

- Develop a best practices manual
- Developed from experience
- Developed from differing perspectives
- "What would I want to know if I procured vehicles?" Ray Hessinger

#### **Status**

- Defining areas to be covered
- Assigning work to members
- Slight delay to beginning

#### **Upcoming steps**

- Develop topics
- Collaborate to finalize
- Develop document for future use



### 13.

#### **Treasurer's Report and NGEC Finance and Administrative subcommittee Progress Report – Tim Ziethen, Amtrak:**

**Timothy Ziethen**

**NGEC Treasurer and Chair of the Finance and Administrative subcommittee (FASC)**

**Amtrak**

**Sr. Director – Business Planning and Controls – Finance/Mechanical**

[ziethet@amtrak.com](mailto:ziethet@amtrak.com)

**(302) 661-6988**

The first part of Tim Ziethen's presentation focused on giving a summary of the NGEC's Finance and Administrative subcommittee's activities over the past 12 months, and the second part was the Treasurer's Report which provided an update on the status of the NGEC's finances and a look ahead.

#### **Updating the NGEC By-Laws**

- By Laws were reviewed and edited to reflect changes related to moving 514 subcommittee's activities to SAIPRC
- Minor corrections and wording change edits were also included in the update
- Executive Board adopted the proposed changes at the Dec. 19<sup>th</sup>, 2017 meeting
- Changes forwarded to Amtrak Grants office for processing
- No Board action requested today

#### **Updating the Grant SOW**

- The SOW was reviewed and edited to better reflect the activities of the NGEC one year into the grant agreement.
- Changes were made to reflect the move of the 514 subcommittee activities to SAIPRC
- Additional changes were to allow the option of using either Contract Resources or Amtrak in-house support for document management of PRIIA Vehicle specifications
- Executive Board approved changes at the Dec. 19<sup>th</sup>, 2017 meeting
- Amended Form completed and forwarded to FRA for review and approval
- No Board action requested today

#### **Build Educational and Outreach Documentation**

- The NGEC has revised its two-page educational and awareness document
- Highlights the mission of the NGEC; its goals and results to date
- Focus is on developing and maintaining Standardized Equipment Specifications
- Executive Board has approved the revisions and it is being released here today and can be shared with Stakeholder Community and Legislators

## Funding Results

The new grant is established and funds activities through the end of federal fiscal year 2019

## Treasurer's Report

- New Grant executed effective 10-1-16 and we are tracking against the SOW
- Spending is lower than planned

## 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	<b>\$1,158,122</b>
Meetings					\$69,572	<b>\$69,572</b>
Travel			\$6,547		\$130,197	<b>\$136,744</b>
Professional Services		\$198,406			\$1,359,320	<b>\$1,557,726</b>
Financial Review						<b>\$0</b>
Conference Calls					\$1,218	<b>\$1,218</b>
Webinar					\$79	<b>\$79</b>
Reserve (Contingency)						<b>\$0</b>
Web Site					\$0	<b>\$0</b>
<b>TOTAL</b>	<b>\$0</b>	<b>\$714,117</b>	<b>\$199,547</b>	<b>\$0</b>	<b>\$2,009,797</b>	<b>\$2,923,461</b>

## 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	<b>\$262,000</b>
Meetings					\$90,000	<b>\$90,000</b>
Travel	\$0		\$10,000	\$0	\$90,000	<b>\$100,000</b>
Professional Services	\$0				\$682,000	<b>\$682,000</b>
Financial Review			\$100,000			<b>\$100,000</b>
Conference Calls					\$12,000	<b>\$12,000</b>
Webinar					\$3,000	<b>\$3,000</b>
Web Site					\$1,000	<b>\$1,000</b>
Other						<b>\$0</b>
<b>TOTAL</b>	<b>\$0</b>	<b>\$72,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$978,000</b>	<b>\$1,250,000</b>

## Treasurer's Report

- Last 12 months of expenses, 10/1/2016 – 9/30/2017, were \$142,212.66
  - \$119,978.56 – Invoiced and Paid
  - \$ 22,234.10 – Q4 FY17 Invoiced - Payment in Process
  - \$ 42,529.26 – Q1 FY18 Invoiced – Invoice in Process
  - Researching Past Due Invoice from 4/5/16 - \$45,705.12
- Invoiced amount is 15.0% of Grant Total and trending below projections and past trends.



