

# SECTION 305 NGENC Executive Board

MINUTES

FEBRUARY 21,  
2013

8:30AM EST

ANNUAL MEETING

<b>FACILITATOR</b>	<i>Bill Bronte, Chair, S305 NGENC Executive Board</i>
<b>ATTENDEES</b>	<b>Board Members, NGENC members, Support Staff:</b> Administrator Joe Szabo, Bill Bronte, Mario Bergeron, Gordon Hutchinson, Paul Nissenbaum, Tammy Nicholson, Ray Hessinger, Johnson Bridgwater, Ron Pate, (Tammy Nicholson was proxy for: Kevin Lawson, John Oimoen, Ron Adams; Bill Bronte served as proxy for Paul Morris; and Eric Curtit served as proxy for Al Ware) Tim Hoeffner, Leo Penne, Shayne Gill, Steve Hewitt, David Ewing, Andy House, Larry Salci, Kevin Kesler, Chad Edison, Melissa Shurland, Nico Lindenau, Ashok Sundararajan, Dale Engelhardt, Vincent Brotski, Dave Warner, Darrell Smith, Andrew Wood, Stan Hunter, Curtis McDowell, Brian Beeler II, Andrea Ryan, David Stieren, Devin Rouse, Kevin Brubaker, Anand Prabhakaran <b>Industry Representatives:</b> Steve Morrison, Al Bieber, Joshua Coran, George Mekosh, Bill Saddler, Joe Moore, Gil Denton, Phil Strong, Bobby Doyle, Kevin Bahnline, Robert Highfill, Richard Curtis, Joe Gagliardino, Daniel McNair, James Michel, Richard Vadnal, David Yameda, Steve Rehak, Hugh Ninomiya, Kevin Koyasu, Virginia Verdeja, Don Itzkoff, Jitendra Tomar, Terry Soesbee, Tony Jones, Norman Forde, Ken Pierson, Rick Brilz, Scott Braverman, Jim Coston, Bill Slater, Wolf Reimann, Walt Stringer, Jack Straub, Kevin Simms, Stephen Sang, Hideki Kuramoto, Ken Takeda, Rodney McGhee, Brian Palmer, Carlos Callejon
<b>ABSENTEES</b>	<b>Board Members:</b> Al Ware, Kevin Lawson, Paul Morris, Ron Adams, John Oimoen – all represented by proxy <b>Support Staff:</b> Jeff Gordon, Whitney Phend, Robin McCarthy, Ryan Swick, Martin Schroeder, Jason Biggs

## DISCUSSIONS AND DECISIONS MADE

### **Welcome and Introductions-Convene Annual Meeting - Bill Bronte, Chair, NGENC Executive Board**

Chairman Bronte called the 3<sup>rd</sup> Annual Meeting of the Section 305 NGENC to order and welcomed all participants.

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

After calling for self - introductions of all meeting attendees, Chairman Bronte asked Steve Hewitt, the NGENC Support Services Manager, to call the roll of the voting members of the Executive Board to establish the presence of a quorum. The roll was called, and with all members either present or accounted for via proxy the presence of a quorum was confirmed.

### **Approval of the minutes of the February 5, 2013 Executive Board Conference Call – Bill Bronte:**

On a motion by Ray Hessinger, NYSDOT, and a second by Eric Curtit, Missouri DOT, the minutes from the February 5, 2013 Executive Board conference call were approved without exception or objection.

### **Chairman’s Report – Bill Bronte:**

Chairman Bronte began his Chairman’s report by calling himself a “cheerleader” for the NGENC. He exclaimed, “we have accomplished one massive amount of work in about 37 months! It is amazing! In that amount of time we have adopted 5 specifications and are working on a 6<sup>th</sup>!” He elaborated on the fact that in a very short period of time (from July 2011) California, working with the states of Illinois, Michigan, Missouri and Iowa” as well as other NGENC members, FRA and Amtrak, took “the very concept of 305” and working with the standardized PRIIA Bi-Level specification, were able to “put into practice and actually do what has never been done before”. With California as the lead state and Illinois representing the mid-west states, “never before have two states been wrapped so closely together to get something done to the tune of about \$800 million”. The result was that an RFI was developed, followed by an RFP, followed by a notice to award a contract, and ultimately a notice to proceed with a multi-state procurement of next generation bi-level passenger rail cars.

