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# SECTION 305 NGEC Executive Board

MINUTES

FEBRUARY 20,  
2015

8:30AM EASTERN

ANNUAL MEETING

<b>FACILITATOR</b>	<i>Eric Curtit, Chair, S305 NGEC Executive Board</i>
<b>ATTENDEES</b>	<b>Board Members and state participants:</b> <i>Eric Curtit, Ray Hessinger, Darrell Smith, Mario Bergeron, Paul Nissenbaum, Michael Lestingi as proxy for Paul Nissenbaum, Eric Curtit as proxy for Tammy Nicholson, Eric Curtit also as proxy for Stan Hunter, Ron Pate, Paul Worley, John Rosacker, Brian Beeler II, Michael Jenkins, Arun Rao, Marci Petterson</i> <b>Support Staff:</b> <i>Shayne Gill, Strat Cavros, Andrea Ryan, Steve Hewitt, Larry Salci, Jeff Gordon, Melissa Shurland, Sal DeAngelo, Nico Lindenau, Dave Warner, Tammy Krause, Dale Engelhardt, Nikki Rudnick, Vincent Brotski, Andrew Wood,</i> <b>Guest Speakers:</b> <i>Joe McHugh; David Yamada; Zach Suzuki; Dave Ward</i> <b>Industry members:</b> <i>Steve Morrison, Kevin Simms, Chuck Wochele, Steve Rehak, Josh Coran, Bill Slater, Cesar Vergara, Glen Rees, Gil Denton, Joe Smith, Norman Forde, Jeff Schultz, Steven Orzech, Joe Float, James Coston, Richard Brilz, Carlos Callejon, Virginia Vedeja, Jitendra Tomar, Anthony Jones, Anand Prabhakaran, Ross Capon, Kevin Brubaker, Kevin Myles, Rodney McGhee</i>
<b>ABSENTEES</b>	<b>Board Members:</b> <i>Tim Hoeffner, Tammy Nicholson, Stan Hunter, John Oimoen</i>

## DECISIONS MADE

1.

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

After receiving a security briefing from hotel staff, NGEC Chairman Curtit called the 5<sup>th</sup> Annual NGEC Meeting to order.

2.

**Self- Introductions**

Attendees were called upon to introduce themselves and their organization.

2.

**Roll Call –Steve Hewitt, Manager, S305 NGEC Support Services:**

Chairman Curtit asked Steve Hewitt to call the roll of voting members of the NGEC in order to confirm the Presence of a quorum.

After completing the roll call, Steve Hewitt confirmed that in accordance with the NGEC Bylaws, a presence of a quorum was confirmed.

3.

**Review Meeting Agenda – Eric Curtit:**

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 3, 2015 – Eric Curtit:**

On a motion by Darrell Smith, Amtrak, and a second by Kike Jenkins, Oregon, the minutes from the February 3, 2015 Executive Board conference call meeting were approved without exception.

5.

**NGEC Chairman's Report: Eric Curtit:**

Chairman Curtit presented the NGEC Chairman's report – providing a summary overview of the activities and accomplishments of the Committee since its last Annual Meeting held in February 2014.

Eric emphasized the work of the subcommittees – highlighting the Technical subcommittee, chaired by Mario

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Bergeron with Dale Engelhardt, Amtrak serving as vice chair. Eric called the Technical subcommittee "the heart of the NGEC".

He noted that in October, 2014, the Board consolidated the Administrative task force and the Finance subcommittee into one group by forming the Finance and Administrative Subcommittee – chaired by Darrell Smith with co vice chairs: Brent Thompson, WSDOT and Ray Hessinger, NYSDOT.

In October, 2014, the Board also formally established the 514 (Section 305 and Section 209) Capital Equipment Subcommittee and appointed Ron Pate, WSDOT as its chair.

With the changes in the organizational structure also came identification the core functions of the NGEC and a focus on efficiently and economically managing those core functions to maximize the limited resources available to the Committee.

With these changes the Board agreed to revise/update the NGEC Bylaws to accurately reflect the functions, organization and operating procedures of the NGEC today.

The Board also agreed to a budget that would allow the Committee to maintain its core functions within the current funds available through September 30, 2017. The Board directed (in October) the Finance and Administrative Subcommittee to develop a revised Statement of Work for a No-Cost Grant Agreement Extension through September 30, 2017. On today's agenda – the Board will consider the proposed SOW developed and approved by the Finance and Administrative Subcommittee.

Eric concluded by emphasizing that the NGEC has more work to do and is looking at its future in terms of structure and functions beyond those core activities. In October, 2015 the Finance and Administrative Subcommittee will present recommendations for Board consideration for funding options for the NGEC going forward.

#### **UPDATE OVERVIEW:**

- Last year's annual meeting changes
- 514 - Equipment Capital
- Finance and Administrative and overview
- SOW
- New specification from Technical Committee
- Midwest states work

#### **Members and by-laws**

- State members increased to 12[from 11]
- By-laws were revised for participation
- New officers elected:

NGEC Officers: 2014-2015

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

#### **514 (305+209)**

- Developed a plan to increase transparency
- Increased state's role in decision-making
- Increased collaboration
- Developed checks and balances

#### **Finance and Administrative Task Force**

- By law work
- Funding
- Budget revisions
- And corresponding Statement of Work
- No cost extension
- Funding

## Technical Committee

- New specification – Dual Mode Locomotive (DC 3<sup>rd</sup> Rail) under development
- Heart of the NGEC – specification development
- Procurement spec revisions
- Others using Technical Committee work - All Aboard Florida
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### **6. Progress Report: 514 Subcommittee – Ron Pate, WSDOT:**

Ron Pate provided a brief overview of the activities of the 514 Subcommittee:

Capital equipment is a significant piece – and the 305-209 was established to capitalize on the expertise of the equipment specialists involved with both groups. Utilizing the collaborative structure and procedures of the 305 Committee, the 305/209 effort was combined into the 514 Subcommittee under the oversight of the NGEC.

The Subcommittee has made some significant progress – overcoming a number of hurdles and developing good Working relationships.

In the fall the CIP was approved by the Subcommittee – a big step forward.

The Subcommittee developed a reconciliation process spearheaded by the efforts of New York State, and the process was agreed to among the states. The process is primarily one which mirrors what states have in their STIPS.

Ron added that the 514 Subcommittee has been prioritizing its next steps. Having a priority list will provide a better opportunity to get it done more quickly.

Things overall are progressing well – and Ron anticipates having more to report on the next call.

Mario Bergeron commented that “as per the CIP – it established a rhythm of quarterly sessions and we (Amtrak) will comply. The second reconciliation meeting is next week and we are collecting the information needed.”

