
SECTION 305 NGENC Executive Board

MINUTES

FEBRUARY 19,
2016

8:30AM EASTERN

ANNUAL MEETING

FACILITATOR	<i>Eric Curtit, Chair, S305 NGENC Executive Board</i>
ATTENDEES	Board Members and state participants: <i>Eric Curtit, Darrell Smith, Mario Bergeron, Michael Lestingi, Tim Hoeffner, John Bell for Ray Hessinger, Tammy Nicholson, Ron Pate, Paul Worley, Brian Beeler II, Michael Jenkins, Arun Rao, Bruce Roberts, John Oimoen, Marci Petterson, Allan Paul</i> Support Staff: <i>Shayne Gill, Strat Cavros, Kamasha Hendrickson, Samantha Hoilett, Bryan Hong, Steve Hewitt, Larry Salci, Jeff Gordon, Melissa Shurland, Lynn Everett, Nico Lindenau, Dave "Emeritus" Warner, Tammy Krause, Dale Engelhardt, Eric Smith, Joseph Paul</i> Guest Presenters: <i>Mariah Morales, Dave Ward</i> Industry members: <i>Chuck Wochele, Alexander Epstein, Craig McKeen, Kevin Koyasu, Tom Hunt, Michael Latour, Kevin Myles, Tom Peacock, Lou Sanders, Allison Kruppa, William Saddler, Maurice Andriani, Rodney McGhee, Hal Lindsay, David Yamada, Josh Coran, Gil Denton, Glen Rees, Pat Sheeran, Bill Slater, Al Bieber, Matt Dick, Steve Orzech Jr., Jack Madden, Steve Morrison, Wulf Dicke, Dave Ward, Joe Gagliardino, Jim Coston, Terry Soesbee, Jack Martinson, Meredith Carter, Tony Jones, Kevin Brubaker, James Michel, Joe Moore,</i>
ABSENTEES	Board Members: <i>Ray Hessinger, John Rosacker</i>

DECISIONS MADE

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

After receiving a security briefing from hotel staff, NGENC Chairman Curtit called the 6th Annual NGENC Meeting to order.

Self- Introductions

Attendees were called upon to introduce themselves and their organization.

**2.
Roll Call –Steve Hewitt, Manager, S305 NGENC Support Services:**

Chairman Curtit asked Steve Hewitt to call the roll of voting members of the NGENC in order 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 but one Board member represented.

**3.
Review Meeting Agenda – Eric Curtit:
Review Meeting Packets – Steve Hewitt:**

Eric Curtit reviewed today's meeting agenda, and Steve Hewitt reviewed the materials provided to all attendees in the meeting packets.

**4.
Approval of the Minutes from February 2, 2016 – Eric Curtit:**

On a motion by Tim Hoeffner, Michigan DOT, and a second by Paul Worley, NCDOT, the minutes from the February 2, 2016, Executive Board conference call meeting were approved without exception.

**5.
NGENC Chairman's Report: Eric Curtit:**

Chairman Curtit presented the NGENC Chairman's report – providing an update on the activities and accomplishments of the Committee since its last Annual Meeting held in February 2015.

Eric expressed his appreciation for the hard work of the members of the Executive Board as well as the members of the various subcommittees, task forces, and working groups; and he expressed particular appreciation to the over 250 members of the industry who have been so instrumental to the success of the NGEC since day one.

Eric stressed the importance of the continued collaboration among the partners (States, Amtrak, FRA, and the Industry) which has been the key to the NGEC's ability to function effectively and produce results.

Eric provided an overview of the NGEC's standing subcommittees, their accomplishments and the work that lies ahead in 2016 and beyond.

UPDATE OVERVIEW:

- 514 - Equipment Capital
- Finance and Administrative Subcommittee
- Procurements
- New specification from Technical Committee
- Midwest states work
- Updates from partners

514 (S.305+S.209) Equipment Capitol Subcommittee

- Continuing to deliver results
- Increased state's role in decision-making
- Continually refining CIP
- Using checks and balances
-

Finance and Administrative Subcommittee

- By law revisions
- Legislative work
- Financially speaking
- No cost extension coming?
- Funding options

Procurements

- Bi-level coaches
- 125mph Diesel Electric
- Hopeful Metro North
- All Aboard Florida

Technical Subcommittee

- New specification, DC 3rd rail
- Document Control Mgmt.
- AAR coordination
- Diesel Exhaust Fluid (DEF) WG
- Requests for specifications

Midwest States

- Illinois, Michigan, Missouri, Wisconsin, Iowa
- Ownership
- Governance
- Agreements
- MIPRC

Partners

- NGEC Partnerships
- The core – the 3
- The expanded core – 3+1
- Continual collaboration

6.

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

Michael Lestingi, FRA, provided an update from the FRA and offered comments on the NGECE's accomplishments and future expectations.

Michael opened his remarks by commenting on the fact that the NGECE has enjoyed "success in spades" and that success is due to the partnerships that have been established and nurtured. Michael further noted that the NGECE is one of the most successful organizations/committees that he has been involved with and called the NGECE "a model" committee and a true example of what a partnership can achieve.

Michael went on to provide a brief overview/perspective on the FAST Act – the 5-year federal surface transportation authorization bill that was signed into laws at the end of 2015.

Michael also commented on the President's recently released FY2017 budget as demonstrating the President's continued commitment to the future of rolling stock.

The FAST Act represents the first time in about ten years that a long term federal surface transportation bill has been enacted.

It is also the first time that Rail has ever been included as a part of a federal surface transportation authorization bill.

While the FAST Act includes funding for Transit and Highways, but not Rail, it is authorized and "I am optimistic that this is a first step towards a transportation trust fund."

Key new programs in the FAST Act include:

\$10 billion for rail authorized from general funds, with \$8.8 billion for passenger rail, and \$2.2 billion for 3 new grant programs.

The NEC Commission is reauthorized at \$5 million.

A state supported route committee has been established with \$2 million authorized and, in FY16 the SAIPR Committee has received \$500,000.

The NGECE is reauthorized with a few changes – the addition of Labor as a member; and a change which eliminates the NGECE's ability to incorporate or form a different business structure.

Michael added that in its FY17 budget proposal, the Administration has reaffirmed its commitment to Rail with a \$6 billion for FRA programs and the incorporation of FAST Act provisions and programs.

TIGER Grant funds have been doubled.

Michael emphasized that while the FAST Act authorizes funding and financing mechanisms, appropriating the funds (or fully funding FAST) is the key.

In the future, there remains hope that there will be a transportation trust fund established and that "we may see more interesting programs" (such as RRIF) and "the development of alternative funding mechanisms with a combination of types of financing."

Michael emphasized "we are all better served because of the NGECE." Going forward, it can continue to maintain and improve the technical specifications to provide for the best and most cost efficient procurements, and continue to lend its technical expertise to states and Amtrak.

He added that the NGECE's "teamwork approach has been great" and "we look forward to it continuing".

At the FRA, overall, "we are optimistic, and we wait anxiously on what the FY17 appropriations will be".

7.

Update from Amtrak Government Affairs: Mariah Morales, Amtrak:

Mariah Morales, Amtrak Government Affairs provided a legislative overview from Amtrak's perspective:

Significant legislation in 2015

- 4 important pieces of transportation legislation passed in 2015:
 - FAST Act (Surface Transportation reauthorization, includes Amtrak)
 - Omnibus Appropriation (funds Amtrak for FY 2016)
 - Positive Train Control extension
 - STB extension or reauthorization
- All of these are significant and important:
 - PTC extension will shift date to Dec 31, 2018
 - STB reauthorization will add 2 members (from 3 to 5)

The FAST Act

- Fixing America's Surface Transportation (FAST) Act through 2020
 - Usually known as "the highway bill".
 - Authorizes access to the Highway Trust Fund (HTF) for transit and highway programs.
 - HTF funds these two modes on an annual basis, independent of the appropriations process.
- Amtrak title in the FAST Act is the "Passenger Rail Reform and Investment Act" (PRRIA)
- Amtrak's incorporation in the surface bill for the first time is historic.
- A recognition by Congress of the tremendous importance of passenger rail to the nation.
 - Don't yet have access to HTF – but incorporation of Amtrak in a surface bill allows for future discussion of a predictable and dedicated funding cycle.

FAST Act – Amtrak Reform Provisions

- Restructures funding accounts into two separate accounts: NEC/National Network (2017)
- Requires asset plans (2019)
- Creates a State-supported Route Committee
- Private sector station development opportunities
- Explores new revenue streams for right-of-way development
- Promotes local product use and expands "Pets on Trains"
- DOT tasked to review Amtrak reporting requirements and identify opportunities for streamlining and elimination of duplicate reports
- Authorizes three new grant programs:
 - Consolidated Rail Infrastructure and Safety Improvements (\$1.1B)
 - Federal-State Partnership for State of Good Repair (\$997M)
 - Restoration and Enhancement Grants (\$100M)

85 specific items in our tasking matrix to manage

FAST Act Funding authorizations

Authorizing legislation sets maximum funding levels – but Congress must act annually to appropriate the money.

PRIIA Amtrak Authorizations				
Fiscal Year	Operating	Capital	Debt	Total
2009	\$530M	\$715M	\$285M	\$1.5B
2010	\$580M	\$975M	\$264M	\$1.8B
2011	\$592M	\$1.025B	\$288M	\$1.9B
2012	\$616M	\$1.275B	\$290M	\$2.1B
2013	\$631M	\$1.325B	\$277M	\$2.2B

FAST Act Amtrak Authorizations			
Fiscal Year	NEC	Nat'l Network	Total
2016	\$450M	\$1,000M	\$1.45B
2017	\$474M	\$1,026M	\$1.5B
2018	\$515M	\$1,085M	\$1.6B
2019	\$557M	\$1,143M	\$1.7B
2020	\$600M	\$1,200M	\$1.8B

FAST Act Funding authorizations

- Abolishes distinctions between "operating" and "capital"
- In the future, money will be appropriated for two accounts:
 - NEC
 - National Network
- Some stipulations, but the work of definition is delegated to FRA and Amtrak
- RRIF Upgrades
 - Streamlines RRIF loan program
 - Creates credit risk premium refunds
 - Makes it easier to incorporate private funding
 - Joint ventures now eligible
- Several other grant programs authorized:
 - Rail Infrastructure & Safety Improvements (\$1.1B)
 - Federal-State partnership for SOGR (\$997M)
 - Restoration and Enhancement Grants (\$100M)
- Also authorizes:

- Gulf Coast Working Group (\$1M)
- Small Business Participation Study (\$3M)

Account Restructuring: The Path Ahead

Date	Requirement
Feb 15, 2016	Amtrak submits Grant Request to Congress
Jun 1, 2016	FRA must finalize defining accounts for "NEC" and "NN"
Jun 1, 2016	Amtrak must establish internal controls to allocate costs, revenues between NEC and NN
Oct 1, 2016	Amtrak must complete FY 17 budget in new format
Dec 4, 2016	Amtrak must complete implementation of new accounting structure and produce P&L statement for NEC and NN
Jan 4, 2017	Amtrak must begin submission of monthly P&L statements to FRA
Feb 15, 2017	Amtrak must submit FY 18 Grant Request and 5 Year Business Line Plan