Developing the procurement was a phenomenal accomplishment and a tremendous collaboration among “the FRA, Amtrak and all of the individual states involved, and was remarkable in that it all was accomplished in about 18 months.” From the release of the RFP to the signed contract in November of 2012 this group “accomplished in 9-12 months what normally would take 18-20 months for one state.”

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Chairman Bronte went on to emphasize "there is more yet to come...with the completion of the Dual-Mode Locomotive specification and rolling right into the procurement process for the NGEC Diesel-electric passenger locomotive to pull the NGEC equipment."

The locomotives to be procured are not only Tier 4 compliant but will sustain speeds up to 125 mph. Utilizing the process used for the bi-level procurement, "we have laid the groundwork to streamline that process."

Chairman Bronte went on to describe the importance of "moving the NGEC forward to something more permanent to maintain, update and continue to develop specifications" The NGEC was initially authorized for 4 years, and has accomplished more than ever anticipated, but has so much more to do. "We need to figure out where to go next – to become a solid, stable entity on into the future – and how to fund it short term and long term."

Bill continued, "AASHTO has included us (the NGEC) in their consensus Principles (to go to the Hill); States for Passenger Rail has included us in theirs". It is clear that the consensus is the NGEC needs to go forward. "We, as states, can only do so much, we need the industry to help us." There is a great need to educate Congress, stakeholders and the public on what the NGEC is, what it has accomplished thus far, and what it will accomplish in the future. We need your help to carry that message.

Through the Administrative task force, and the Executive Board, and with the expertise of AASHTO – primarily Leo Penne and AASHTO's design staff - a document called the "Backgrounder" has been produced. It provides a succinct description of the NGEC – its history, structure and accomplishments, as well as a look ahead to what is anticipated in the future.

Bill added that the Backgrounder can be found in all of the handout packets distributed for today's meeting and in the back of the room, there are additional copies. "Please take as many as you need and spread the word". You, (the industry) have played such an integral role in all that we have done and have given so much of your time and expertise – you are clearly fully invested in the NGEC – we now need to educate others on the importance of what we all have accomplished, and will accomplish together.

He noted that additional copies of the Backgrounder can be ordered by contacting Leo Penne of AASHTO.

**Note:** *Steve Hewitt advises that anyone who would like additional copies should contact him at [shewitt109@aol.com](mailto:shewitt109@aol.com) and provide a mailing address and the number of copies requested. Steve will then provide this information to Leo Penne and they will be sent out.*

Bill Bronte closed his chairman's remarks by, again, thanking everyone in the room for their participation. He also noted that the next face to face meeting of the NGEC Executive Board will take place in coordination with the AASHTO Standing Committee on Rail Transportation (SCORT) in Columbus, Ohio, on September 26<sup>th</sup>, 2013. Additional information will be forthcoming.

#### **Treasurer's Report – Gordon Hutchinson, NGEC Treasurer:**

Gordon Hutchinson, NGEC Treasurer and Finance subcommittee chair provided a detailed Treasurer's report with a focus on the budget for April 1, 2013 through March 31, 2014. Gordon's report also provided historical context and "where we are right now".

#### **Treasurer's Report: Finalizing the April 1, 2013 – March 31, 2014 Budget**

##### **NGEC Budget:**

- Current grant budget is for April 1, 2012 – March 31, 2014
- Re-program funding carried over from prior period (ended March 31, 2012)
- Program contingency funds from current budget

##### **Estimated Total Remaining Funds from First \$2 Million Grant:**

\$766,012 (see full presentation on line [www.ngec305.org](http://www.ngec305.org) for detailed breakdown)

##### **Budget, 4/1/2012 – 3/31/2014:**

\$2,000,000 (including a contingency fund of \$539,338)

##### **2013-2014 Available Funds:**

\$766,012 From Period Ending 3/31/2011  
- 539,338 From Contingency

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**\$1,305,350** Available for 4/1/2013 - 3/31/2014