### **7. Update from the Federal Railroad Administration: Paul Nissenbaum, FRA:**

Paul Nissenbaum, FRA, provided an update from FRA and offered comments on the NGEC’s accomplishments and future expectations. Paul also informed the Board that Michael Lestingi will be FRA’s representative on the NGEC Executive Board going forward. Any formal requirements to officially name Michael as FRA’s representative on the Board will be provided to Steve Hewitt as requested.

(Note: Steve Hewitt has put this announcement in the minutes to formally notify the Board and all NGEC members of FRA’s appointment of Michael Lestingi as its representative on the NGEC Executive Board). This should fulfill the notification requirement.

Paul Nissenbaum opened his remarks by noting that “305 is one of the best most well managed groups/committees I’ve seen – maybe ever – in government”. He continued by noting that the FRA will support continued funding of 305 and added “It is now time to take it up to the next level” as some of the current activities wind down to some degree, “thinking about the future is critical.”

Paul also note that in the “refreshed” version of the Administration’s Grow America Program a request to reauthorize the 305 NGEC is included.

Paul went on to highlight other features of the Grow America proposal:

It features a Transportation Trust Fund for the full program including; Highway, Transit and Rail.

The Rail Service Improvement Program includes both passenger and freight rail.

He commented that in the next 30 years there will be 70 million more Americans and it is important that the rail market share grows and that to increase market share additional investments are needed. The infrastructure needs to be brought up to date – frequencies need to be increased – “we need a win win for passenger and freight rail”.

Paul also emphasized the importance of addressing safety – as highlighted by the recent crude oil derailment in West Virginia. “We have work to do.”

PTC deadline approaches in calendar year 15 – FRA will take a case by case look to see where merit extensions are needed.

Getting back to the NGEC – “It has been a five year success story – a partnership to be proud of. Five specifications developed and one more in the works. We need to continue to maintain those specs, but also need to look at where we go from here, beyond that”.

There will be more joint procurements –to manage and maintain. With reauthorization underway it is time for this Committee to begin those conversations – “this group has a strong voice with regard to equipment... we need to intensify the discussions - formally and informally – about where to go with equipment.”

Discussion:

Eric Curtit commented “this mode does not work only within borders – it works as a system...what the NGEC does to support the system, it does from coast to coast.”

Paul Nissenbaum responded in agreement and noted that for its grant funding, the FRA has proposed that “305 be a recipient of funds to manage procurements and the deployment of the fleet.”

The NGEC needs to determine “what should we advocate for in the future? What you do now is fine, but there is more it (NGEC) can do.”

The discussion turned to the efforts in the Mid-West as it works towards Section 6 compliance. The Mid-West is strong – administration, deployment – pooled resources are all important aspects.

Ron Pate pointed out the importance of a maintenance plan for the fleet and, again, emphasized the benefits of economies of scale. Having pooled resources (parts) – and not leave each state having to have individual parts – combine them – is a key.

Ron also noted that he is “working with the Mid-West states on the Section 6 efforts and looking to take it to the Northwest and drag California in as well.”

Paul Nissenbaum agreed that the collaborative effort is “good”. There is no previous governance to get it done – it’s in the hands of volunteers.

Eric Curtit again emphasized that this is “not a state to state system”.

Paul Nissenbaum reiterated –“we have proposed renewal of 305 and to continue to fund it...we will advocate for it...I encourage the NGEC to come up with some approaches to take the group forward, so that we can take it, informally, to the Hill.”

## **8.**

### **Treasurer’s Report & Finance & Administrative Subcommittee update: Darrell Smith, Amtrak:**

#### **Finance & Administrative Sub-Committee & Treasurer’s Report**

##### **NGEC Future Activities:**

- At the October 24, 2014 NGEC Board Meeting in Wilmington, DE, the Board merged the Finance and Administrative Sub-Committees into a single Sub-Committee (FASC).
- The Board tasked the FASC with continuing the NGEC Future efforts of:
  - Updating the NGEC By-Laws
  - Draft revised Statement of Work for FRA Grant extension
  - Recommend future funding options

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

- FASC approved revisions to the By-laws on its January 14, 2015 conference call.
- Revised version was sent to all Board members on January 16th.
- Ray Hessinger, FASC vice Chair, reviewed the proposed revisions on February 3, 2015 Executive Board call.
- Revisions include updates to sub-committee organization and language for new FASC.
- On February 3, 2015 the Executive Board adopted the updated Bylaws approved by the FASC

### Revised SOW for FRA Grant

- The FASC approved the proposed SOW on January 14, 2015, with the agreement of additional language as presented by FRA.
- Extends the program through **September 30, 2017**.
- Maintains total program budget of \$4 million.

### Budget Through 6/30/2015

	Executive Board	Technical Sub-committee	Finance Sub-committee	Administrative Task Force	Joint Procurement Task Force	Structure and Finance Task Force	Equipment Capital Work Group	AASHTO Support Services	TOTAL
Labor		\$1,059,061		\$270,987				\$599,586	\$1,929,634
Meetings								\$80,675	\$80,675
Travel				\$11,289			\$20,000	\$172,561	\$203,849
Professional Services	\$0	\$210,466						\$1,370,078	\$1,580,544
Financial Review			\$150,000						\$150,000
Conference Calls								\$5,097	\$5,097
Webinar								\$43,000	\$43,000
Contingency	\$0								\$0
Web Site								\$7,200	\$7,200
<b>TOTAL</b>	<b>\$0</b>	<b>\$1,269,527</b>	<b>\$150,000</b>	<b>\$282,275</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$2,278,197</b>	<b>\$4,000,000</b>

### Spending Through 9/30/2014

	Executive Board	Technical Sub-committee	Finance & Admin. Sub-committee	S 209 Equipment Capital Work Group	AASHTO Support Services	TOTAL
Labor		\$508,145	\$162,316		\$351,090	\$1,021,551
Meetings					\$51,836	\$51,836
Travel			\$6,139		\$113,108	\$119,247
Professional Services		\$181,021			\$1,067,472	\$1,248,493
Financial Review						\$0
Conference Calls					\$297	\$297
Webinar					\$79	\$79
Reserve (Contingency)						\$0
Web Site					\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$689,167</b>	<b>\$168,454</b>	<b>\$0</b>	<b>\$1,583,882</b>	<b>\$2,441,503</b>

### Revised SOW Budget

	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	<b>\$1,469,121</b>
Meetings					\$141,836	<b>\$141,836</b>
Travel			\$18,139		\$203,108	<b>\$221,247</b>
Professional Services		\$331,021			\$1,491,672	<b>\$1,822,693</b>
Financial Review			\$150,000			<b>\$150,000</b>
Conference Calls					\$3,297	<b>\$3,297</b>
Webinar					\$30,079	<b>\$30,079</b>
Reserve (Contingency)	\$158,727					<b>\$158,727</b>
Web Site					\$3,000	<b>\$3,000</b>
<b>TOTAL</b>	<b>\$158,727</b>	<b>\$983,167</b>	<b>\$394,024</b>	<b>\$0</b>	<b>\$2,464,082</b>	<b>\$4,000,000</b>

One additional recommendation agreed to in principle on the February 3<sup>rd</sup> Executive Board call is to transfer \$48,000 from the Reserve (contingency) item to AASHTO support Services to contract for administrative support primarily for the 514 Subcommittee and to provide backup support for the Support Services Manager.