- Creates new accounting structure, which builds on existing systems (APT)
- In the future, money will be appropriated for two accounts:
 - Northeast Corridor (NEC)
 - National Network (NN)
- Abolishes distinctions between "operating" and "capital" grants
- Amtrak will play a major part in this shift, but the process of creating definitions is the responsibility of the FRA
- FY 17 Grant Request is a hybrid:
 - Basic financial request stated in capital and operating terms
 - "Supplementary Estimate" provides a preliminary restatement in terms of NEC, NN
 - In mid-2016, Amtrak will update the "Supplementary Estimate", providing refined statement of NEC, NN funding needs

A second submission will follow this one to clarify, as accounts are defined

Appropriation Bill

- Passed in December, following 78-day CR
- Appropriated \$1.39B for Amtrak:

- \$288.5M for operating
- \$1.1 billion for capital
- Note that the appropriation diverges in key respects from the authorization:
 - Different funding level
 - Maintained current funding structure, to give Amtrak time to adapt
- Also appropriated grant funding through FRA:
 - \$19M for NEC infrastructure needs
 - \$500K for assistance to states

Amtrak FY 2017 Grant Request \$1.834B

(in millions of dollars)	Amtrak FY 2017 Funding Request					FY 2016 Amtrak Request	FY 2016 Federal Appropriation
	Northeast Corridor	State Supported	Long Distance	Infrastructure & Corporate Development	Total		
Operating Need	(210.0)	95.3	554.6	(83.0)	649.9	732.2	288.5
Total Capital Need	1,100.2	194.9	277.0	96.8	1,668.8	1,803.9	
Operating Revenues and Partner Contributions	(817.2)	(65.2)	-	(83.0)	(965.4)	704.4	
Net Capital Need	283.0	129.2	277.1	13.8	703.4	1,099.5	941.3
FAST Act Withholding					2.0		
State Supported Commission					2.0		
Debt Service					199.0	160.2	160.2
NEC Commission					5.0		
FRA Holdback					9.1	8.5	
General Capital Request					920.4	543.7	1,101.5
General Capital and Operating Request					1,570.3	1,444.6	1,390.0
Federal Discretionary Grant Programs (authorized by FAST Act)					263.7		
Total Federal Grant Request					1,834.0	2,000.4	1,390.0
Total Gateway Expense					757.0	555.8	
Commuter/FTA Share					605.6		
FAST Act Grant Award/FRA					121.1		
Gateway (Amtrak share)					30.3		

\$649.9 = Federal Operating Request

\$920.4 = Federal GCAP Request

\$1,834.0 = Total Amtrak Grant Request

FY 2017 Supplementary Estimate

Table 2. Amtrak FY 2017 FAST Act Supplemental Estimate

(in millions of dollars)	FY 2017 Amtrak Request	
Total National Network	\$	1,204.1
Total Northeast Corridor	\$	611.8
NEC Commission		5.0
State Supported Commission		2.0
FAST Act Related Studies		2.0
FRA Management Oversight		9.1
Total Non-Amtrak Commitments	\$	18.1
Total Amtrak Request	\$	1,834.0

Total National Network \$1,204.1

Total Northeast Corridor \$ 611.8

(These categories will replace the traditional Capital and Operating accounts.)

- These numbers based on an early, preliminary estimate of total cost and revenue distribution.
- Amtrak expects to have final numbers later this year.

The takeaways

- Including Amtrak in the surface reauthorization is a huge step forward
 - Still don't have access to the dedicated and predictable funding streams Amtrak needs
 - Authorized funding levels remain at status quo
- The process of redesigning our financial accounts is also going to be a major change
- We are a small step closer to dedicated and predictable funding, but still very dependent on the appropriations process

In summarizing the presentation, and the future, Mariah emphasized that the key is to establish a long term stable, sustained, funding source, and she noted that demand shows that "more service, not less, is what is wanted."

8.

Progress Report: Technical Subcommittee: Mario Bergeron, Amtrak:

Mario Bergeron, Chair of the NGEN Technical Subcommittee, and Dale Engelhardt, Vice Chair, provided an update on the activities of the Subcommittee over the past year:

Section 305 Technical Subcommittee Progress Report

Presentation Summary

Highlights Since Last Meeting: February 20, 2015

- Technical Subcommittee Overview
- Document Management
- Vehicle Specification Current Versions
- Dual Mode Locomotive Specification
- Diesel Exhaust Fuel (DEF) Working Group
- Diesel-Electric Locomotive Procurement
- Bi-Level Car Procurement
- RVAAC/Accessibility Working Group

Technical Subcommittee Overview

- Membership
 - Core Team
 - Industry Members; 258 Registered Participants
- Structure

- Technical Working Groups; VTI, Structural, Electrical, Mechanical, Interiors, DTL, and DEF
- Meetings
 - Subcommittee; Alternate Thursdays @ 3:00PM ET
 - Technical Working Groups

Document Management - To Create Specifications

- Major PRIIA Technical Subcommittee Effort
- Technical Writer Support Contract through AASHTO
- Change review process essentially the same for each document

Document Management – To Control Changes

Summary
 Details
 RCC-Revision Control Coordinator
 DCC-Documents Control Coordinator
 DCB-Documents Control Board
 TSC-Technical Subcommittee
 NGEC-Executive Board

At this point, Chairman Bergeron asked Dave "Emeritus" Warner, (former NGEC Revision Control Coordinator) to provide an overview of the document management process (please see complete presentation for a view of the diagram of the process).

Vehicle Specs: Current Versions

- Bi-Level: C.3 – 7/21/15
- Locomotive: A.1 – 12/9/14
- Single Level: A – 11/13/12
- Trainset: A – 12/10/13
- DMU: IR – 9/4/12
- Dual Mode (DC 3rd Rail) Locomotive: Initial Release 2/2/16

Dual Mode (DC 3rd Rail) Locomotive Specification

- Requirements Document Initial Release - Approved by the Executive Board on 12/6/11
- Requirements Document Revision A – Approved by Executive Board 1/6/15 – provides basis for spec details
- Develop First Draft Chapters 1/7/15 to 5/7/15
- TSC Open Comment Period 6/4/15 to 7/2/15
- Technical Subcommittee Approval 8/19/15
- Create Review Panel – review spec requirements document
- Review panel Approval – 1/28/16
- Executive Board Approval – 2/2/16
 (2 Amtrak P-32DMs – Built 1998)

Dual Mode – Amtrak, Metro North Railroad and Long Island Railroad Service into New York City

Tracks with Over-running 3rd Rail, Under-running 3rd Rail, and Catenary Electrification in NYC metropolitan Area

Dual Mode – Environmental and Operating Conditions Specification

- Original revised to include North East Corridor, Tunnel and Third Rail Information
- Technical Subcommittee Approval 9/24/15
- Executive Board Approval 10/27/15

Operations and Performance

- Designed for interoperability with existing single level vehicles in mixed consists
- Designed to be integrated into existing fleet of locomotives with minimal impact or create stand-alone new fleet
- Designed for operation requirements for New York City tunnels
- Sustained 110 mph capability in diesel-electric mode
- Sustained 80 mph capability in electric mode
- Designed for ability to make transition between propulsion modes while in motion
- Ability to draw power for both underrunning and overrunning 3rd rail
- Meets all FRA laws and regulations

Safety

- Designed for PRIIA crashworthiness and structural strength regulatory requirements
- Incorporates integrated crash energy management (CEM) features with coach mating push-back couplers
- Cab area design provides for emergency exit or ingress
- Compartmentalized fuel tank

Electrical/Comm

- Head End Power capacity of 800 kW @ 100% duty cycle
- Includes Positive Train Control (PTC) and Electronic Management System Requirements-cab signal and/or ATC
- Design provides for 27 pin MU Trainline and 27 pin Communications (digital trainline for communications)

Environmental Initiatives

- Designed for lowest possible weight and unsprung mass, weight optimization program
- Regenerative brake system, requires up to 80% of kinetic energy to be returned to power system
- EPA Tier IV compliant
- Diesel engine equipped with AESS system for fuel management

New Technology

- Design provides for Crash Energy Management (CEM) energy absorbing couplers, deformable anticlimber
- Environmentally responsible, energy efficient, low weight, low noise and vibration, and energy efficient lighting
- Common design platform for possible electric power by overhead catenary system

DEF/UREA working group

UREA = CO(NH₂)₂

DEF = 32.5% UREA and 67.5% De-Ionized Water

- Working Group Led by Jennifer Bastian, IDOT
- Estimated consumption for DEF has been reviewed
- Storage Requirements
Freezes at 12 degrees F, Boils >212 degrees F
Requires Special Materials because Corrosive
- Handling Requirements
Causes damage to Aquatic Environments

Locomotive Procurement

- Led by IDOT on behalf of Illinois, Michigan, Missouri, California and Washington
- 11 Locomotives currently in production
- Tier IV Compliant
- Final Design Review (FDR) is complete
- Compression Test Passed
- Built by Siemens

Bi-Level Car Procurement

- Led by Caltrans on behalf of California, Illinois, Missouri, Michigan and Iowa. Procurement is for a total of 130 cars, made up of Coach, Cab, Café Lounge (CA) and Business Class (IDOT) Cars. Contract is with Sumitomo and the manufacturer is Nippon Sharyo.
- Cars feature CEM, PTC and are capable of 125 mph
- Intermediate Design Review is complete.
- Full size hard mock-ups of passenger seats, work tables and cab control compartment have been completed. Next milestone is the Final Design Review.

Accessibility Working Group

- Led by FRA
 - Melissa Shurland is the liaison between the Rail Vehicles Access Advisory Committee (RVAAC) and the PRIIA Accessibility Working Group
 - Bi-weekly updates provided to the Technical Subcommittee on recommendations for improved accessibility on rail vehicles.
- Efforts past year
 - Contract issued to conduct spatial study of AWG recommendations for restrooms and seating area
 - Participated in Full RVAAC meetings and subcommittees monthly calls
 - FRA will continue to work with Oregon State University (OSU) to review the spatial impact of the on-board circulation and seating recommendations.

Thank You

- NGEC Executive Board
- Steve Hewitt
- Camren Cordell
- Tammy Krause
- Jeff Gordon
- Technical Working Group Leaders & Volunteers
- Technical Subcommittee Members
- Technical Support, Consultants, and Industry Members

In closing, Mario, expressed his appreciation and thanks to all of the Technical Subcommittee members for "all that you do."

Discussion:

Dave "Emeritus" Warner, asked about a recent grade crossing incident in California in which a train derailed and there was a fatality. This train had CEM – was the NGEC asked to take a look at CEM to see if it is the right thing to do?

The general response was no the NGEC has not been specifically asked to take a look at CEM. Bruce Roberts, Caltrans, responded, with regard to the incident, that the NTSB continues to investigate it, and it was an accident that involved a Rotem cab car. He added that "it was a plow failure not CEM...the investigation continues."

One attendee asked if the new equipment will have car numbers on the interior located in places other than on the end doors. The response, at this time, is that the "road number is stenciled outside of each car".

A general question about structure as it relates to accessibility kinds of things was asked.

Bruce Roberts responded that they are looking at On Board Information Systems (OBIS) – full accessibility and adding visual integration with expansion of audio visual type displays with an accessibility element as well.