**NGEC Adopted Continuing Activities Budget, 4/1/2013 – 3/31/2014:**

**\$1,305,350** which includes the sum total of the Board contingency (\$555,850), and the budgets for the Technical subcommittee (\$150,000), Administrative task force (\$120,000), AASHTO Support Services (\$479,500)

**Reprogrammed Budget, 4/1/2012 – 3/31/2014:**

**\$2,766,012**

This includes \$762,892 for the Executive Board, \$340,000 for the Technical subcommittee, \$50,000 for the Finance subcommittee, \$240,00 for the Administrative Task Force, and \$1,409,120 for AASHTO support Services which also includes pass through professional services contracts for which AASHTO is serving as the contracting agent in the amount of \$821,958.

**Available to Budget:**

\$1,305,350 Available for 4/1/2013 - 3/31/2014

- 749,500 Continuing Activity

**\$555,850** Available (currently in Contingency)

**Requests for Remaining Funds:**

Finance Sub-Committee:

- \$100,000 Professional Services (AASHTO budget)  
*Explore Financing Options for State Corridor Rolling Stock and Related Facilities*
- \$50,000 Audit for April 1, 2012 – March 31, 2013

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\$150,000 Total Finance Sub-Committee Requests

Structure & Finance Task Force:

- \$100,000 Professional Services (AASHTO budget)  
*Define the NGEC's Future and Develop an Implementation Plan*

Technical Subcommittee:

- \$15,000 Professional Services  
*Further development of technical specifications, continuing efforts of Camren Cordell*

**Budget Adjustments Based on Requests, 4/1/2012 – 3/31/2014:**

Category Line	Previous Amount	Changed Amount	Revised Amount:
<b>AASHTO Prof Svcs</b>	<b>\$821,958</b>	<b>\$200,000</b>	<b>\$1,021,958</b>
<b>Finance SC (Audit)</b>	<b>50,000</b>	<b>50,000</b>	<b>100,000</b>
<b>Tech SC Prof Svcs</b>	<b>40,000</b>	<b>15,000</b>	<b>55,000</b>
<b>Executive Board Cont.</b>	<b>555,850</b>	<b>(265,000)</b>	<b>290,850</b>

At the conclusion of his report, Treasurer Gordon Hutchinson summarized that with the approval of the additional requests, as described, "the NGEC is in good shape. We still have a healthy contingency for anticipated expenditures to get things done in a timely fashion. It is difficult to have volunteers do all that we need, and so the Committee needs to be prepared to use professional services going forward."

At this point Gordon asked that the full Board approve the proposed additional expenditures.

Chairman Bronte asked that the Board first approve the proposed Budget and Scope of Work for Professional Services to Explore Financing Options for State Corridor Rolling Stock and Related Services, as approved previously by the Finance subcommittee on February 13, 2013.

A motion to approve the SOW and budget (\$100,000) was made by Eric Curtit, Missouri DOT, and seconded by Tammy Nicholson, Iowa DOT.

Chairman Bronte asked that Steve Hewitt poll the voting members of the Board:

Bill Bronte, Caltrans aye  
Bill Bronte proxy for NCDOT – aye

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Mario Bergeron, Amtrak – aye  
Gordon Hutchinson, Amtrak – aye  
Paul Nissenbaum, FRA – aye  
Eric Curtit, Missouri DOT – aye  
Eric Curtit as proxy for Georgia DOT – aye  
Tammy Nicholson, Iowa DOT – aye  
Tammy Nicholson as proxy for IDOT – aye  
Tammy Nicholson as proxy for Louisiana DOT – aye  
Tammy Nicholson as proxy for Wisconsin DOT – aye  
Ray Hessinger, NYSDOT – aye  
Johnson Bridgwater, Oklahoma DOT – aye  
Ron Pate, Washington State DOT – aye

With a quorum having been established and all members voting aye, Chairman Bronte determined that consensus was achieved and the motion has carried.

Chairman Bronte then entertained a motion to accept the full Treasurer's Report.

With a motion to accept offered by Paul Nissenbaum, FRA, and a second by Ron Pate, Washington State DOT, and no further discussion or exceptions noted, the Chair determined that consensus had been achieved and the Treasurer's Report was accepted.