#### Financing Options

- Held one more webinar on Nov. 19, 2014
  - *Passenger Surcharges & Impact on Fares/Pricing*  
Robert Pee, Amtrak
- FASC is now compiling all of our prior efforts and discussions, and establishing framework for discussion for eventual recommendations to the Executive Board.

#### Treasurer's Report

- Spending continues to be within the proposed Statement of Work envisioned levels.
- From 10/1/2014 – 12/31/2014, expenses invoiced to FRA were \$55,706.85.
- While anecdotal, if annualized, rate is \$223,000, well below the envisioned \$519,000 per year, FY2015 – FY2017.

#### Spending Through 12/31/2014

	Executive Board	Technical Sub-committee	Finance & Admin. Sub-committee	S 209 Equipment Capital Work Group	AASHTO Support Services	TOTAL
Labor		\$514,980	\$166,272		\$365,398	<b>\$1,046,650</b>
Meetings					\$53,036	<b>\$53,036</b>
Travel			\$6,547		\$113,108	<b>\$119,655</b>
Professional Services		\$181,021			\$1,096,472	<b>\$1,277,493</b>
Financial Review						<b>\$0</b>
Conference Calls					\$297	<b>\$297</b>
Webinar					\$79	<b>\$79</b>
Reserve (Contingency)						<b>\$0</b>
Web Site					\$0	<b>\$0</b>
<b>TOTAL</b>	<b>\$0</b>	<b>\$696,001</b>	<b>\$172,818</b>	<b>\$0</b>	<b>\$1,628,390</b>	<b>\$2,497,210</b>

- As of December 31, 2014, FRA grant has \$1,502,790.01 remaining.

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

On a motion by Ron Pate, Washington State DOT, and a second offered by Ray Hessinger, NYSDOT, the Treasurer's report was accepted by consensus without exception.

**Discussion/Comments: Revised Statement of Work: Eric Curtit/Darrell Smith:**

The Board had discussed the SOW and budget recommendations on the last call and agreed in principle to it with the expectation that there would be a transfer of funds as described above to provide for support for the 514 Subcommittee.

**Consideration of Approval: Revised Statement of Work: Eric Curtit**

With no further discussion forthcoming, Chairman Curtit entertained a motion to approve the SOW and Budget for a No-Cost Grant Agreement Extension through September 30, 2017.

A motion to approve the SOW and Budget, as presented, was offered by Ron Pate, Washington State DOT, and was seconded by Arun Rao, Wisconsin DOT.

With no further discussion or comments forthcoming, Chairman Curtit asked Steve Hewitt to conduct a roll call vote:

Eric Curtit, Missouri DOT – aye  
Eric Curtit as proxy for Tammy Nicholson, Iowa DOT – aye  
Eric Curtit as proxy for Stan Hunter, Caltrans – aye  
Mario Bergeron, Amtrak – aye  
Ray Hessinger, NYSDOT – aye  
Darrell Smith, Amtrak – aye  
Michael Lestingi, FRA – aye  
Paul Worley, NCDOT – aye  
John Rosacker, Oklahoma DOT – aye  
Ron Pate, Washington State DOT – aye  
Arun Rao, Wisconsin DOT – aye  
Brian Beeler, NNEPRA for Maine DOT – aye  
Michael Jenkins, Oregon DOT – aye

With a quorum having been established and all votes cast in the affirmative, Chairman Curtit determined that consensus had been achieved and the motion is approved.

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The next step is for Darrell Smith to submit the SOW and Budget to the Amtrak Grants office with a request that it be formatted and finalized for execution with the FRA.

FRA and Amtrak grants offices have been notified and are anticipating receipt of the revised SOW and budget and it is anticipated that there will be no issues in getting the grant agreement extension executed in a timely fashion.

Darrell Smith will keep the Board apprised of the progress being made in getting the agreement executed.

## **9.**

### **Update from Amtrak Government Affairs: Joe McHugh, Amtrak:**

Joe McHugh provided an overview of the congressional outlook/expectations for Amtrak during this session of Congress.

Joe opened his remarks by thanking the NGEAC for its work and the progress it has made. Joe called PRIIA more revolutionary than evolutionary – and 305 is the most successful section of PRIIA. And he hopes it continues.

With regard to reauthorization of Amtrak (passenger rail) – the Senate change, ultimately, should not have too much of an impact – it is an opportunity to build new relationships – 9 of 12 key people (Senators) have changed.

On the House side there have been a number of retirees – so also an opportunity to build new relationships.

Amtrak is endeavoring to take this opportunity to meet and work with all of the members of the key committees House and Senate.

The Amtrak bill has moved forward (PRRIA 2015) out of the Committee. It now goes to the floor. Because there were no amendments in committee – and it now moves to the floor where amendments will come forward – “this could make it complicated...lots of amendments are anticipated on the floor.”

Joe noted that he had briefed the House Committee yesterday (2-19-15). He is unsure of when the bill will hit the floor, but was told it will be as soon as possible.

The Senate needs to work on an authorization bill – they are just starting to do that – there is no outline yet, but work has begun.

There will be a lot of activity this year, but it is unknown whether they will be able to complete the Amtrak authorization bill this year. Joe noted that Amtrak, in its’ history, has spent more years unauthorized than authorized.

PRIIA expired in 2013 – and it still goes on. The best guess is that within the next two year it should get done.

Joe cited some of the positive signs for Amtrak as:

Ridership is good; revenue is good; safety is good; and debt has been reduced.

He noted that relationships with the states is still a work in progress, but the fact that 19 state agreements were signed is a positive sign.

With regard to appropriations – there has been a shift in how Amtrak asks for money. They are asking for \$2billion – last year they got \$1.4 billion approximately (capital and operating).

Amtrak feels it has a “pretty good chance to get the same amount as last year” and Joe added, that Amtrak continues to ask for a dedicated source of funding.