9. Progress Report – DEF Working Group – John Oimoen, IDOT:

John Oimoen, IDOT, provided the following update/progress report on the activities of the Technical Subcommittee's

DEF Working Group:

DEF Working Group- What is DEF?

- Diesel exhaust fluid (DEF) is a urea based product to neutralize the oxides of nitrogen in the diesel engines exhaust. DEF is manufactured from urea based animal byproducts.
- DEF is a water-based fluid that is inserted in the diesel engine's exhaust stream and chemically reacts with the oxides of nitrogen (NoX) to neutralize them. The DEF is chemically basic and NoX is chemically acetic. When the two combine chemically, the NoX component of the exhaust stream is neutralized thus meeting USEPA Tier-4 requirements.
- Cummins has more information available
 - https://www.cumminsfiltration.com/pdfs/product_lit/americas_brochures/MB10033.pdf

DEF Working Group

Members

- Owners, Operators, Industry Rail Experts, Equipment Manufacturers, DEF suppliers, FRA & USEPA
- Purpose:
- To communicate the logistics of the use of DEF in the US rail industry
 - Known users to date:
 - Metrolinx in Toronto
 - DEF will be used by Charger locomotives in the Midwest, CALTRNS, WA, MD
 - DEF will be used by SCRRA (Los Angeles) on new F-125 locomotives
 - DEF has been used as key component of the North American highway trucking industry for more than five years.

To Date-

- Industry representatives from the diesel engine manufacturers and DEF vendors were instrumental in educating the team about the use and handling of DEF. They were able to clarify that that DEF is not a hazardous material.
- Both Short term and long term delivery methods identified;
 - Short term- truck delivery
 - Long term- Permanent Storage facilities
- Presentation from Metrolinx (Go Transit- Toronto) on the permanent storage building they have retrofitted for DEF storage.





To Date- continued

- We confirmed with interested parties that the design criteria of the locomotive dictates that the quantity of DEF will exceed the fuel range. (Loco would run out of fuel before it ran out of DEF)
- Midwest Fuel filling/DEF service points have been verified and all existing fuel points will work for the Charger locomotives, for both fuel service and DEF service
- Met with DEF suppliers on nozzle styles and availability as applied to the Charger locomotive
- Confirmed DEF and fuel specification with Amtrak fuel logistics personnel.

Timeline & Next Steps

In Progress

- Amtrak environmental group investigating permit needs and storage requirements

Going Forward

- First charger locomotives delivery to the Midwest in July 2016, Into service Dec 2016
 - Midwest states contract with Amtrak needs to be in place first quarter 2016
 - Amtrak DEF vendor procurement to take place 2nd quarter 2016
 - Vendors in place 3rd quarter 2016
- Assist Siemens if needed on testing needs

10.

Status Update – Multi-State Equipment Procurements:

a. Diesel-Electric Locomotives – John Oimoen, IDOT and Dave Ward, Siemens:

In introducing the presentation, John Oimoen, IDOT, and Dave Ward, Siemens noted that the procurement is truly a testament to the NGEF partnership. Transparency has been “great”, as has the involvement and interaction of all parties.

John Oimoen pointed out that “the FRA has been involved with us from day one and has been invaluable in helping us work through many issues.”

Next Generation Equipment Committee

Multi State Diesel Electric Locomotive Procurement

The Siemens Charger



Multi State Locomotive Procurement

Project Overview

Fast Facts:

- Base contract 32 loco's + 37 option loco's awarded
- Progressing well, expect to achieve contract schedule
- FDR is complete and all major FAI's achieved
- Compression test successfully completed
- 11 locos' in production, first 2 in final assembly
- 4 Cummins QSK 95 diesel engines delivered
- Tier IV EPA certification submitted for approval
- 60 RFC's submitted with 30 DCR's acknowledged

Project Schedule:

- | | |
|-----------------------------|-----------|
| ▪ TTCI Testing (2 loco's) | June 2016 |
| ▪ First acceptance IDOT | Dec 2016 |
| ▪ First acceptance Caltrans | Feb 2017 |
| ▪ First acceptance WSDOT | Mar 2017 |
| ▪ First acceptance MARC | Feb 2018 |





The Multi State Charger Locomotive

Country Wide Standardization



IDOT (Illinois, Michigan and Missouri) 33 Loco's



CALTRANS 20 Loco's



WSDOT 8 Loco's



MARC 8 Loco's

- One product
- 6 Customers
- 69 locomotives

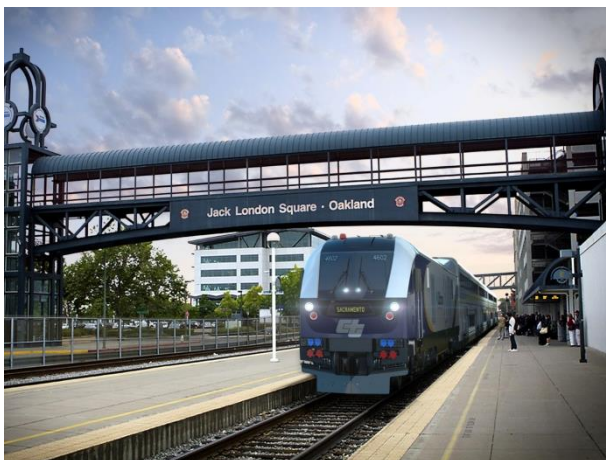
- PRIIA 305 compliant
- Locally manufactured

The Charger Locomotive Family

7 Customers, 90 locomotives on order (194 Options available)



IDOT - Illinois, Michigan & Missouri (33)



Caltrans - California (20)



WSDOT - Washington (8)



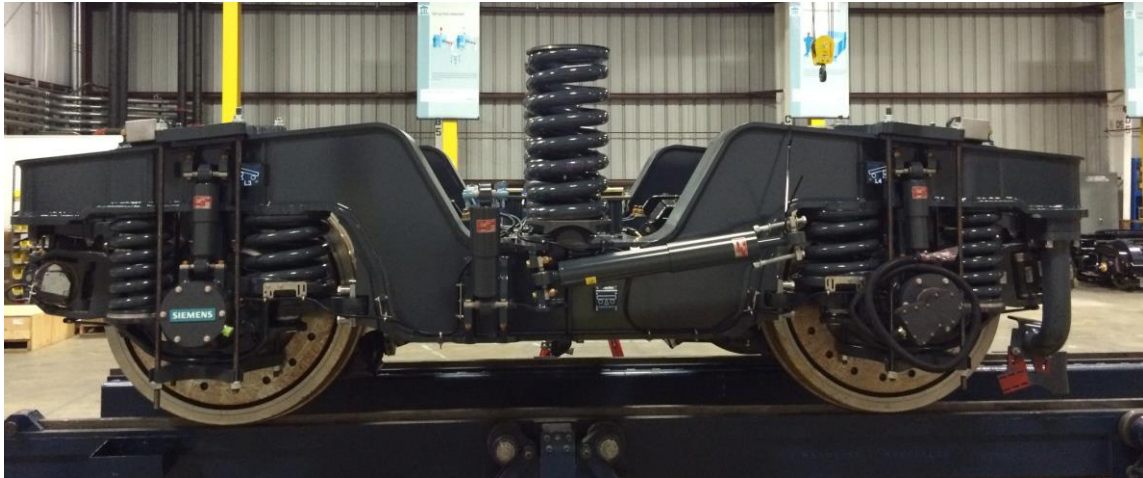
MARC – Maryland (8)



All Aboard Florida (21) *Separate Procurement*

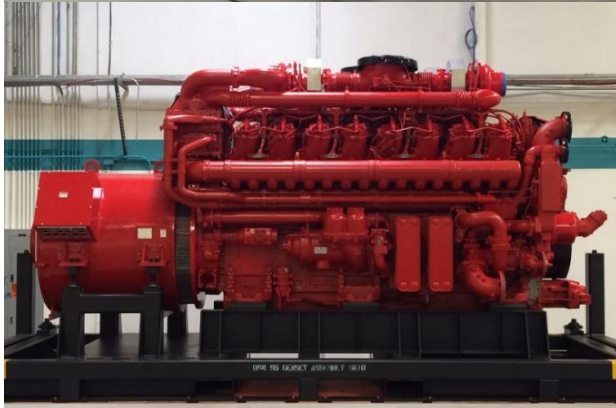
Charger Locomotive Production

High Speed Trucks





Charger Locomotive Production
Diesel Engine installation





Charger Locomotive Production
Final Assembly



Discussion:

Jack Madden, formerly with NYSDOT, and the former team leader of the Technical Subcommittee's Locomotive Working Group, asked if the All Aboard Florida Coaches are compliant with the PRIIA specification.

Dave Ward, Siemens, responded that "they are based on the PRIIA Single Level Specification – they have some changes – but, essentially, it is a PRIIA Spec."

Nico Lindenau, CH2M, FRA consultant, asked "can the specification changes be shared with the NGEC?" This would be helpful to the NGEC to know the changes and understand them, as well as potentially helping the NGEC to improve its specifications going forward.

Dave Ward responded – “generally, yes.”

Dale Engelhardt, Amtrak, raised the point that is important to remember that there is a third part to a procurement – “going from the manufacturer’s door to service”.

The procurement is about to enter into that phase now and it is critical. It is important to be sure that the equipment is FRA compliant and that there are “hoops to jump through” so it is key to get involved in this third part process early. There is a lot to be done before the equipment is ready to enter into revenue service. We can’t lose sight of this part of the process.

Dave Ward replied that they (Siemens and Cummins) are helping the states with expectations on how these are to run – helping the states to better understand support for the new technology.

Shayne Gill, AASHTO, asked if there are jobs numbers that Siemens can share for the initial procurement – possibly a list of suppliers? This would help when “we” advocate, or make the case to the Hill for future funding.

Dave Ward replied that he would be “happy to share the suppliers list.”

He added that they expect 250+ jobs on the production line in Sacramento... but it is possible that that number could double.

10. Status Update: Multi-State Equipment Procurements

b. Bi-Level Cars – Bruce Roberts, Caltrans:

Bruce Roberts, Caltrans, provided the following update on the progress of the Bi-Level Car multi-state procurement. In doing so, he introduced representatives of the industry partners from Sumitomo and Nippon Sharyo: Hugh Ninomiya, Sumitomo; Kevin Koyasu, David Yamada, and Tom Hunt, Nippon Sharyo.

In his opening comments, Bruce thanked former Caltrans Rail Division Chief, (and NGECE Executive Board Chair) Bill Bronte, as well as Stan Hunter, for their hard work on moving this project forward. Both Bill and Stan are “enjoying their retirement immensely.”

Bi-Level Railcar Project Update



Bi-level Railcar Project Overview

- Multi-state Contract - Caltrans, in partnership with the Illinois Department of Transportation (IDOT), signed a Master Agreement Contract 75A0362 to purchase 130 bi-level rail cars.
- Caltrans is the lead agency with the primary authority to administer the procurement contract.
- Caltrans ordered 42 cars for use on passenger rail corridors within California. IDOT, representing the Midwest Coalition of states that include Illinois, Missouri, Michigan, and Iowa, ordered 88 cars.
- The contract is with Sumitomo Corporation of Americas (SCOA). Their principal subcontractor with design and production responsibility is Nippon-Sharyo (NS).