**NOTE:** *As the meeting continued, Support Services manager Steve Hewitt pointed out that, technically, the Executive Board had not formally considered the remaining budget adjustments submitted in the Treasurer's Report. He pointed out that the Finance subcommittee's \$100,000 request was taken up separately and approved, and then the Treasurer's report was accepted, but this acceptance did not approve or adopt the three remaining budget requests.*

To rectify this, and to formally consider the additional requests, Chairman Bronte called for a motion to approve the proposed additional requests submitted by the Technical subcommittee in the amount of \$15,000 for professional services; the Finance subcommittee for the next Audit in the amount of \$50,000; and the Structure and Finance Task Force in the amount of \$100,000 for professional services for the development of an implementation plan for the future of the NGECC. The total additional budget amount requested equals \$165,000.

A motion to approve the additional budget requests, as described, was offered by Gordon Hutchinson, Amtrak, and seconded by Eric Curtit, Missouri DOT.

Bill Bronte asked if there was any further discussion. Paul Nissenbaum, FRA, asked what the \$50,000 for the Finance subcommittee Audit was for, and Gordon explained that the first audit had been conducted for the period beginning with the inception of the Committee in January of 2010 and went through March 2012. The by-laws call for the NGECC to have its finances audited annually, so this budget request is for the period from April 1, 2012 through March 31, 2013.

With no further discussion, Chairman Bronte asked Steve Hewitt to poll the voting members of the Board:

Bill Bronte, Caltrans aye  
Bill Bronte proxy for NCDOT – aye  
Mario Bergeron, Amtrak – aye  
Gordon Hutchinson, Amtrak – aye  
Paul Nissenbaum, FRA – aye  
Eric Curtit, Missouri DOT – aye  
Eric Curtit as proxy for Georgia DOT – aye  
Tammy Nicholson, Iowa DOT – aye  
Tammy Nicholson as proxy for IDOT – aye  
Tammy Nicholson as proxy for Louisiana DOT – aye  
Tammy Nicholson as proxy for Wisconsin DOT – aye  
Ray Hessinger, NYSDOT – aye  
Johnson Bridgwater, Oklahoma DOT – aye  
Ron Pate, Washington State DOT – aye

With a quorum having been established and all members voting aye, Chairman Bronte determined that consensus was achieved and the motion has carried.

**Report From the Finance Subcommittee – Gordon Hutchinson, Chair, Finance Subcommittee:**

Finance subcommittee chair Gordon Hutchinson provided an overview of the activities of the Finance

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subcommittee during the past year.

**Finance Subcommittee Report:**

**Financing Rolling Stock and Related Facilities:**

- NGECE Scope of Work tasks the Finance subcommittee to:  
*"provide information to the members on potential methods of funding that may be available for procurement of equipment."*
- Amtrak provided the Sub-Committee with information on RRIF funds.
- Amtrak does not have sufficient expertise on other financing options to advise the NGECE.
- Drafted Scope of Work for Professional Services e-mailed to you by Steve Hewitt.
- Finance Sub-Committee approved the draft Scope of Work at its meeting of Feb. 13, 2013.
- Requesting budget of \$100,000 to move forward.

**Note:** *The funding and scope of work for the first item was approved in the earlier action by the Executive Board described above.*

**NGECE Audit:**

- Draft Audit and Findings report from Amtrak Office of Inspector General e-mailed to you by Steve Hewitt.
- Finance Sub-Committee requests the Executive Board's endorsement of the report and our draft response.

The Audit was conducted for the period beginning with the inception of the NGECE in January, 2010 and ran through March 31, 2012.

**NGECE Executive Board consideration of acceptance of the NGECE Audit and Amtrak Response – Bill Bronte:**

Although the Finance subcommittee held an electronic vote to accept the audit and Amtrak's draft response, and the vote was unanimous in its recommendation to accept, it was not completed until February 19, 2013, and the Board has only had the report and draft response since the evening of February 19, 2013. As a result, Finance subcommittee chair Hutchinson recommended that the Board be given more time to review the report and the draft response before taking further action.

Chairman Bronte agreed, stating, "yes, we do need more time."