For MAP 21 reauthorization, Joe noted that Chairman Shuster has said there will be no “big Authorization bill without funding being identified.” Joe believes it is likely there will be another extension of 3-6 months.

It will take tax reform, ultimately to get it done.

There is a clamor for infrastructure improvements – and “we all need to get ready – the opportunity will come for infrastructure funding.”

## **10.**

### **Progress Report: Technical Subcommittee: Mario Bergeron, Amtrak:**

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



## Presentation Summary

Highlights Since Last Meeting: February 21, 2014

- Technical Subcommittee Overview
- Document Management
- Vehicle Specification Current Versions
- Dual Mode Locomotive Specification
- Accessibility Working Group
- Additional Tasks
  - Digital Trainline (DTL)
  - Electronically Controlled Pneumatic (ECP) Brake
  - Diesel Exhaust Fluid (DEF/Urea) Working Group

## Technical Subcommittee Overview

- Membership
  - Core Team
  - Industry Members
- Structure
  - Technical Working Groups
- Meetings
  - Subcommittee
  - Technical Working Groups

### Document Management - To Create

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

### Document Management – To Change

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

### Vehicle Specs: Current Versions

- Bi-Level: C.2 – 11/18/14
- Locomotive: A.1 – 12/9/14
- Single Level: A – 11/13/12
- Trainset: A – 12/10/13
- DMU: IR – 9/4/12

### Dual Mode Locomotive Spec

- Requirements Document Revision A was Approved by the Executive Board on 1/6/15
- Sustained 110 mph in D-E Mode, 80 mph in Electric Mode (nominal 700 VDC 3<sup>rd</sup> Rail)
- 3<sup>rd</sup> Rail Shoe able to draw power from Under-running and Over-running 3<sup>rd</sup> Rail in compliance with MNR, LIRR and AMTK clearance diagrams
- EPA Tier 4 Diesel
- Will be able to start 1,900,000 lb train on 2% grade or 1,300,000 lb train on 3% grade
- On-Board Energy Storage System to move locomotive and cars when stopped on 3<sup>rd</sup> rail gap for 250 ft at a

speed of 5 mph

- Environmental conditions as in PRIIA Specification 305-912 and the Northeastern United States Supplement (being developed concurrently)
- Dual mode locomotive shall provide for standardization of components with those used in the PRIIA Diesel-Electric Locomotive where practical
- Provide a common platform for potential future locomotives using straight diesel-electric propulsion and electric power provided by an overhead catenary system. Any future dual mode diesel-electric/AC catenary locomotive shall provide for standardization of components with those used in the PRIIA Diesel-Electric Passenger Locomotive and any PRIIA Dual Mode (DC 3<sup>rd</sup> Rail) Passenger Locomotive Specification to the maximum extent practicable.

#### **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

#### **Additional Tasks**

##### Digital Trainline

- Led by Amtrak, using "PRIIA Open Model"
- Hardware Specification Approved 9/30/14
- Non-vital Functions Only
- Working with AAR/FRA/Freights
- Installed on Equipment in California

##### Electronically-Controlled (ECP) Brakes

- Led by APTA, some FRA Funding
- Using AAR ECP Standards as Baseline
- Testing on Amtrak's Harrisburg Line

##### DEF/UREA Working Group

UREA =  $\text{CO}(\text{NH}_2)_2$  DEF = 32.5% UREA and 67.5% De-Ionized Water

Led by Illinois Department of Transportation – Jennifer Bastian

##### Storage Requirement

Freezes at 12°F

Requires Special Materials because Corrosive

##### Handling Requirements

##### Harmful to Skin

Causes Damage to Aquatic Environments

##### Thank You

- Steve Hewitt
- Camren Cordell
- Technical Working Group Leaders & Volunteers
- Presentation Technical Team
- Technical Support & Consultants

- Technical Subcommittee Members

## **11.**

### **Update: Rail Vehicle Access Advisory Committee Recommendations: Melissa Shurland, FRA:**

Melissa Shurland provided a summary presentation of the RVAAC recommendations and a comparison between those recommendations and that of the current PRIIA specs:

#### **US Access Board - Rail Vehicle Access Advisory Committee Recommendations**

##### **Overview**

- RVAAC Background
- Review of proposed guidance for improved accessibility on intercity rail vehicles
  - Boarding and Alighting
  - On-board Circulation
  - Communication
  - Rooms and Spaces
- Summary

##### **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
    - Boarding and Alighting
    - On-Board Circulation and Seating
    - Communications
    - Rooms and Spaces

##### **Boarding and Alighting**

###### **Gap Requirements –**

RVAAC: Carborne lift, ramp or bridgeplate is required if either or both conditions apply: the horizontal gap between the boarding platform and the vehicle floor exceeds 2 inches; the vertical difference between the boarding platform height and the vehicle floor exceeds plus or minus 5/8 inches.

PRIIA Single/Bi-Level: Bridgeplate with design load of 800 pounds.

###### **Carborne Lift Design Load –**

RVAAC: 800 pounds minimum

PRIIA: 80 pounds minimum

###### **Carborne Lift Platform-**

RVAAC: 32x54 inches – measured up to 40 inches

PRIIA: 30 inches by 54 inches

##### **On-Board Circulation and Seating**

###### **Doorway Width Exterior-**

RVAAC: 32 inches

PRIIA: 32 inches

###### **Doorway width between cars –**

RVAAC: 32 inches

PRIIA: 32 inches

###### **Route to Mobility Aid Seating Location, Clear width –**

RVAAC – 32 inches

PRIIA: 32 inches

**Vestibule Width –**

RVAAC – 44 inches minimum

PRIIA: 44 inches minimum

**Accessible Space –**

RVAAC 32x54 inches/32x59 inches

PRIIA: 32x59 inches

**#Accessible Space-**

RVAAC: 2

PRIIA Single Level: 2/Bi-Level: 1

**Maneuverability at accessible space-**

RVAAC: 60 inches maneuvering circle

PRIIA: 32x59 inches

**Service Animal-**

RVAAC: 14Wx38Lx16H

PRIIA: adjacent to accessible seat and can be under a double seat or other location but out of passage ways;

References requirements in Canada – 38”Lx14”x16”H

**#Service Animal Space-**

RVAAC: 2

PRIIA: Single Level:2/Bi-Level: 0

**Emergency Evacuation-**

RVAAC: None

PRIIA: On board emergency evacuation chairs for passengers who are using wheeled mobility devices

**Communications**

Whenever feasible, visual, tactile, induction loop, described video, electronic software, and other universally accessible means should be used.