- The cars are being built to the PRIIA (Passenger Rail Infrastructure and Investment Act) Bi-level Railcar technical specifications, developed and accepted by the NGEC (Next Generation Equipment Committee).

Nippon Sharyo's Bi-Level Railcar

Four Car Types:

- Coach Car
- Cab Car
- Café Lounge Car (Caltrans)
- Business Class Car (IDOT)

Features:

- Crash Energy Management
- Positive Train Control
- 125 MPH capable
- Built to PRIIA Specifications

Major Project Milestones (Completed)

- Milestone A – Various CDRLs, including Quality Assurance Plan, Project Management Plan, Warranty Service Plan, and Organizational Chart, etc. (Oct. 2013)
- Milestone B – Preliminary Design Review, 30% level of design completion, including compliance matrix, drawing schedule, and arrangement drawings, etc. (Dec. 2013)
- Milestone C – Intermediate Design Review, 60% level of design completion, including draft production drawings, arrangements, and component and material specifications, etc. (Sept. 2014)
- Milestone D – Mockup Review, Full-sized hard mock ups, including passenger seats, workstation table, cab control compartment, etc. (Sept. 2014)

Major Project Milestones (Upcoming)

- Milestone E – Final Design Review - Carshell redesign is underway. A supplementary design review is currently planned for May 2016.
- Milestone H – Subsystem FAI - First Article Inspections on the subsystems continue. Vast majority of FAI have been conducted. (32 out of 45 FAI have been conducted. 71% Complete)
- Milestone I – Pilot Car FAI
- Milestone J – Completion of Conformance Testing
- Milestone M – Final Acceptance of Pilot Cars
- Milestone O – Final Acceptance of Production Cars

Major Project Milestones (Upcoming)

- Milestone E – Final Design Review - Carshell re-design is underway. The next design review is currently planned for May 2016.
- Milestone H – Subsystem FAI - First Article Inspections on the subsystems continue. Completion is expected once carshell re-design is completed and "design is frozen"
- Milestone I – Pilot Car FAI
- Milestone J – Completion of Conformance Testing
- Milestone M – Final Acceptance of Pilot Cars
- Milestone O – Final Acceptance of Production Cars

Carshell Compression Test

- As part of the specification and to comply with federal safety regulations, the cars must be able to withstand a number of loading scenarios. One of the most critical is a load of 800k lbs. applied steadily to both ends of the car. The carshell should not show cracks, deformations, or fractures during and after the test
- During the August 20, 2015 test, the SCOA/NS test fell short of the required 800k lbs. compression at 798k lbs.
- SCOA/NS is working toward compliance with federal safety regulations and requirements in the contract and

are working towards a solution with the carshell.

Next Steps

- Caltrans is analyzing the revised schedule activities to understand impact on deliverables and timing, while working closely with IDOT.
- A supplementary design review will be undertaken – currently planned for Spring 2016 – to review the proposed modifications and their impact on the overall carshell structure, FAIs, and overall schedule.
- NS has built three pilot cars along with the structural test car. These pilots cover the three configurations of car – cab car, coach car, and food service car.
- NS is currently fitting these vehicles out in their factory with subassembly components to validate the production processes and timings to reduce risk when production commences.

Questions?

Bruce Roberts
Chief, Division of Rail and Mass Transportation
Caltrans
bruce.roberts@dot.ca.gov
(916) 654-6542

Discussion:

Ross Capon asked Bruce about impacts to the federal funds (ARRA) due to the delay in the schedule.

Bruce replied "there is an ARRA component...we've spent a lot of ARRA dollars, but there is an ARRA component and we are looking at it and working with FRA to address it."

Dale Engelhardt, again, raised the issue of the "third part" – noting that "bringing the new rolling stock into revenue service has any number of qualification points."

He added, "FRA and FTA certifications are required to get it into service...do not underestimate the work and the time it will take."

11.

Update: Rail Vehicle Access Advisory Committee/Accessibility Working Group – Melissa Shurland:

Overview

- RVAAC Background
- RVAAC Report Recommendations to US Access Board on Rail Vehicle Access
- AWG Progress Update
- Summary
- Open Discussion/Questions

RVAAC Background

- US Access Board established the Rail Vehicle Access Advisory Committee in 2013
 - Develop consensus recommendations for the Board's use in updating sections of the ADA guidelines that cover vehicles of fixed guide-way systems, including rapid, light, commuter, intercity, and high speed rail.
 - Four Subcommittees
 - Communications
 - Boarding and Alighting
 - On-Board Circulation and Seating
 - Rooms and Spaces
 - RVAAC Final Report was presented to the US Access Board – July 29, 2015
<https://www.access-board.gov/guidelines-and-standards/transportation/vehicles/rail-vehicles-access-advisory-committee/final-report>

- 21 of 27 committee members approved the report
- (2 abstained, 4 against)
- 3 minority reports submitted

Communications

- Public Announcements - audible and visible communications for live or pre-recorded announcements disseminated via PA and variable message signage systems
 - Pre-recorded announcements are preferred over live human announcements
 - ALS is required in every car if possible
- Variable Message Signs (VMS) - at least 2 VMS per car
 - Every seat must have visibility of one least one sign
- Route Map – if provided, 2 are required
- Lighting – recommends the Access Board research lighting in circulation areas, restroom, sleeping compartment, etc. for better accessibility
- Call Buttons – give audible and visual feedback upon activation
 - Tactile sign to identify purpose of button
- Tactile signs for designating rooms and spaces, exit signs, doorways

Boarding and Alighting

- Full-length or near-level boarding is preferred method as defined by DOT regulations
- Gaps – If one or both conditions below are not met, a car-borne ramp, lift or bridge plate shall be used
 - **1.** the horizontal gap between the boarding platform and the vehicle floor entry exceeds 2 inches
 - **2.** the vertical difference between the boarding platform height and the vehicle floor exceeds plus or minus 5/8 inch.

Boarding and Alighting Recommendations

Carborne Lift Design Load

800 pounds minimum

- Lifts and for ramps and bridge plates over 30"

400 pounds

- For ramps and bridge plate under 30"

Carborne Lift Platform

32 inches x 54 inches

- Clear width of 32 inches measured up to 40 inches above platform surface

Handrail

- Required for ramps and bridge plates where horizontal gap between the platform and car floor exceeds 12 inches

On Board Circulation and Seating – Recommendations

Doorway with Exterior – 32 inches minimum

Doorway width between cars – 32 inches minimum

Route to Mobility Aid Seating Location, Clear Width – 32 inches minimum

Vestibule width – 44 inches minimum

Accessible Space

- Space confined on no more than 2 sides – 32 inches x 54 inches
- Space confined on 3 sides – 32 inches x 59 inches

Overlap of Clear Space – Allowed by a maximum of 6 inches at a minimum height of 12 inches above the floor

Accessible Space – 2

Additional Seating (HST and Inter-city) Railroad must have a quantity of coaches available (10% of car type) that has seats that are removable:

- Coaches > 70 feet long – at least 6 pairs of seats or a quantity that will allow up to 6 wheelchair users to remain in their wheelchairs
- Coaches < 70 feet long – 3 removable seat pairs or a quantity that will allow up to a total of 3 wheelchair users to remain in their wheelchairs

- Fixed consist trains > 70 feet long – at least one coach with removable seats
- Fixed consist trains < 70 feet long – at least two coaches with removable seats

Vertical Access – Movement of passengers with disabilities between levels of new intercity passenger cars: Bi-Level intercity lounge cars; Dome Cars; Does not include cars with kitchen on lower level; Dining cars:

- Include some means of getting passengers who cannot navigate stairs access to upper level
- Same size of Car-borne lift
- Accessible path to/from entrance of device (both levels)
- No backing or backing out of lift
- Function with or without HEP
- Operable at maximum track super-elevation with train stopped
- Emergency stop device provided
- Obstruction detection
- Operable while train is at rest or in motion
- Gates, doors, guards, hand rails, etc. design to meet FRA 8g longitudinal, 4g vertical and 4g transverse loading
- Accessible restroom not required if one available on lower level.

Rooms and Spaces – Restrooms

Turning circle within restroom – 60 inches or demonstrated equivalent that provides for side transfer and enter/exit in forward position

Clear Floor Space – 32 inches x 54 inches

Door – Powered

Grab Bars – sides, behind water closet, foldable grab bars permitted

Controls – Proximity sensor for faucet controls and soap dispenser

Rooms and Spaces – Dining Car

Table Space – Space for 2 Wheelchairs, 2 transfers and 2 stowage spaces – Spaces can be convertible

Table Top – 34 inches (max)

Clearance under table – 29 inches (minimum)

Clearance back seating position to table edge – 17 inches (minimum)

Width – 32 inches

Rooms and Spaces – Café/Lounge Car

Table Space, Top, Clearance – Same as dining cars

Self-serve Vending Machines – Meet ADA/ABA Guidelines for cafeteria – Meet ADA/ABA Guidelines

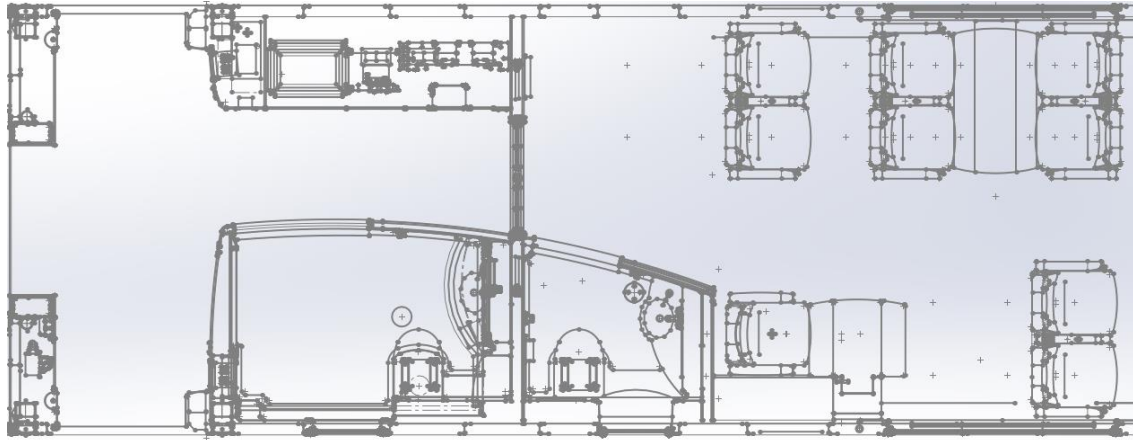
Accessible Restrooms – Same requirements recommended for accessible restroom in seating area

NGEC Accessibility Working Group Update:

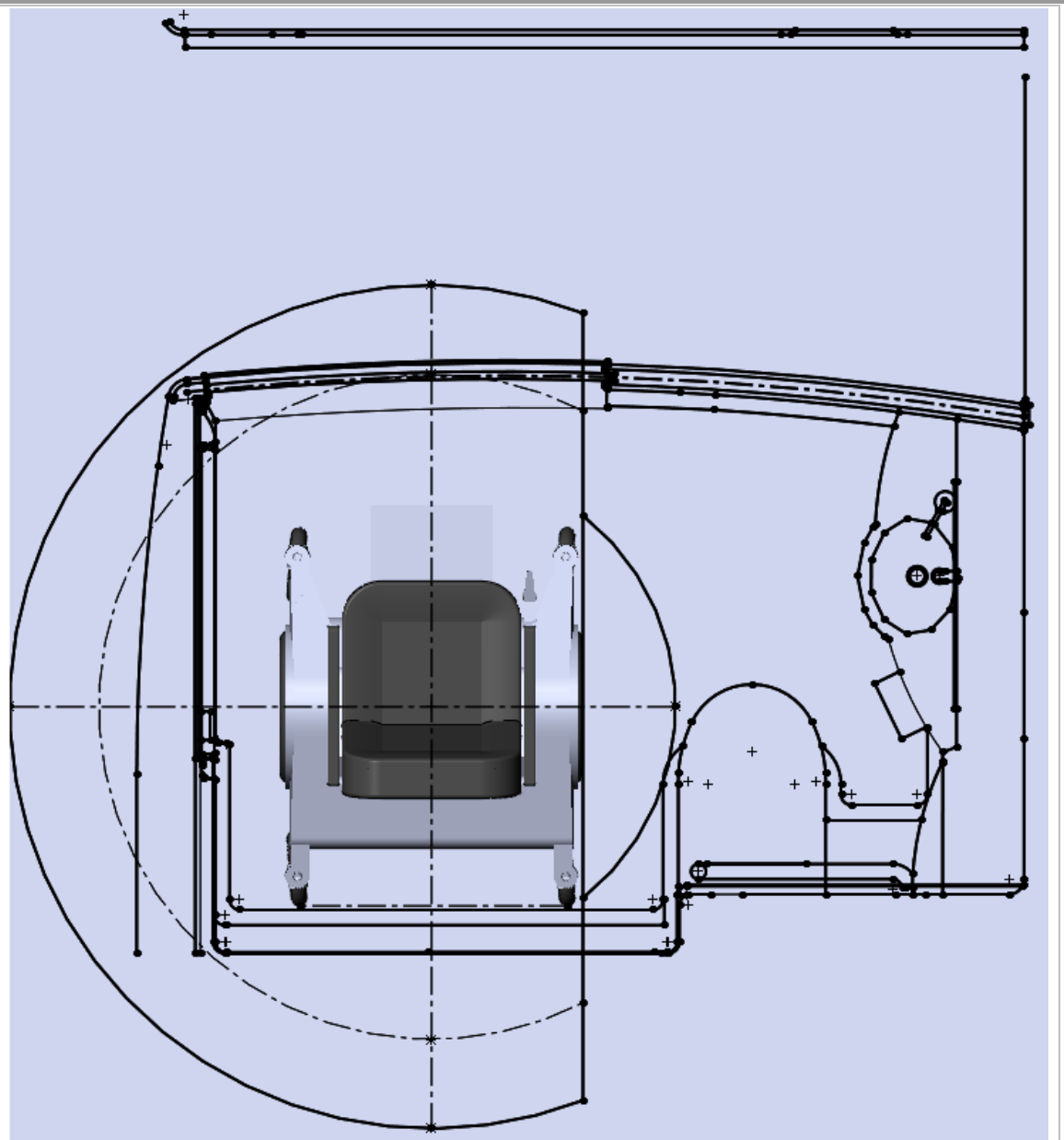
- Developed preliminary accessible restroom and seating location layouts
 - Worked with the support and cooperation of Amtrak
- Accessibility Working Group Review
 - Provided feedback on restroom layout.

- Will present seating info to AWG within next month
- Acela business class cars used in analysis
- Large power-based wheeled mobility device used in analysis

Base Layout – Acela Business Car

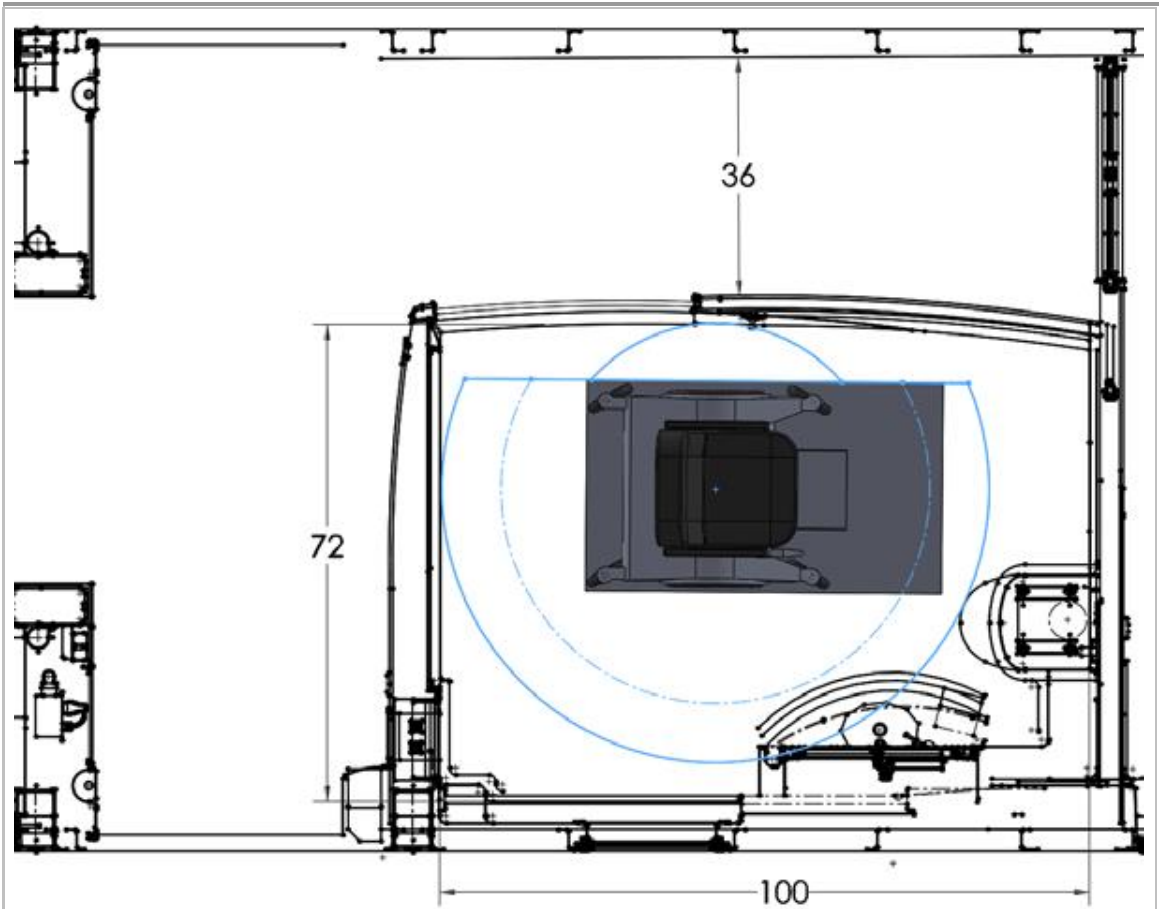


Overlay of large power-based wheeled mobility device with 9" toe clearance in Acela accessible restroom



Accessible Restroom Study

- Removed the non-accessible restroom and enlarged the interior space of accessible restroom Aisle and restroom is accessible
- Consideration is taken to reduce the size while maintaining accessibility

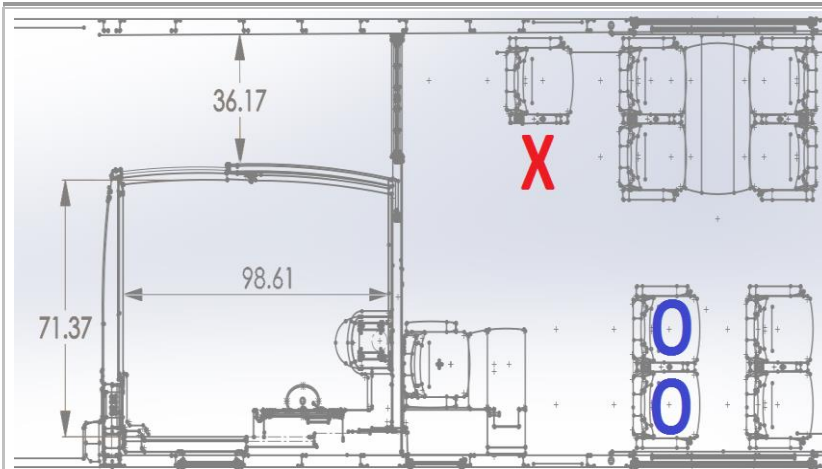


Accessible Restroom Study Cont'd

- Reduced size of accessible toilet
 - Uncoupled the sink and toilet shroud
 - Placed toilet on angle with outboard wall
- AWG Input
 - Passengers may need access to sink while sitting on toilet
 - Include a small sink next to toilet
 - Place toilet square with wall

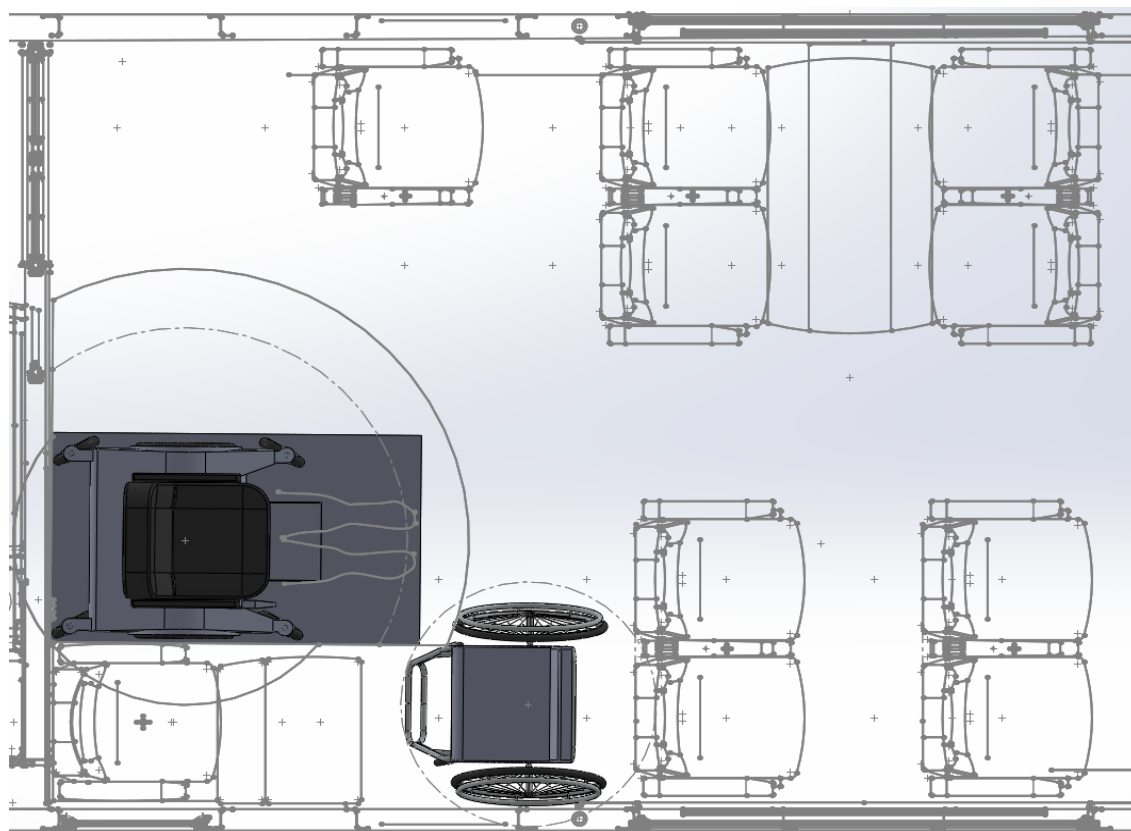
Base Layout for Accessible Seating Study