**Update from The FRA – Paul Nissenbaum, FRA Associate Administrator:**

FRA Associate Administrator Paul Nissenbaum provided an update FRA's achievements during 2012 and a look ahead to 2013.

**Federal Railroad Administration (FRA):**

**2012 was the most successful year for rail in a generation:**

- Rail Transportation shows sustained growth in passenger and intermodal
- At the same time, accident rates continue to drop to all-time low values

**Passenger Rail – nearly \$19 billion since 2009 to build, improve, or create...**

(6000 corridor miles; 40 Stations; 260 passenger cars; 105 locomotives 3 trainsets; 75 engineering/environmental studies)

Historic equipment procurements – Buy America

New service – Virginia, Maine

110mph in Illinois

First NEC planning/NEPA since Carter Administration

**The NGECE can proudly look back to a comprehensive list of achievements:**

Development of specifications for five types of rolling stock (incl. comprehensive process for incorporating design changes)

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Bi-level cars  
Single-level cars  
Single-level trainsets  
Diesel-electric locomotives  
Diesel Multiple Units (DMUs)

Successful contract award for the design and manufacture of 130 bi-level rail cars through an unprecedented joint, multi-state procurement

Exceeding current Accessibility standards

FRA Buy America standards

Standardization of components, systems, and interfaces

Locomotive Request for Information (RFI)

In regard to the NGEC, Paul commented that he echoed what Bill Bronte stated earlier that the NGEC successes have been "quite an achievement – operating on a small budget and lots of volunteer time." Paul elaborated, "Looking at other committees like this – I can't find one that has been so productive in such a short period of time." He added, There has been "an unprecedented collaboration in achieving the bi-level car procurement – Amazing!"

He noted that this first NGEC/PRIIA related procurement "exceeded ADA requirements; met Buy America Standards; created jobs in the US and realized the intent of PRIIA – standardization."

He commented further that there has been a strong response from the industry on the Locomotive RFI and that the FRA is currently working with the states on the RFP process.

This committee "is delivering on all fronts."

**These achievements are very much in line with FRA equipment program goals:**

**Jobs** – re-establish the manufacturing base in the U.S. and create high quality jobs

**Quality** – ensure that rolling stock better matches the needs of state corridors and represents next generation equipment

**Costs** – minimize life cycle costs consistent with maintaining a state of good repair

**Flexibility** – equipment that is managed and deployed based on market demands with the ability to re-allocate as necessary

Paul also emphasized the "admirable job by Amtrak in keeping equipment going over the years, and that it was now time to refresh that equipment while also minimizing life cycle costs."

**Looking forward, 2013 will be another exciting and challenging year:**

**In 2012:**

Development of Rolling Stock Specifications

Procurement of Bi-level Railcars

**In 2013:**

Procurement of Bi-level Railcars

Trendsetting Best Practices for State Corridor Services ("Section 6")

Development of NGEC's Future Strategic Vision and Goals

Paul added that the Section 6 requirements will develop new approaches to managing and deploying fleets. The FRA "has high expectations for what will come out of the Structure and Finance Task Force (SFTF) efforts."

Looking at the future of the NGEC Paul commented, "where does the NGEC go next" when it has already "gone beyond its objectives". He emphasized "we have no desire to disband – we desire to determine where we go next, and we recognize this is a top priority for Chairman Bronte."

Referring to all of those involved with the NGEC effort, "we do this because we care" and the NGEC is a real "model" of success.

He urged industry members and others to "get out and spread the word about the value of the NGEC."

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Paul concluded his presentation by saying, "Thank you for your hard work in 2012, and your future engagement in the NGECC supporting U.S. Passenger Rail".

At this point Bill Bronte commented "nothing we do would have been possible without the industry." We can look back to Chicago in April 2010, and the kick-off of the Technical subcommittee as the start of a tremendous collaboration. The fact that this has been all volunteer "speaks highly of the industry".

Paul Nissenbaum stated "I agree it goes beyond core interest and speaks volumes of the industry's desire to build the industry."

Don Itzkoff (GE) asked Paul "can you offer insight on FY14 appropriations?"