**Tactile & Visual Signs –**

RVAAC: Designation Signs for spaces (include exit sign); Non-emergency operational signs (including exit signs); Emergency exit signs

PRIIA: Informational signs shall be accessible in accordance with ANSI 117

**Visual-**

RVAAC: Directional signs (including exit signs); Non-emergency informational signs; Emergency Operational Signs; Caution and safety signs (includes icons and logos); Menus and directories

PRIIA: Informational signs shall be accessible in accordance with ANSI 117

**Variable Message Sign/Audible-**

RVAAC: Stop identification signs (Include train designation, route, and final destination)

PRIIA: Stop info: current and next stop, transfers, schedules and emergency information in audio and visual formats

**Call Button-**

RVAAC: None

PRIIA: Mushroom style; located forward of accessible seating location reachable by persons who remain in their mobility device or transfer into accessible seat; should not require lifting of levers or covers to activate it

RVAAC Notes

- (a) 1. All cars must provide variable message signs in two locations so that at least one sign is readable from every part of the car. The variable message signs must provide equal information as what is provided aurally.
- 2. Where cars provide route map tracking signs in two locations so that at least one sign is audible and visible from every part of the car.
- (b), (c) Meet the size requirement for visual characters where practicable.
- (d) Where instructions for door latch/locks are provided they shall be both visual and tactile and be located \_\_\_\_\_. Where a pictogram is provided for these instructions a tactile description shall be provided directly adjacent to it.
- (e) The International Symbol of Access (ISA) shall be provided at required wheelchair spaces and priority seating and be located \_\_\_\_\_.
- (g) At least one menu or directory shall comply.
- VMS announcements must be made available audibly and via assistive listening (induction loop) technology throughout the train
- VMS audible versions, stop announcements, and other audible announcements should be pre-recorded, high quality messages. Human announcements should be kept to a minimum. This is especially important with station stop announcements.
- Emergency notification announcements must be made available via back-up power
- Service animal relief area information should be made available wherever the ISA is placed.
- Visual emergency alerts (flashing fire alarms, etc.) in all parts of the rail cars recommended NFPA 72 requirements

#### **Rooms and Spaces – Restroom**

##### **Turning Circle w/in restroom-**

RVAAC: 60 inches

PRIIA:

##### **Clear Floor Space-**

RVAAC: 32x54 inches

PRIIA: Single Level: 35x60 inches clear space adjacent to toilet

##### **Door-**

RVAAC: Powered

PRIIA: Powered; 32 inches clear opening for doors located on the end of the restroom; 39 inches for doors located on the side

##### **Grab Bars-**

RVAAC: Side and behind water closet; Foldable permitted

PRIIA: In addition to requirements of 49CFR 38.123(a)(3); provided on both sides of toilet; can be foldable; design load of 300 pounds each

##### **Controls-**

RVAAC: Proximity sensor for faucet controls and soap dispenser

PRIIA: Automated touchless controls for sink and toilet; Regulated warm temperature; Sink reachable from toilet; Toilet dispenser between 7 and 9 inches from the front of the toilet and outlet should be between 15 and 36 inches from floor; two emergency call buttons in restroom

#### **Rooms and Spaces – Dining Car**

##### **Table Space-**

RVAAC: Space for 2 wheelchairs with transfer for 2

PRIIA: 2 accessible spaces with footprint of 32'x59'; at least 1 transfer seat

##### **Table Top-**

RVAAC: 34 inches max

PRIIA: 34 inches max

**Clearance under table-**

RVAAC: 29 inches minimum

PRIIA: 30 inches max

**Clearance back to seating position to table edge-**

RVAAC: 17 inches

PRIIA:

**Width-**

RVAAC: 32 inches

PRIIA:

**Rooms and Spaces– Café/Lounge Car****Table Space-**

RVAAC: Space for 2 wheelchairs with transfer for 2

PRIIA: Single Level: 2 accessible seating area with foot print of 32'x59'; At least 1 transfer space; Bi-level: 1 accessible space 32'x59"

**Table Top-**

RVAAC: 32 inches max

PRIIA: Single level: 34 inches max

**Clearance under table-**

RVAAC: 29 inches minimum

PRIIA: Single Level: 30 inches max

- Bi-level lounge cars shall comply on the lower level.
- Bi-level lounge cars shall have direct access to station platforms on the lower level. Where vertical access is provided, accessible seating spaces shall also be provided on the upper level.
- Where a bi-level dining car is provided an accessible bi-level lounge car shall be directly coupled to it.

**Rooms and Spaces – Vertical Access on Bi-level Cars****Clearance between seat and table edge-**

RVAAC: 17 inches

PRIIA:

**Accessible restroom:**

RVAAC:

PRIIA:

**Self-Serve-**

RVAAC: Meet Architectural Barriers Act/American with Disabilities Act (ABA/ADA) Guidelines for cafeteria

PRIIA:

**Vending Machines-**

RVAAC: Meet ABA/ADA Guidelines for controls and operating mechanism

PRIIA:

**RVAAC Notes**

New intercity **bi-level** passenger trains have some means of transferring passengers using mobility aids, or who otherwise cannot negotiate stairs, between the levels.

- any bi-level car, with or without food service (except dining cars) that has non-revenue seating available to all passengers
- open platform observation areas that are accessible to passengers

- Full service dining with a lower level kitchen that is not designed for passenger use are not required to have built-in vertical access.

#### **Summary**

- RVAAC is progress towards enhanced requirements for accessibility on rail vehicles
- Full RVAAC meeting will be held February 26-27, 2015 and April 23-24, 2015
  - US Access Board, 10<sup>th</sup> Fl Conference Room  
1331 F Street, NW, Washington DC.
- Recommendations will be finalized and presented to US Access Board (tentatively scheduled for July 2015)

Information on RVAAC can be found at:

<http://www.access-board.gov/guidelines-and-standards/transportation/vehicles/ril-vehicles-access-advisory-committee>

and

<http://www.regulations.gov/#!docketDetail;D=ATBCB-2013-0006>

#### **12.**

##### **Progress Report: Section 6 – Mid-West States: Arun Rao, Wisconsin DOT:**

In the absence of Tim Hoeffner, Michigan DOT, Arun Rao, Wisconsin DOT provided a brief status update on the Mid-West Section 6 efforts.

The two primary focus areas are governance and ownership. A couple of paths forward have been identified as have a number of action items.

Overall, the group is working very well together.

An RFI for a fleet maintainer was released and has had a number of responses (4 vendors responded to the Q and As).

An RFP for a Fleet manager, is being finalized for release by IDOT.

Eric Curtit pointed out that there is a need to collaborate and coordinate the Mid-West states section 6 efforts with other in the country who will also have to deal with section 6.