- Accessible restroom interior space is now 98.61 inches by 71.37 inches.
- Accessible aisle outside is 36.17 inches.
- Toilet and sink are recoupled
- Turning radius inside is optimized
- Accessible seating location was analyzed for spatial consumption



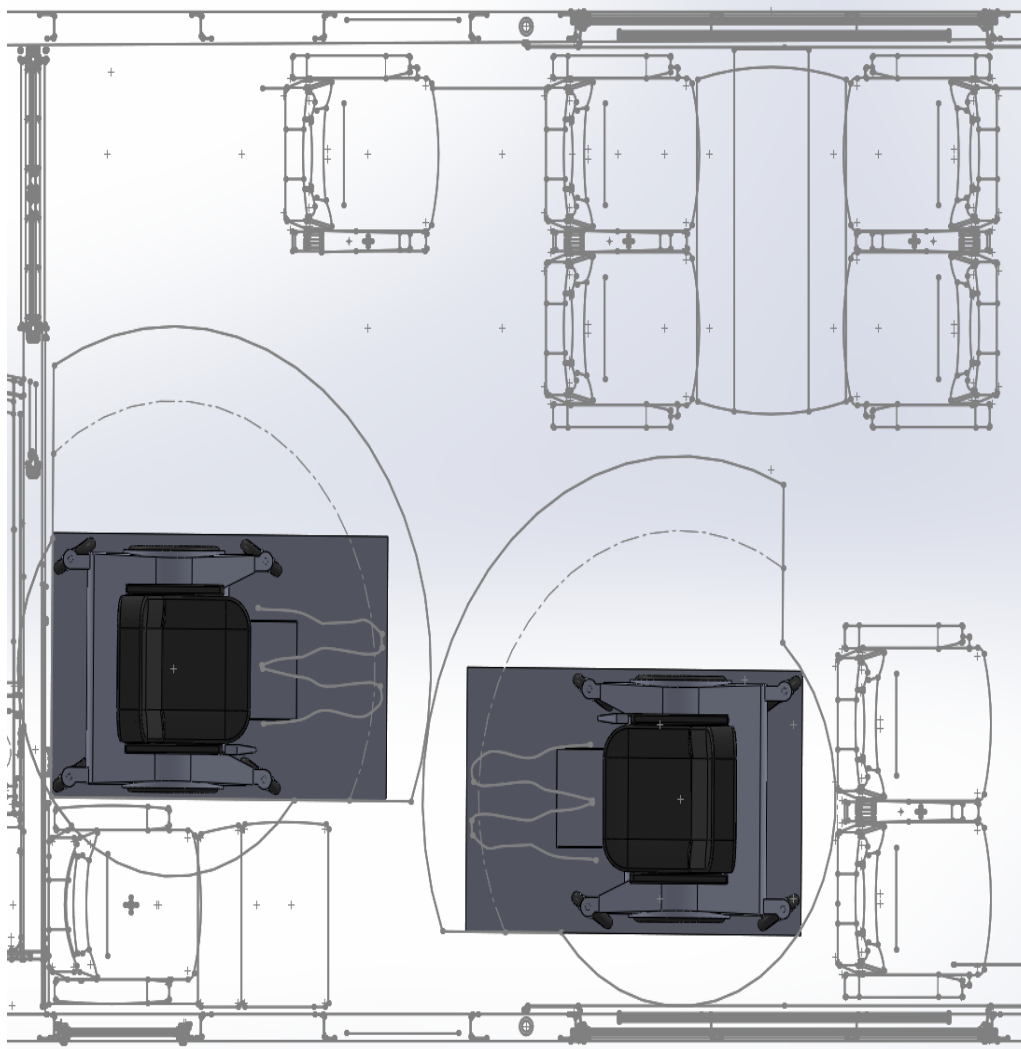
- Base layout
- X Seat removed
- OO Seat(s) added
- Net Gain is 1 Seat

Modified Base Layout with 2 Wheeled Mobility Device



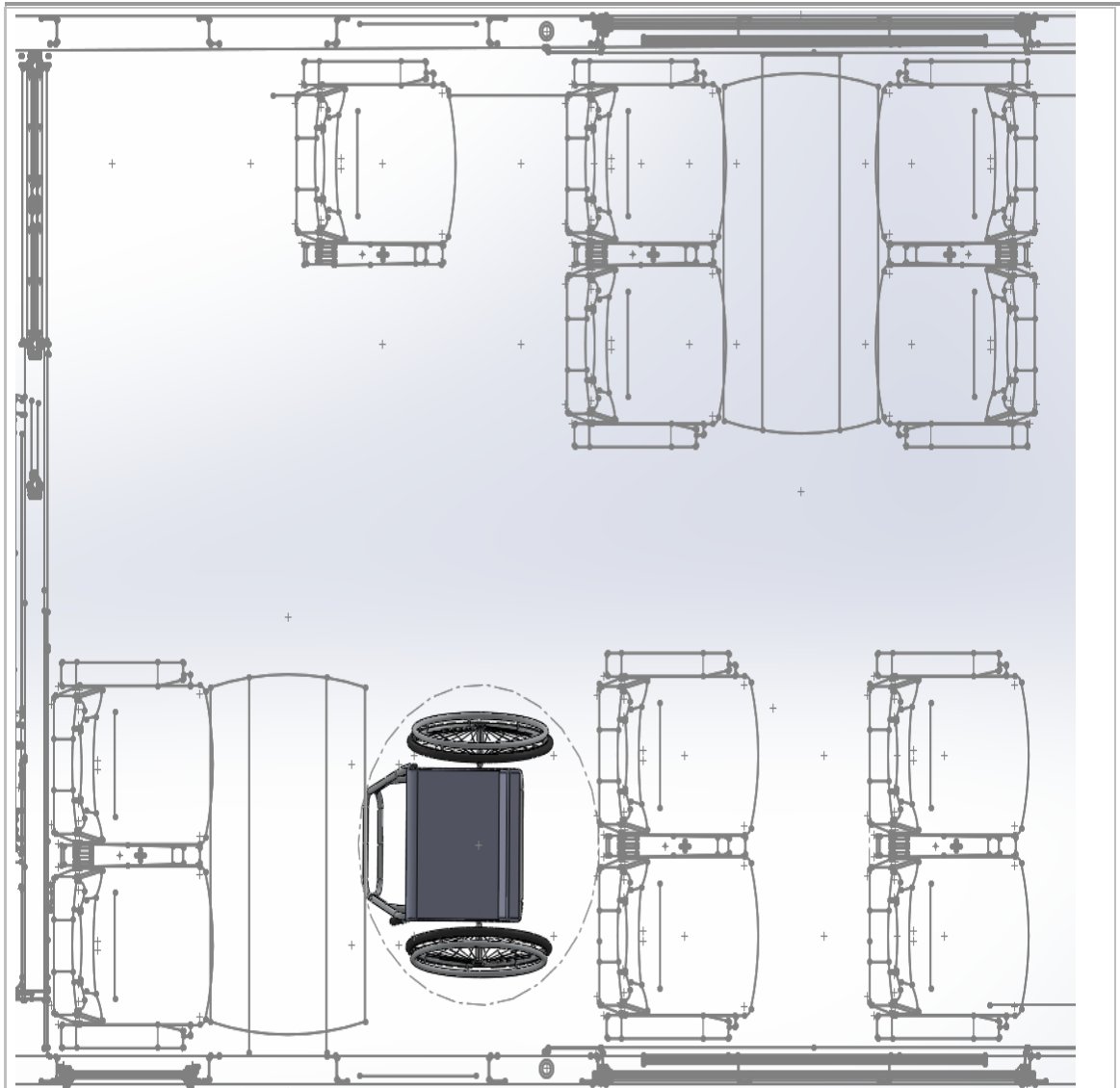
- **Net Seat gain is 1**
- Seat moved closer to window by removing equipment box
- Wider aisle
- Storage space: service animal, small wheelchair or small scooter
- Shows manual wheelchair and power base

Modified Layout with 2 Powered Wheeled Mobility Device



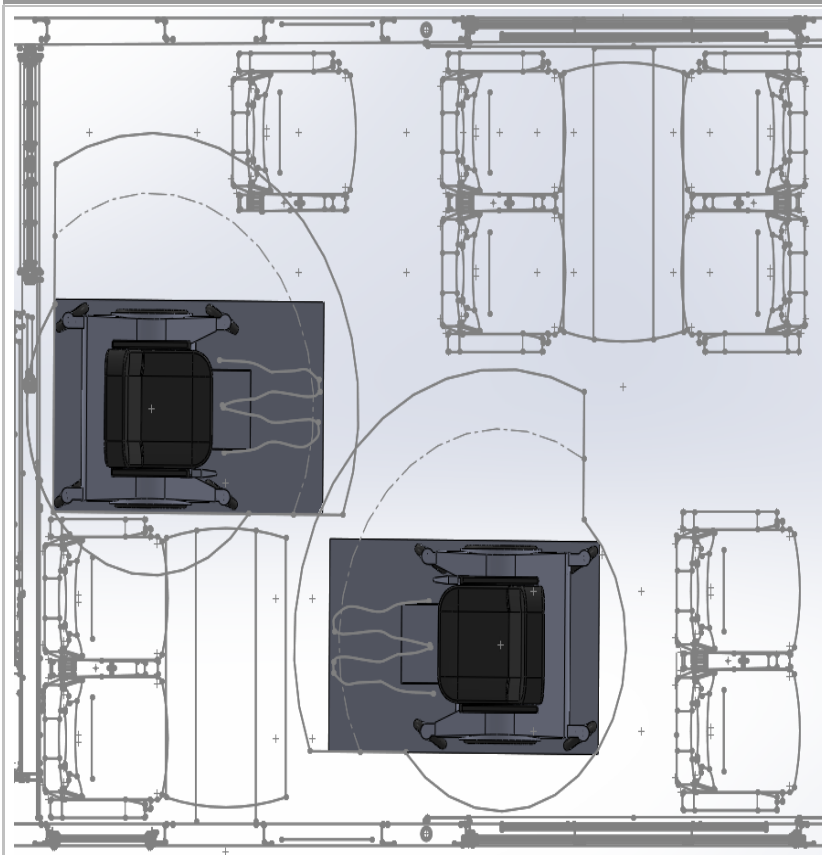
- **Net seat loss = 1**
- Seats moved closer to wall
- Wider aisle width
- Shows two power base WhMDs with 90 degree turning radius

Modified Base Layout with Manual Wheeled Mobility Device



- **Net Seat gain is 2**
- Added second seat at table
- Added row of double seat
- Shows manual wheelchair

Two Powered Wheeled Mobility Devices



- **No seat loss or gain**
- Number of Wheeled Mobility Devices = 1 to 2
- Conflicted aisle space
- Power bases shown with 90° turning radius

Summary

- RVAAC Final Report was submitted to the US Access Board on July 29, 2015
 - Board has the option to accept the recommendations fully or partially
 - Several items ahead of the RVAAC recommendations on the Board's agenda
 - Several years before action is taken
- Accessible Working Group
 - FRA will continue to work with Oregon State University to review the spatial impact of the on-board circulation and seating recommendations
 - Engage the AWG in the discussion as work progress
 - Results from the seat layout study will be presented to the AWG within the next month.