Paul replied "it is hard to predict in terms of funding" and described three key milestones: sequestration March 1, 2013; Continuing Resolution at the end of March and the debt ceiling issue as ones to watch. He added that the President's budget will be later than usual – sometime in March and it should provide some insight. A good sign is that "railroads were in his State of the Union Address and in his Inauguration address." This indicates the "likelihood of a continued commitment."

Paul went on to say that it is hard to know what will happen in the House and Senate, but reauthorization will help to clarify the issues. Still we face "uncertain times in terms of funding."

Don Itzkoff asked "if sequestration goes into effect how will it impact the NGECC going forward?"

Paul responded that "it will not have a direct or immediate impact on the NGECC."

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#### **Update from Amtrak Government Affairs – Matt Kelly, Amtrak:**

Matt Kelly, Amtrak Government Affairs, provided an overview of the legislative landscape from Amtrak's perspective:

##### **Amtrak Government Affairs Update:**

##### **The Amtrak Success Story:**

Leading indicators heading in the right direction  
Ex.) Ridership, revenue, operating subsidy, cost recovery, indebtedness, rule violations, initial terminal delay  
Improved product  
Investment works

##### **The Amtrak Public Affairs Paradox:**

Amtrak is:  
Doing Better than Ever  
Coming off a historic Federal funding commitment  
Desperate for investment

##### **The realm of the possible:**

Real annual funding has never exceeded the \$2.8B received in 2009  
Purchasing power probably reached its height in 1979, when Federal funding of \$1.24B provided the equivalent of \$3.9B in 2012 dollars

##### **Near-term Funding Outlook:**

Uncertain FY13 Outcome  
Since October 1, 2010 and through March 27, 2013, Amtrak will have spent 423 out of 909 days under temporary funding measures (46%)  
The specter of (multiple) sequestration(s)  
FY14 discretionary spending caps will be even tighter  
Opportunities in reauthorization?

**The continued lack of reliable federal appropriations makes proper budgeting and future planning extremely difficult.**

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**The Congressional Context:**

Senate Commerce: 8 new members

Only 1 Republican Committee member from the 110<sup>th</sup> Congress remains: John Thune of SD

2007: Most junior Committee Republican

2013: Ranking Member

Rockefeller and Lautenberg's last ride

1,255 days since last Senate floor vote on Amtrak (checked firearms)

House

New T&I Chairman; RR Subcommittee Chairman

20 new T&I members

New THUD Appropriations - Ranking Member; 6 new Subcommittee members

Matt added that sequestration will result in long term consequences and a lack of investment dollars.

There is, he noted, "an opportunity in reauthorization to carve out a different reality." He elaborated on the "amazing" turnover in the Senate with more to come. He also noted that "floor time is so limited and Amtrak and passenger rail is such a niche program that it's been over 1000 days since it has been a floor topic."

Matt closed by acknowledging that it will be a "challenging year", adding, "every new Congress is challenging."

**Report from the Technical Subcommittee – Mario Bergeron:****Section 305 Technical Subcommittee Progress Report:****Presentation Summary:**

Highlights Since Last Meeting: Feb. 23, 2012

- Technical Subcommittee Overview
- Document Management, Pt. 1
- Vehicle Specifications
- Document Management, Pt. 2
- Accessibility Working Group
- Task Forces