Ron Pate agreed noting the benefits that can be derived by "economies of scale".

#### **13.**

##### **Status Update: NGECC Multi-State Equipment Procurements**

##### **Diesel-Electric Locomotives: Dave Ward-Siemens Industries:**

Dave Ward, Siemens Industries provided a summary overview of the status of the Diesel-electric Locomotive multi-state procurement.

His presentation provided artist renderings of the new locomotive and described the progress made to date.

The locomotive will be called the Multi-State *Charger*

Overall the project is moving well – with there not being a lot of changes having required – 21 DCRs and a possible 6 more coming.

"This", Dave stated "compliments the quality of the spec."

There has been great teamwork among Siemens and the state agencies as well as with FRA.

##### **Next Generation Equipment Committee**

##### ***The Multi State Diesel Electric Locomotive Procurement***



21 for Illinois, Michigan, Missouri



6 for California



8 for Washington State





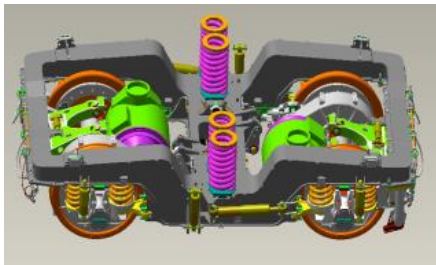
### **The Multi State Charger Locomotive** ***Project Overview***

#### **Fast Facts:**

- Project is on schedule and progressing well
- IDR is complete, FDR - currently in progress
- All major CDRL's are approved
- All mockups have been presented and approved
- All major equipment PO's have been placed
- A total of 43 RFC's submitted with 21 DCR's
- Engine, Alternator & After Treatment is in test
- Loco production starts in May 2015
- Tier IV certification expected by March 2016
- IDOT are ordering another 12 option loco's
- Caltrans are ordering another 14 option loco's

#### **Project Schedule:**

- TTCI Testing - April 2016
- First Delivery - Aug 2016
- Last base Delivery - June 2017

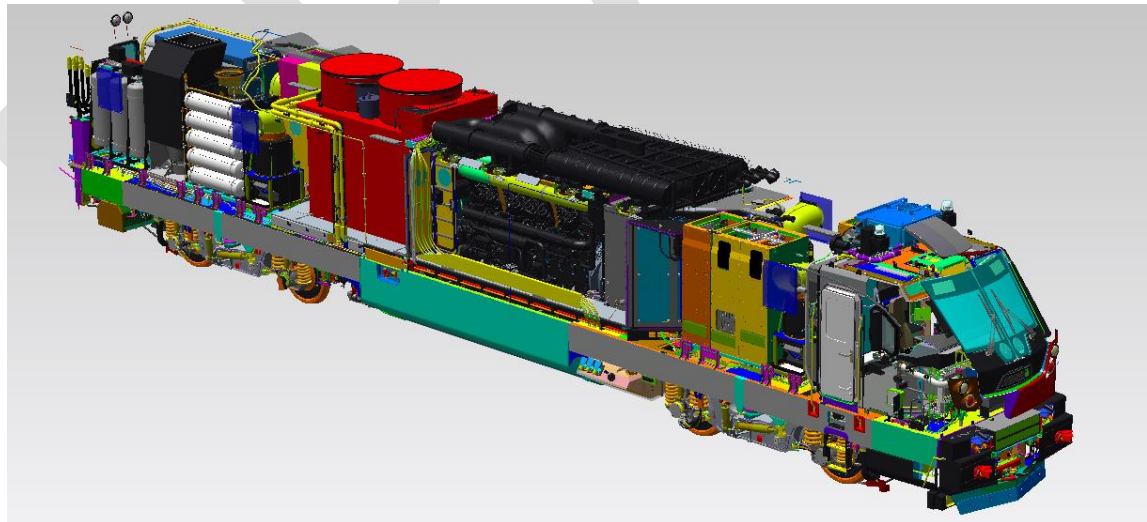


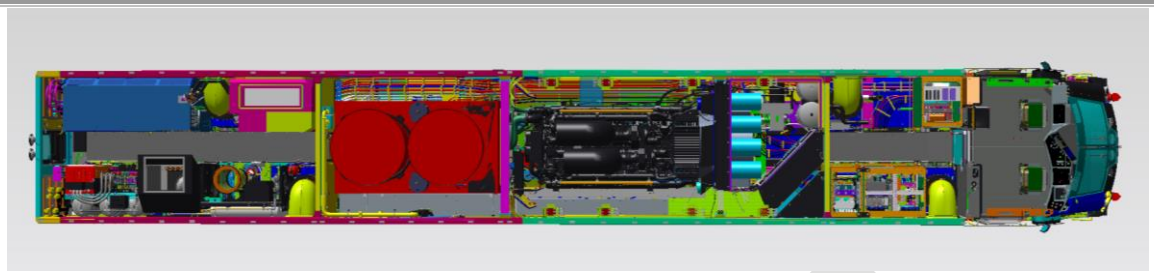
**Multi State Charger Locomotive**

*The Locomotive Design is Progressing Well*



**3D Model 95% Complete**





**Thank You!**

Dale Engelhardt, Amtrak, asked what speed the locomotives were to be certified for.

Dave Ward responded – they will be certified for 125 mph and tested at 130mph at Pueblo. Responding to another question from Dale with regard to wheel profile – Dave noted they are going to be going with the 430 wheel profile and that they are going through the DCR process now.

Shayne Gill, AASHTO, asked if Dave could provide us with a list of suppliers/subcontractors to the project and where they are located. This list would help make the case on the Hill with regard to the national economic benefits.

Dave agreed to provide the list “once completed” – around “the July timeframe”.

**Bi-level cars: David Yamada, Nippon Sharyo and Zach Suzuki, Sumitomo Corporation:**

David Yamada, Nippon Sharyo, and Zach Suzuki, Sumitomo Corporation provided a summary overview of the status of the Bi-Level car multi-state procurement.

The opening of the presentation provided an overview of the two project manufacturers and the latter part of the presentation gave a status update.