Questions?

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melissa.shurland@dot.gov

12. Progress Report: Section 6 – Mid-West States: Tim Hoeffner, Michigan DOT:

Tim Hoeffner, Michigan DOT, provided a brief status update on the Mid-West Section 6 efforts.

Tim opened his remarks by providing some context: "It's all about the equipment. It is the most important piece of what we do for intercity passenger rail service...think about the age of the Amtrak fleet."

He went on to rhetorically compare "vintage" cars and planes with the current age of the Amtrak fleet – stressing the point that intercity passenger rail is in great need for new, modern next generation equipment.

Tim further noted that "I think of equipment as the 'sexy' part of the business...customers see, feel, smell, and touch equipment." It is critical to the business.

Tim went on to provide an update on the activities of the Mid-West states as they prepare for getting the new equipment into service, and on the historic multistate aspect of the effort.

The Mid-West states have been working through the issues of how to manage and operate the fleet. They have been finalizing agreements among all of the states involved. All but one state has signed on, at this point, but it is anticipated that the agreements will be fully executed very soon.

The Mid-West Intercity Passenger Rail Commission has been an integral part of the effort. The states developed a methodology for an approval process within the Commission and it was approved on February 8th.

Tim expressed his appreciation to "my fellow states" for this "historic level of cooperation."

Tim pointed out that the states are addressing what Dale Engelhardt earlier today referred to as "Part 3" - getting the equipment ready for service.

Illinois DOT has an RFP out on the street for a fleet manager – the fleet manager will serve as the owners' representative and as the liaison between the operator and the owner.

Michigan is finalizing an RFI for a fleet maintainer – making arrangements for maintenance of the equipment and ensuring its reliability.

Eric Curtit complimented Tim and the Mid-West states for their hard work and their collaborative process. "It is impressive to see the agreement actually come to be and in place."

13.

Progress Report: 514 Subcommittee – Ron Pate, Washington State DOT:

Ron Pate, Washington State DOT, and Chair of the NGECC's "514" Subcommittee, provided a brief update:

For context – the 514 Subcommittee began as a working group established to address issues related to both Section 305 and 209 of PRIIA (adding the two together equals "514").

Amtrak/states requirements under 209 were looked at in 2013, by then-Chairman Bill Bronte, and it was agreed that some of the work of 209 belonged in 305 and would benefit from its expertise and its processes, which were by then already well in place.

The process worked well and the working group was established as a standing subcommittee within the NGECC.

Deliverables to date:

The Subcommittee has completed 2 CIPs – each of which is a window into what is coming down the road.

Ron complimented Darrell Smith, Amtrak, for his efforts in developing the CIPs and in providing "good information" to the states. Through the CIPs, "expectations are managed".

With the recent formation of the State Amtrak Intercity Passenger Rail Committee (SAIPRC), coordination has become a key.

SAIPRC is a policy level committee with participation from the states, Amtrak and FRA. 514, early on, recognized that "we deliver the plan, but what about policy? – It was agreed that SAIPRC is that body to deliver on policy issues."

Once again, it is important to acknowledge and compliment all parties for the outstanding collaboration and cooperation. It has been a great team effort.

Ron expressed appreciation to Mario Bergeron and Dale Engelhardt, Amtrak, as well as Darrell Smith and others

for their involvement in 514 and for the “amazing efforts in pulling this all together among 19 states”. Quite an accomplishment.

Ron also expressed appreciation to the industry which has also been very instrumental to us being successful.”

14.

Treasurer’s Report and Finance and Administrative Subcommittee Update – Darrell Smith, Amtrak:

Finance & Administrative Sub-Committee & Treasurer’s Report

NGEC Future Activities

1. Reviewed 3 Potential Funding Sources for the NGENC
 - a. Equipment Specification Use Fee
 - b. Membership Fee
 - c. Federal Grant
2. Equipment Specification Use Fee
 - a. Looked at the anticipated equipment needed in the future for replacement and expansion.
 - b. Identify how that can be collected by charging for the use of a specification.
3. Resulted in three recommendations to the NGENC.
4. The NGENC accepted these three on Dec. 7, 2015.

Future Funding Recommendations

1. Consider a Specification Use Fee as a supplement to funding provided through a continuing federal grant and/or a PRIIA 209 support fee. Narrow the scope of a Specification Use Fee to the following two components:
 - a. Parts Suppliers, being the primary requestors of the specifications, charged a nominal fee to be recommended by the FASC by March 31, 2016.
 - b. Non-NGEC Members using a full specification for purchasing rolling stock charged a significant fee, on the order of \$250,000 per equipment-type specification, mechanics of which are to be recommended by the FASC by March 31, 2016.
2. Direct the FASC’s Legislative Outreach Task Force to present a complete Congressional Outreach Implementation Plan by March 31, 2016, including draft educational materials for consideration for AASHTO’s production, and specific next steps for members to request continuing NGENC funds.
3. Present the concept of a new annual PRIIA 209 support fee to the State Amtrak Intercity Passenger Rail Committee (SAIPRC) to determine the level of interest of the Amtrak state funding agencies. If SAIPRC expresses an interest, then the NGENC will direct either the FASC or a new task force to coordinate with SAIPRC a recommended methodology.
Also continuing to consider other options.

Legislative Outreach Task Force

- Meeting with Governmental Affairs staff from state DOTs, (Vermont, California, Missouri) and Amtrak.
- Discussion was about funding NGENC after 9-2017 and how to share information with Congress
- Decided to make a new informational one pager to use to share NGENC mission and associated results.
- New two pager.



NGEC Delivers Results

The Passenger Rail Investment and Improvement Act of 2008 directed Amtrak, states, FRA and industry to establish the Next Generation Corridor Equipment Pool Committee (NGEC) to standardize and streamline the process for designing and obtaining next-generation passenger rail equipment purchased with federal funding.

As the national leader in standardization, acquisition, financing and management of passenger rail equipment, the NGEC is delivering results.

NGEC Members



NGEC TIMELINE

- January 2010
NGEC Formed

- July 21, 2015
Equipment spec approvals: Bi-level cars

- Nov. 13, 2012
Single level cars

- July 10, 2012
Locomotive

- August 2, 2011
Trainsets

- Sept. 4, 2012
DMUs

- Dual Mode Locomotive - ?

RESULTS Standardize design and production of passenger rail equipment.

PRR 305 Mandate created six specifications for Next Generation equipment worth \$2 million each:

- Single Level Car
- Bi-level Car
- Single Level Train Sets
- Diesel-Electric Locomotive
- Diesel Multiple Units
- Dual-Mode Locomotive



RESULTS Lower operating and maintenance costs and extended vehicle life expectancy.

NGEC, in collaboration with Amtrak, has developed a Capital Investment Program which has already netted equipment capital savings from lower maintenance costs for all state supported routes.



RESULTS Spark domestic production, invigorate supply chain and create high-wage jobs.

OneRail

America's future is riding on it.

U.S. Rail Supply Industry
2,698 facilities



Standardized specifications add predictability.

The multi-state procurement is revitalizing the passenger railcar manufacturing industry.

Connecting passenger railcar builders and US suppliers to achieve 100% Buy America goal.

Job numbers/Amtrak's 3:1 ratio.

RESULTS Continuous improvements for future needs.

Document control procedures enable a review of the use of specifications and requests for modifications in order to continuously improve these specifications as new developments are conceived in vehicle production/manufacturing.

Updating the NGEC By-Laws

- FASC approved revisions to the By-laws on Jan. 15, 2016.
- Revised version was sent to all Board members on Jan. 16, 2016.
- Ray Hessinger, FASC Vice Chair, reviewed the proposed revisions on Jan. 19, 2016 Executive Board call.
- Revisions include updates relating to the FAST act and language for "514".
- Board requested to approve on later action item today.

Treasurer's Report

- Spending continues to be under the proposed Statement of Work envisioned levels.

Budget (revised Statement of Work 2/20/2015)

	Executive Board	Technical Sub-committee	Finance & Admin. Sub-committee	S 209 Equipment Capital "514" Sub-committee	AASHTO Support Services	TOTAL
Labor		\$652,145	\$225,886		\$591,090	\$1,469,121
Meetings					\$141,836	\$141,836
Travel			\$18,139		\$203,108	\$221,247
Professional Services		\$331,021			\$1,491,672	\$1,822,693
Financial Review			\$150,000			\$150,000
Conference Calls					\$3,297	\$3,297
Webinar					\$30,079	\$30,079
Reserve (Contingency)	\$158,727					\$158,727
Web Site					\$3,000	\$3,000
TOTAL	\$158,727	\$983,167	\$394,024	\$0	\$2,464,082	\$4,000,000

Spending Through 12/31/2015

	Executive Board	Technical Sub-committee	Finance & Admin. Sub-committee	S 209 Equipment Capital Work Group	AASHTO Support Services	TOTAL
Labor		\$515,077	\$180,766		\$412,620	\$1,108,463
Meetings					\$62,959	\$62,959
Travel			\$6,547		\$119,500	\$126,046
Professional Services		\$197,076			\$1,208,472	\$1,405,548
Financial Review						\$0
Conference Calls					\$297	\$297
Webinar					\$79	\$79
Reserve (Contingency)						\$0
Web Site					\$0	\$0
TOTAL	\$0	\$712,153	\$187,312	\$0	\$1,803,927	\$2,703,393

Treasurer's Report

- From 10/1/2015 – 12/31/2015, expenses invoiced to FRA were \$66,173.48.
- Total expenses for past year, 1/1/2015 – 12/31/2015 were \$204,331.99.
- Amount is \$314,668.01 below the annualized revised budget of \$519,000 for FY2015 – FY2017.
- As of December 31, 2015, FRA grant has \$1,296,607.22 remaining.
- Funds are available through September 30, 2017.

Thank You!

Darrell Smith
 NGEC Treasurer
 Amtrak
 Director, Service Planning & Costing
Darrell.Smith@Amtrak.com

(202) 906-3913

In concluding his presentation, Darrell also recognized web site updating/refreshing that AASHTO's Bryan Hong has been doing at the request of the Finance and Administrative Subcommittee. Bryan has revised the look of the various sections of the website and is working on making improvements to make the site more user friendly.

**15.
Consideration of Acceptance of the Treasurer's Report – Eric Curtit:**

At the conclusion of the Treasurer's report, with no further discussion or questions forthcoming, Chairman Curtit called for a motion to accept the Treasurer's Report as submitted:

On a motion by Ron Pate, WSDOT, and a second by Mike Jenkins, Oregon State DOT, the Treasurer's Report was accepted by acclamation with no exceptions. (Consensus achieved)

**16.
Review of Proposed NGECE By-laws & Operating Procedures Revisions – Darrell Smith/Steve Hewitt:**

Darrell Smith, Amtrak provided a summary of the proposed changes/revisions to the NGECE By-laws and Operating Procedures.