- Spending on Technical Spec Update behind plan based on anticipated linear spending
- Changes to SOW should address spending levels
- New grant from FRA began 10/1/2016.
- FRA-AMT-0010-17-01-00
- Funds are available through 9/30/2019.
- Average annual spend budget is approximately \$416,000

#### **Future Funding Discussion**

Evaluate NGEC spending as we get closer to FY 2019 and end of grant period and apply for a new grant to fund the on-going activities and mission of the NGEC.

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

#### **14. Consideration of Acceptance of the Treasurer's report – Eric Curtit:**

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

On a motion offered by Tim Hoeffner, MDOT, and seconded by Brian Beeler II, NNEPRA for Maine DOT, and with no objections or exceptions forthcoming, Chairman Curtit determined that consensus was achieved, and the motion is approved.

#### **15. Report from the Nominating Committee – Eric Curtit:**

Chairman Curtit, on behalf of the Nominating Committee (Ray Hessinger, NYSDOT, Tim Hoeffner, MDOT and Eric Curtit, MODOT) reported that its sole responsibility was to make a recommendation for the election of state representatives to new two-year terms as members of the NGEC Executive Board.

Eric reported that the Nominating Committee, having confirmed the willingness and interest of all current members of the Board to continue to serve, recommends that the current state representative to the NGEC Executive Board be re-elected to new two-year terms of office to be effective today, 2-23-18, through the NGEC Annual Meeting in February 2020.

#### **16. Election of NGEC State Executive Board Members and Election of Officers – Eric Curtit:**

Chairman Curtit entertained a motion to elect the current state members of the NGEC Executive Board to new two-year terms of office effective 2-23-18 through the Annual Meeting to be held in February 2020.

On a motion offered by John Oimoen, IDOT, and seconded by Ron Pate, WSDOT, and with no objections or exceptions forthcoming, Chairman Curtit determined that consensus was achieved, and the motion is approved.

Chairman Curtit then called for a motion to nominate and elect the current slate of NGEC Executive Board Officers to new two-year terms effective 2-23-18 through the Annual meeting of the NGEC in February 2020.

Ron Pate, WSDOT offered a motion to re-elect the current NGEC Officers to their current positions (Slate of Officers: Eric Curtit, MODOT, as Chair, Charlie King, Amtrak, as Vice Chair, Tim Ziethen, Amtrak, as Treasurer, and Ray Hessinger, NYSDOT, as Secretary). The motion was seconded by Arun Rao, WisDOT and with no objections or exceptions forthcoming, Chairman Curtit determined that consensus was achieved, and the motion is approved.

#### **17. NGEC – A look ahead – Chairman Eric Curtit:**

Newly re-elected Chairman Eric Curtit provided a brief look ahead at the activities of the NGEC:

The NGEC will focus on updating and refreshing its specifications – something that is so important and critical to the success of this committee and the future of passenger rail in the US.

Keeping the industry involved and getting their input will continue to be key to the NGECs success.

Continuing the collaborative effort among the states, Amtrak, FRA and the industry, which has proved to be so invaluable will remain a top priority and focus.

Improving the DCR process and bringing in a 3<sup>rd</sup> party contractor to handle the document management process will also be a key priority, as will be managing the technical writing process.

Overall, the NGEC will continue to look at its processes and make sure they remain effective, efficient and up to date.

In closing, Eric emphasized "We do what we do well...so well that no one hears about us." While that is a good thing, it is crucial that our voices are heard going forward and that Congress is educated as to what our results have been and what our goals for the future are.

The NGEC will look at what is coming and how it can add value. We will keep the specs up to date, current and useful and will always be cognizant of providing value to the taxpayers. We will continue to move forward and maintain the incredible collaborative effort that has carried the NGEC to this point.

**18.  
Questions/Comments/Other Issues – All:**

Chairman Curtit opened the floor for comments/questions.

Brian Beeler II, NNEPRA/Maine DOT commented on the "great stuff" about the forthcoming refreshing of the Amtrak Fleet and other equipment procurements going forward and stressed the collaboration that has been so productive.