**PRIIA 305 Spec New Bi-Level Passenger Railcars Project  
Progress Update**

 **Sumitomo Corporation of Americas**

- *Trading and investment business enterprises*
- *Parent Company: Sumitomo Corporation*
  - ✓ *Established: 1919*
  - ✓ *Total Trading Transaction: \$79.8bil*
  - ✓ *Number of Employee: 73,953 (\*) Consolidated Basis*

*Commercial and Contractual Aspects*

- *Marketing*
- *Overall Program Management*
- *Bonding/Insurance*
- *Transportation*
- *Commercial & Legal Matter*

**Nippon Sharyo**

- *Rolling stock manufacturer*
- *Established: 1896*
- *#1 manufacturer of Shinkansen (Japanese Bullet Train) 3,476 cars as of Dec 2014*

*Technical and Production Aspects*

- *Design/Engineering*
- *Purchasing*
- *Manufacturing*
- *Testing/Commissioning*
- *Warranty*

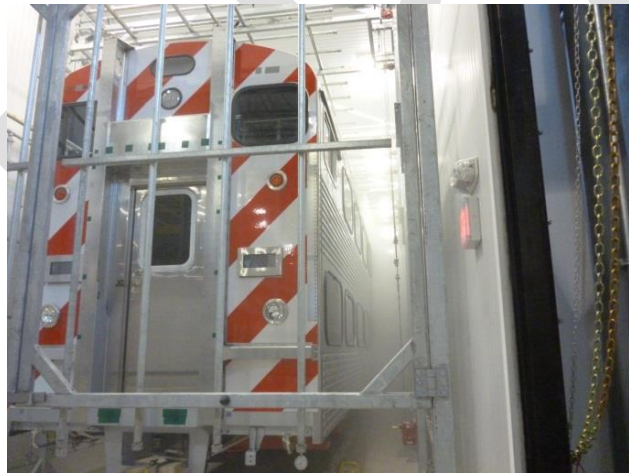
**Nippon Sharyo Rochelle Plant**



*Location: Rochelle, IL  
80 miles west of Chicago  
Shop 1: Carbody Assembly Shop  
Shop 2: Final Assembly Shop*

Shop 3: Carshell Components Shop  
\* Shop 3 Started Operation in July '14  
Investment: US\$ 100 million  
Employees: Approx. 650







**New Bi-Level Passenger Rail Car Project:**

*Project Description>*

- *Caltrans & IDOT Joint Procurement*
- *130 Bi-level Passenger Rail Cars with 300 option cars*
  - *42 Cars = Caltrans*
  - *88 Cars = IDOT and Midwest States*
- *First PRIIA Specification*
  - *First standardized, multi-state equipment specification*
  - *First Bi-Level Passenger Railcar with CEM Feature*
- *First 100% Buy America*
- *First ARRA Funded Railcar Procurement Project*
- *Notice to Proceed: Nov 27, 2012*

**Current Progress**

- *Preliminary & Intermediate Design: Completed*
- *Mockup Review: Completed*
- *Final Design: 92% Complete*
- *Carbody Steel Procurement: Completed up to car #39*
- *First Article Inspection: 18% Complete*
- *Started Fabrication of Metal Parts: July 2014*
- *Started Carbody Shell Assembly: September 2014*
- *Completion of 1<sup>st</sup> Carshell: June 2015*

**Future Schedule:**

	<i>Original Schedule</i>	<i>Current Schedule</i>	<i>Delay/Im</i>
<b><i>Pilot cars (#1-3)</i></b>	<i>5/30/16</i>	<i>12/14/16</i>	<i>6 1/2 mo</i>
<b><i>Car #130</i></b>	<i>7/5/18</i>	<i>10/14/18</i>	<i>3 mo</i>

*Recovery Plan*

- *Compression of the transition from Pilot Cars to Production Cars*

*Specific Challenges*

- *Advanced Technical Spec in Standardization and Technology*
- *Multiple Levels of Oversight/Stakeholders*
- *100% Buy America*



- Rochelle Start-up
- Steel Procurement
- Supply Chain

**Lessons Learned:**

- Standardization and Innovation can be in conflict at times.
- Overly-detailed specification may limit equipment choices in a constantly changing supply market.
- It is challenging to accurately allocate weight and physical space for a technologically evolving car design.
- Resolving ambiguities or contradictions in the specification required much time and effort to resolve.
- Areas for discretion of the carbuilder could be further evaluated...

**Thank You**

- Caltrans and Illinois DOT
- Midwest Coalition
- FRA
- NGEC and the PRIIA 305 Committee
- Industry Representatives



**The goal is to provide quality cars that satisfy all parties involved.**

David and Zach expressed confidence that while there have been some delays in the process and a fair number of DCRs (changes) to the spec thus far (130 DCRs), they believed that the revised future schedule will allow them to advance the project well and make improvements that will make up some of the schedule lag and the ultimate results will equal quality cars that satisfy all parties involved.

Mario Bergeron asked if they thought they would be able to “catch up on the lag time”

David and Zach replied yes they believe they can – as they are working on the schedule and are beginning to transition from final design review to production.

**14.**

**Discussion: Determining the name of the fleet of equipment that will be included on the bi-level Passenger Safety Card: Eric Curtit:**

After some discussion, and no clear agreement on determining the name of the fleet of equipment - this item was, again (as on February 3<sup>rd</sup>) tabled for further thought. Members are asked to submit recommendations to Steve Hewitt by COB on March 11<sup>th</sup>, 2015. These suggestions will then be discussed on the March 17<sup>th</sup> executive Board call.

**15.**

**Discussion: Long term Future of the NGEC – structure/funding/next steps: Eric Curtit:**

Eric Curtit opened the discussion on the future of the NGEC by providing background. At the October, 2014 meeting of the Board held in Wilmington, DE, it was agreed that this topic would be an ongoing agenda item for all Board calls.

The first step towards setting the future of the NGEC was to determine the core functions (described previously) and to revise the SOW to extend the grant agreement through the 2017 federal fiscal year (9-30-17).

With today's action by the Board – that process moves forward with the next steps being getting the agreement finalized between FRA and Amtrak grants offices and executed.

The next effort has been to explore future funding options. The FRA has expressed support for continuing to fund the NGEC going forward, as a part of the solution, and the Board through its Finance and Administrative Subcommittee, continues to explore potential funding options beyond federal appropriations.

In October the Board agreed to put forth a letter requesting funding from FRA similar to what other modal agencies receive for equipment standardization.

Steve Hewitt and Eric Curtit drafted the letter with assistance from Shayne Gill, AASHTO.

On the February 3, 2015 Board call, the draft letter was approved by the state members, along with the request that the letter be sent to FRA, and the House and Senate Appropriations Committees.

It was agreed that states would review the letter in final form, and if in agreement, would provide their electronic signatures to Steve Hewitt in advance of today's meeting.

After some discussion at today's meeting it was agreed that due to the length of approval processes at the state level, and the need to move this along, it was agreed that Chairman Curtit would sign the letter on behalf of the states in his capacity as Chairman.