The revisions proposed fall into three categories:

1. To address changes to PRIIA Section 305 in the FAST ACT
 - Add labor as a member
 - Remove the sections related to the NGECE's ability to incorporate or form another type of business structure
2. Add the 514 Subcommittee and its responsibilities and procedures to the By-laws as a third standing subcommittee (along with the Technical Subcommittee and the Finance and Administrative Subcommittee.
3. Correct typos and general spelling and/or punctuation throughout the document.

The Finance and Administrative Subcommittee approved the revisions to the By-laws and Operating Procedures and, on January 18th, as required in the By-laws, they were distributed to members of the Executive Board, in writing, meeting the requirement of being in the hands of the Board members at least 30 days prior to the meeting during which they are to be considered for adoption. (Today's NGECE Annual Meeting)

Darrell noted that the subcommittee's approval included a recommendation that the Revisions be accepted and adopted by the Executive Board.

With no questions forthcoming, Chairman Curtit entertained a motion to accept the Finance and Administrative Subcommittee's recommendation and to adopt the revisions to the By-laws as presented.

A motion to approve the revisions to the NGECE By-laws and Operating Procedures, as presented, was offered by Arun Rao, Wisconsin DOT, and a seconded by Tammy Nicholson, Iowa DOT.

With no questions or further discussion forthcoming, Chairman Curtit asked Steve Hewitt to call the roll of voting members:

Eric Curtit, Missouri DOT – aye
Mario Bergeron, Amtrak – aye
Darrell Smith, Amtrak – aye
Michael Lestingi, FRA – aye
Tim Hoeffner, Michigan DOT – aye
Tim Hoeffner as proxy for John Oimoen, IDOT – aye
Michael Jenkins, Oregon DOT – aye
Arun Rao, Wisconsin DOT – aye
Brian Beeler II, NNEPRA, for Maine DOT – aye
John Bell, for Ray Hessinger, NYSDOT – aye
Tammy Nicholson, Iowa DOT – aye
Ron Pate, WSDOT – aye
Bruce Roberts, Caltrans – aye
Paul Worley, NCDOT – aye

With a quorum having been confirmed and all members present voting in the affirmative, Chairman Curtit determined that consensus has been achieved and the motion is approved.

Steve Hewitt will finalize the updated By-Laws document, as approved and distribute to all Board members and to AASHTO for posting to the website.

17.

Report from the Nominating Committee – Eric Curtit:

Eric Curtit reported that the Nominating Committee, duly appointed on December 20, 2015, comprised of Eric Curtit, Missouri DOT; Ron Pate, Washington State DOT; and Ray Hessinger, New York State DOT, is recommending that the current state members be re-elected to new two year terms on the NGEC Executive Board, effective immediately.

18.

Election of the NGEC Board Members and the NGEC Officers – Eric Curtit:

On a motion by Bruce Roberts, Caltrans and a second by Brian Beeler II for Maine DOT, the current state members of the NGEC Executive Board were re-elected, by acclamation, to new two year terms to begin immediately.

Subsequently, a motion was offered by Ron Pate, WSDOT, and seconded by Brian Beeler II, for Maine DOT, to re-elect the current full slate of NGEC Executive Board Officers to new two year terms beginning immediately.

Slate of Officers presented for consideration in the above motion:

Chair: Eric Curtit, Missouri DOT
Vice Chair: Mario Bergeron, Amtrak
Treasurer: Darrell Smith, Amtrak
Secretary: Ray Hessinger, NYSDOT

With no questions, or further discussion forthcoming, Chairman Curtit asked Steve Hewitt to call the roll of voting members:

Eric Curtit, Missouri DOT – aye
Mario Bergeron, Amtrak – aye
Darrell Smith, Amtrak – aye
Michael Lestingi, FRA – aye
Tim Hoeffner, Michigan DOT – aye
Tim Hoeffner as proxy for John Oimoen, IDOT – aye
Michael Jenkins, Oregon DOT – aye
Arun Rao, Wisconsin DOT – aye
Brian Beeler II, NNEPRA, for Maine DOT – aye
John Bell, for Ray Hessinger, NYSDOT – aye
Tammy Nicholson, Iowa DOT – aye
Ron Pate, WSDOT – aye
Bruce Roberts, Caltrans – aye
Paul Worley, NCDOT – aye

With a quorum having been confirmed and all members present voting in the affirmative, Chairman Curtit determined that consensus has been achieved and the motion is approved.

19.

The NGEC – A Look Ahead – Chairman Eric Curtit:

Eric Curtit thanked the Committee members for their hard work during the past year and emphasized the fact that continued collaboration will keep the NGEC moving forward and that collaboration has been the key to its success.

Eric also sent well wishes on behalf of the NGEC to Executive Board Secretary, Ray Hessinger, NYSDOT, who is undergoing some medical issues. "Ray will be back! All the best Ray!"

Eric expressed appreciation to NGEC Support Services Manager, Steve Hewitt for his hard work and called him "the glue that binds us."

The Technical subcommittee which does "the meat and potatoes" work of the NGEC, will continue to collaborate with the industry and the Board as it continues to maintain and improve the current NGEC Specifications.

The Board will continue to support any procurements – both on-going and in the future.

The NGEC will strive to remain efficient with its limited funding, while carrying out its official responsibilities in the most cost effective way.

The Board will work with the 514 Subcommittee as it continues its efforts to improve transparency and as it works in coordination with the SAIPR Committee.

We (the NGEC) will focus attention on sharing information about the NGEC's results and educate Congress and others on the value of the work we do for the minimal level of investment provided.

The Finance and Administrative Subcommittee will continue to manage the finance and administrative responsibilities of the Committee, and will continue to explore potential future funding options.

**20.
Review of Decisions and Action Items – Steve Hewitt:**

Steve Hewitt noted the following decisions and action items from today's Annual Meeting:

The Treasurer's report was accepted by the Board

The Board adopted the revisions to the NGEC By-laws and Operating Procedures as proposed and presented by the Finance and Administrative Subcommittee.

Steve Hewitt will finalize and date the By-laws and Operating Procedures as adopted today, and distribute them to the NGEC Executive Board members and to AASHTO for posting to the website.

The Executive Board State members re-elected all current State members to new two year terms on the Board.

The newly elected Executive Board unanimously re-elected the current slate of officers to serve new two year terms of office.

The officers are:

Chair: Eric Curtit, Missouri DOT
Vice Chair: Mario Bergeron, Amtrak
Treasurer: Darrell Smith, Amtrak
Secretary: Ray Hessinger, NYSDOT

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Other Issues:**

Allan Paul, NCDOT, provided an update on NCDOT's activities related to engine exhaust emissions. A summary of Allan's report was provided by Allan and included below:

"The NCDOT Rail Division has been conducting multiple engine exhaust emissions tests over the last three years on its state owned F59PH and F59PHI locomotives. NCDOT has received numerous research grants from federal and state agencies to perform the tests. NCDOT has performed extensive biodiesel and ultra-low sulfur diesel fuel tests utilizing a portable exhaust and particulate analyzer system developed by North Carolina State University's School of Environmental Sciences. The system allows NCDOT to reliably sample and record prime mover and HEP engine exhausts while in motion, even up to 79 mph. NCDOT was successful in operating its diesel engines on 100% biodiesel fuel for an extended period of time with only a small drop in engine efficiency and horsepower, and no noticeable increase in maintenance costs or component wear. NCDOT has returned to the use of Ultra Low Sulfur Diesel (ULSD) fuel due to the current substantial price difference between it and biodiesel.

NCDOT is currently working on a Blended After Treatment System (BATS) designed and manufactured by Rail Propulsion Systems (RPS) which utilizes urea injection to substantially improve the emissions of its EMD 710 series prime mover engines. NCDOT's 710 series diesel engines achieve a Tier Zero Plus EPA emissions rating operating on ULSD and Tier One operating on 100% biodiesel. The prototype BAT System improved the F59PH emissions to a very strong Tier 3 in static testing. We believe further refinements to the BATS will allow NCDOT to achieve Tier 4. In-service, over the rail testing and data collection of the BATS will begin in April and continue through the end of 2016.

NCDOT is also working with RPS on a dual fuel Diesel / Compressed Natural Gas system for its EMD 710 series prime mover engines and CAT C-15 and C-18 Head End Power engines. Testing of the prototype system is hoped for beginning in early 2017 should additional research funds be secured by NCDOT for the project."

22.

Adjourn:

With no further business forthcoming today, Chairman Curtit adjourned the NGEC's 6th Annual Meeting at 2:05PM Eastern.

Agenda



**PRIIA Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)
6th Annual Meeting
February 19, 2016
Capitol Room
8:30am – 4:00 pm EST
Hyatt Regency Hotel on Capitol Hill, Washington DC**

Agenda

8:00 - 8:30 am	Registration
8:25 – 8:30 am	Hotel Safety Briefing – Hyatt Regency Hotel Representative
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, Manager, NGEC Support Services
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 2, 2016 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 –Mariah Morales, Amtrak
9:40 - 10:10 am	Progress Report: Technical Subcommittee: Mario Bergeron, Amtrak
10:10 – 10:25 am	Progress Report: DEF Working Group Activities – John Oimoen, IDOT
10:25 – 10:40 am	Break
10:40 – 11:10 am	Status Update: NGEC Multi-State Equipment Procurements
	a. Diesel-Electric Locomotives: John Oimoen, IDOT, and Dave Ward, Siemens
	b. Bi-level Cars: Bruce Roberts, Caltrans; Hugh Ninomiya, Sumitomo; Kevin Koyasu and David Yamada, Nippon Sharyo

11:10 – 11:30 am	Update: Rail Vehicle Access Advisory Committee/Accessibility Working Group – Melissa Shurland, FRA
11:30 – 11:45 am	Progress Report: Section 6 – Mid-West States: Tim Hoeffner, Michigan DOT
11:45 – 12:00 Noon	Progress Report: 514 Subcommittee – Ron Pate, Washington State DOT
Noon – 1:15 pm	Lunch (on your own)
1:15	Re-convene the meeting: Eric Curtit
1:15 – 1:30 pm	Treasurer’s Report & Finance & Administrative Subcommittee update: Darrell Smith, Amtrak
1:30 – 1:35 pm	Consideration of Acceptance of the Treasurer’s Report – Eric Curtit
1:35 – 1:45 pm	Review proposed NGECE By-Laws & Operating Procedures Revisions – Darrell Smith/Steve Hewitt
1:45 – 1:50 pm	Consideration of Approval: Updated By-Laws and Operating Procedures: Eric Curtit
1:50 – 2:00 pm	Report from the Nominating Committee – Eric Curtit, MODOT
2:00 - 2:10 pm	Election of NGECE Board Members and NGECE Executive Board Officers
2:10 – 2:25 pm	NGECE – A look Ahead – Chairman-elect
2:25 – 2:45 pm	Break
2:45 – 3:30 pm	Questions/Comments: All Attendees
3:30 – 3:45 pm	Other Issues: All
3:45 – 3:50 pm	Meeting Summary/Action Items Review: Steve Hewitt
3:50 – 4:00 pm	Next Steps/Closing Comments: Eric Curtit
4:00 pm	Adjourn