**The Technical Subcommittee:**

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

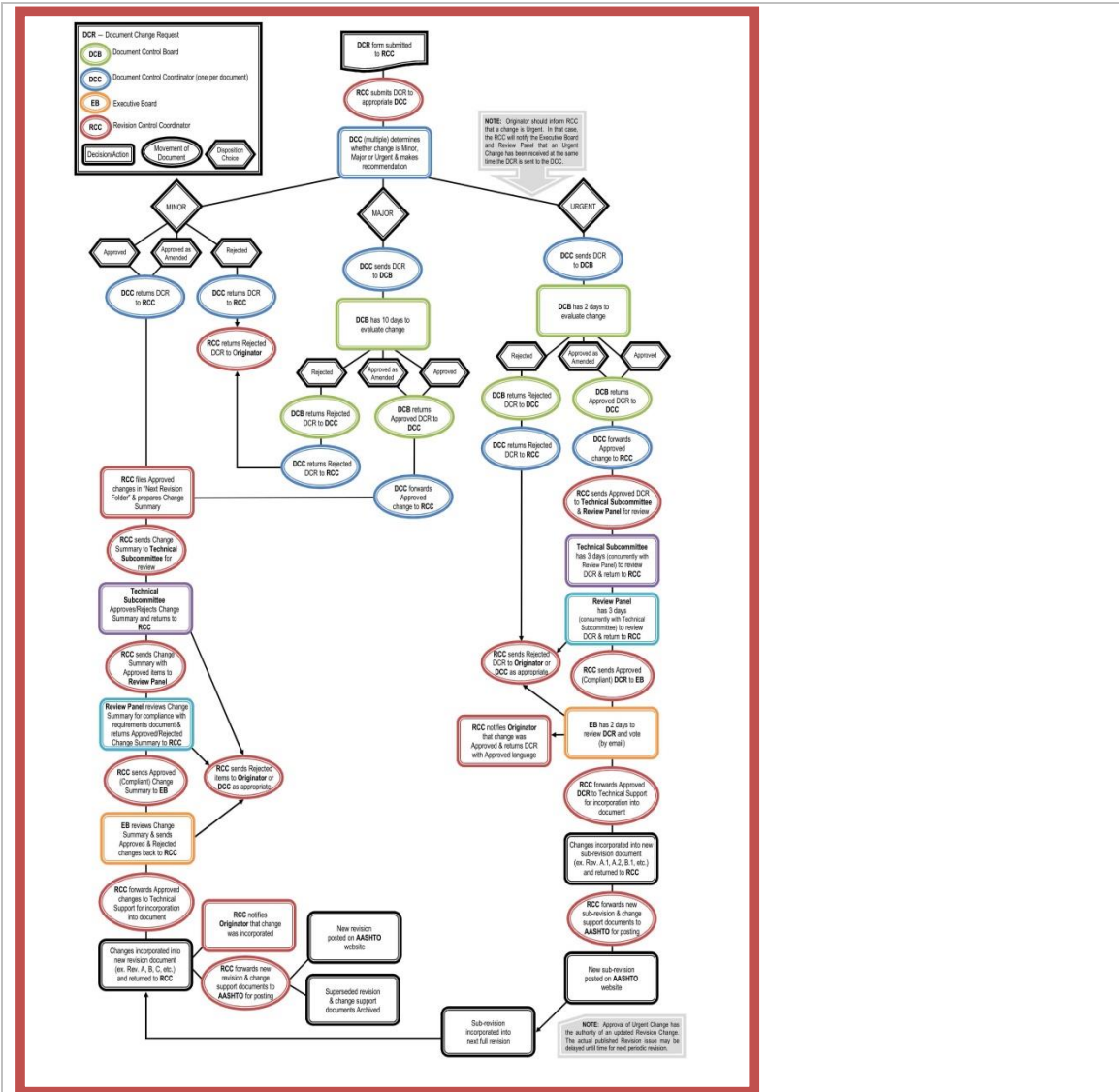
**Document Management – 1A:**

- Major PRIIA Technical Subcommittee long term effort
- New Technical Writer Support Contract
- Change review process essentially the same for each document
- "Revision Proven Tough"

**Document Management – 1B:**

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### Vehicle Specifications – 1:

- Bi-Level
  - Revision B issued – Jan. 24, 2012
  - Revision C issued – Apr. 3, 2012
  - (based on Request for Information (RFI) Input)
  - Award Milestones (California-Led Effort)
    - RFP issued – Apr. 20, 2012
    - Final proposals due – Aug. 24, 2012
    - Specification Rev. C.1 Approved – Sept. 20, 2012
    - Contract signing – Oct. 20, 2012
    - Notice to Proceed: – Nov. 27, 2012

### Vehicle Specifications – 2:

- Locomotive
  - Revision A issued – July 10, 2012
  - RFI
    - Issued by Joint Procurement Task Force – July 6, 2012
    - Response review meeting – Aug. 9, 2012
  - Request for Proposal