Shayne Gill suggested that the letter was a good approach and necessary, and noted that AASHTO was also going to list the continuation of the NGEC as a part of its Authorization priority list. He noted that the States For passenger Rail Coalition also intended to submit a request for continued funding for the NGEC.

At this point Eric asked Darrell Smith to address some of the funding options that have been raised at the Finance and Administrative Subcommittee level.

Darrell provided a walk through a discussion paper that he prepared and distributed prior to today's meeting.

**PRIIA Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)  
5th Annual Meeting**

**NGEC Future Funding Options  
Discussion Sheet**

*With the FASC adopted Statement of Work revisions, the NGEC's grant funding continues through September 30, 2017. The current run rate is slightly over \$500,000 annually.*

**Potential Funding Source**

**New Federal Grant**

Is the original NGEC funding source  
What is the likelihood?  
Who spearheads the effort?

**Equipment Specification Use Fee**

Could be coordinated with an overall specification use agreement to ensure that any modifications made to the specifications through a procurement effort are brought back to the NGEC for consideration.

Other models exist today, such as Florida's Transit Research Inspection Procurement Services (TRIPS)

Is the future equipment order pipeline large enough and consistent enough to ensure an ongoing funding

program?

### **Membership Fee**

Who pays?

If states, can they access other federal sources to cover the fee?

Can others use in-kind services in lieu of cash payment?

Discussion evolved around a number of issues.

Ultimately, it was agreed that the first two categories were possible, but would need to be explored further, along with additional ideas.

The third item: Membership fees was deemed to be a "no go". And will not be a part of future discussions.

Michael Lestingi, FRA, emphasized that the Committee needs to have an implementation strategy in place "if the weight of the world is on getting the money out of Congress."

Members agreed that a strategy for implementation along with specifics would be necessary, but also emphasized that there remains a need to explore additional funding options beyond the federal government too.

Some suggestions included looking into the potential for using HSIPR de-obligated funding; potential applications for multi-state planning grants once a NOFA is released.

Questions evolved around whether or not the NGEC would be eligible to apply for such funding directly.

There was not a definitive answer other than that under the 2010 funds – no, but, potentially, there are a number of grants that the NGEC would be eligible to apply for.

The next question was – would the NGEC need to incorporate?

Eventually it was agreed that the Finance and Administrative Subcommittee, which is already tasked with making a recommendation to the Executive Board on funding options by October, 2015, will also take on the action of determining what type of organizational structure would the NGEC need to maintain to participate in the receipt of costs.

Michael Lestingi added that the Board will still need to determine "how are we going to sell what we come up with – how do we educate the Hill before it comes up as lobbying."

### **17.**

#### **Other Issues: All**

With no additional issue raised for today's meeting – Chairman Curtit asked Steve Hewitt to review today's decisions and action items.

### **18.**

#### **Meeting Summary/Action Items Review: Steve Hewitt:**

Decisions/Actions:

The Minutes from February 3, 2015 were approved.

The NGEC Treasurer's Report was accepted as presented.

The revised Statement of Work and Budget for a no-cost grant agreement extension through 9-30-17 was approved.

Resulting action: Darrell Smith will submit it to the Amtrak Grants office. They will work with FRA grants people to get it finalized and executed. Darrell will keep the Board apprised as this effort progresses.

It was agreed that members of the Board will submit suggestions for naming the bi-level cars and including the name on the safety seat card. Suggestions are to be sent to Steve Hewitt by COB on March 11, 2015 for Board discussion on March 17, 2015. Steve Hewitt will also reach out to Stan Hunter to better clarify/frame the request.

The letter from the states to FRA, and the House and Senate was signed by Chairman Curtit to be sent on behalf

of the state members of the NGEC.

The Finance and Administrative Subcommittee will look into the question of the NGEC's ability to accept money and participate in the receipt of costs.

The March 3<sup>rd</sup> bi-weekly conference call has been canceled – the next call will be March 17<sup>th</sup>.

**19. Next Steps/Closing Comments: Eric Curtit**

Eric thanked all of those who attended today and thanked the members and the industry for all the hard work they have put in to make the NGEC the success it has been thus far.

**20. Adjourn**

With no further business forthcoming today, Chairman Curtit adjourned the 5<sup>th</sup> Annual Meeting of the NGEC at approximately 2:51PM Eastern.

**The next regular bi-weekly call of the NGEC Executive Board will take place on March 17, 2015**

**ATTACHMENTS**



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

**PRIIA Section 305 Next Generation Corridor Equipment Pool Committee  
5th Annual Meeting**

**AGENDA**

**February 20, 2015  
8:30am – 4:00 pm EST  
Hyatt Regency Hotel on Capitol Hill, Washington DC  
Capitol Room AB**

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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
8:50 – 8:55 am	Approval of the Minutes from the February 3, 2015 Executive Board conference call
8:55 – 9:10 am	NGEC Chairman’s Report: Eric Curtit
9:10 - 9:30 am	Progress Report: 514 Subcommittee – Ron Pate, WSDOT
9:30 – 9:45 am	Update from the Federal Railroad Administration: Paul Nissenbaum, FRA
9:45 – 10:05 am	Treasurer’s Report & Finance & Administrative Subcommittee update: Darrell Smith, Amtrak
10:05 –10:15 am	Discussion/Comments: Revised Statement of Work: Eric Curtit/Darrell Smith
10:15 –10:20 am	Consideration of Approval: Revised Statement of Work: Eric Curtit
10:20 –10:40 am	Break
10:40 –10:55 am	Update from Amtrak Government Affairs: Joe McHugh, Amtrak
10:55 –11:25 am	Progress Report: Technical Subcommittee: Mario Bergeron, Amtrak
11:25 –11:45 am	Update: Rail Vehicle Access Advisory Committee Recommendations: Melissa Shurland, FRA
11:45 – noon	Progress Report: Section 6 – Mid-West States: Tim Hoeffner, Michigan DOT
Noon – 1:15 pm	Lunch (on your own)
1:15	Re-convene the meeting: Eric Curtit
1:15 – 1:45 pm	Status Update: NGEC Multi-State Equipment Procurements <ul style="list-style-type: none"><li>a. Diesel-Electric Locomotives: Dave Ward-Siemens Industries</li><li>b. Bi-level cars: David Yamada, Nippon Sharyo and Zach Suzuki, Sumitomo Corporation</li></ul>
1:45 - 1:55 pm	Discussion: Determining the name of the fleet of equipment that will be included on the bi-level Passenger Safety Card: Eric Curtit
1:55 - 2:55 pm	Discussion: Long term Future of the NGEC – structure/funding/next steps: Eric Curtit
2:55 – 3:05 pm	Break
3:05 – 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