He noted that the Amtrak procurement of equipment is exciting and hoped that Amtrak will reach out and tap into the wealth of knowledge in this room. "Use us as a partner and a resource...we hope we will have our voices heard as you go through your procurement process". Brian emphasized also the value of the effort by the NGEC to develop best practices.

Turning back to the Amtrak procurement he, again, emphasized "we have a wealth of information and we are here to help. We have great working groups who have done it well."

Charlie King, Amtrak, responded "this is an honor – to serve in this capacity – and we are committed to the NGEC. When we have something to share we will share it with the NGEC and ask for feedback...we will not operate in a vacuum. We are engaged and supportive and supported by this group."

**19.  
Adjourn:**

With no further business to come before the committee today, Chairman Curtit adjourned the NGEC's 8<sup>th</sup> Annual Meeting at Noon Eastern.

**Decisions and Action Items**

The Executive Board approved the minutes from the last Executive Board conference call held on 2-13-18.

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

The Executive Board re-elected the state representatives to the NGEC Executive Board to serve new two-year terms effective today, 2-23-18 through the NGEC Annual Meeting to be held in February 2020.

The Board also re-elected its current officers to serve new two-year terms effective today, 2-23-18 through the NGEC Annual Meeting to be held in February 2020.

Housekeeping items/actions:

All presentations will be distributed to the NGEC email list and will be posted on the NGEC website at [www.ngec305.org](http://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@aaasho.org](mailto:scavros@aaasho.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, 2-27-18, is canceled. The next meeting of the NGEC Executive Board will take place on 3-13-18, 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 3-8-18.

**Attachment**



**PRIIA Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)  
8th Annual Meeting  
February 23, 2018  
8:00 am – 2:00 pm EST  
Washington Court Hotel, Washington DC  
Atrium Ballroom**

**Meeting Agenda**

8:00 - 8:25 am	Registration
8:25 – 8:30 am	Hotel Safety Briefing – Eric Curtit
8:30 – 8:35 am	Convene Annual Meeting: Eric Curtit, Missouri DOT, NGEC Chair
8:35 - 8:40 am	Self introductions
8:40 – 8:45 am	Roll call – establish the presence of a quorum: Steve Hewitt, NGEC Program Manager
8:45 – 8:50 am	Review Meeting Agenda: Eric Curtit Review Meeting Packets: Steve Hewitt
8:50 – 8:55 am	Approval of the Minutes from the February 13, 2018 Executive Board conference call
8:55 – 9:10 am	NGEC Chairman’s Report - Eric Curtit
9:10 - 9:25 am	Update from The Federal Railroad Administration - Michael Lestingi, FRA
9:25 – 9:40 am	Update from Amtrak Government Affairs – Caroline Decker, Amtrak
9:40 - 10:10 am	Progress Report: Technical Subcommittee - Charlie King, Amtrak
10:10 – 10:20 am	Accessibility/RVACC Update – Melissa Shurland, FRA
10:20 – 10:30 am	Break
10:30 – 11:15 am	Status Update: NGEC Multi-State Equipment Procurements
	a. Diesel-Electric Locomotives - John Oimoen, IDOT
	b. Multi-State Single Level Cars - Momo Tamaoki, Caltrans

11:15 – 11:25 am	Progress Report: Section 6 – Mid-West States - John Oimoen, IDOT
11:25 – 11:35 am	Progress Report – Equipment Acquisition and Ownership Best Practices Working Group – Eric Curtit
11:35 – 11:55 am	Treasurer’s Report & Finance & Administrative Subcommittee update - Tim Ziethen, Amtrak
11:55 – 12:00 noon	Consideration of Acceptance of the Treasurer’s Report – Eric Curtit
12:00 – 1:00 pm	Lunch (on your own)
1:00 - 1:05 pm	Re-convene the meeting - Eric Curtit Confirm the presence of a quorum – Steve Hewitt
1:05 – 1:10 pm	Report from the Nominating Committee – Eric Curtit
1:10 – 1:15 pm	Election of NGEC Board Members and NGEC Executive Board Officers
1:15 – 1:25 pm	NGEC – A look Ahead – Chairman-elect
1:25 – 1:45 pm	Questions/Comments/Other Issues - All Attendees
1:45 – 1:55 pm	Meeting Summary/Action Items Review - Steve Hewitt
1:55 – 2:00 pm	Closing Comments - Chairman
2:00 pm	Adjourn