- Illinois Selected as Lead State
- RFP date: TBD
- Award in 2013

### **Vehicle Specifications – 3:**

- Single Level Car
  - 144 DCRs based on Bi-Level Revs. A, B and C.
  - Summary Sheet Approved – Sept. 13, 2012
  - Executive Board Approval – Nov. 13, 2012
- Trainset
  - Initial Release Approved: Aug. 2, 2011
  - “DCR Effort “ in progress
  - Brings trainset standard language up the Bi-Level Rev. C.
  - Anticipated Approval – 2Q 2013

### **Vehicle Specifications – 4:**

- Diesel Multiple Unit
  - Initial Draft Posted – April 19, 2012
  - Comment Period Ended – May 11, 2012
  - Tech. Subcommittee Approval – June 14, 2012
  - Executive Board Approval – Sept. 4, 2012
- Dual Mode Locomotive
  - Requirements Doc. Approved: Dec. 6, 2011
  - Tentative Specification 3Q 2013
  - Most work will follow locomotive RFP
    - Minimizes “double work”
    - Builds on changes developed during the RFP

### **Document Management - 2A:**

- Change Management Process
  - Initial Release Approved: Oct. 25, 2011
  - Rev. A Approved by EB on June 26, 2012
    - Change Management During Limited Participation
    - Developed ADA-Related Change Process
  - *Brief “Detour” to Discuss Accessibility Working Group*

### **Accessibility Working Group:**

- Est. by Tech. Subcommittee: July 14, 2011
- Led by FRA
  - Develop recommendations for future accommodation of passengers with wide variety of disabilities.
  - Wide variety of membership
  - Initially tasked with both policy and technical responsibilities
- Current Efforts
  - Dual Mode Communications
  - Assistive Loop System Installation
  - Restroom Configurations
  - Increased Mobility Device Flexibility

### **Document Management - 2B:**

- Original ADA Change Process
  - Involves Accessibility Working Group to evaluate DCRs:
    - Exceed Existing Regulatory Requirements, and
    - Not covered by a Requirements Document
  - Executive Board (at Sept. 2012 meeting) directed restructuring of ADA-DCR handling
- Modified process called “Twin Loop”
- Rev B approved: January 8, 2013

### **Twin Loop (Doc. Mgmt.) – 2C:**

*See presentation diagram*

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## **Twin Loop (Doc. Mgmt.) – 2D:**

*See presentation diagram*

### **Task Forces:**

- Locomotive Technology
  - Monitoring FRA’s Natural Gas Working Group effort
  - Available for Tasking as Directed
- Standardization
  - “Way Forward” Report Presented in Feb. 2012
  - Efforts Should Resume Once Specific Components Are Identified for Bi-Level Car.
- Systems Engineering
  - Document Management is now PRIIA Backbone
  - Previous Efforts Included Forming “Buy America” Language
    - Functions essentially absorbed by Structure Finance Task Force
    - Candidate for “disbanding”

### **Thank You:**

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

Mario Bergeron concluded his presentation by thanking all of those who have participated in the work of the subcommittee.

Kevin Kesler, FRA, asked to go back to the Document process flow chart and commented – “This is an extraordinary effort – the process was developed while documents were being developed – incredible. I want to recognize the Amtrak team – the ones who make it run – Dave Warner, Tammy Krause, and Michael Burshtin.” He added, “this (the document management process) is a major accomplishment.”

Stan Hunter, Caltrans, elaborated “there are hundreds of DCRs that have come through this process and always with tight time controls to support the procurement. This was a superhuman effort. There is no way the bi-level procurement could have been awarded in a timely manner if not for the Technical subcommittee.”

Kevin Kesler agreed adding “it cannot be overemphasized and it needs to be recognized, you (all attendees) are designated disciples – please spread the word, get those Backgrounders out.”

Bill Bronte echoed the comments made previously stating “Amazing! My compliments to the Amtrak team and to the industry, the process has been open, and the industry got involved right away – even the process to create the process was transparent.”

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## **Report from the Technical Subcommittee’s Accessibility Working Group – Melissa Shurland, FRA:**

### **Accessibility Working Group Update:**

#### **Overview:**

- Objective of Accessibility Working Group
- Highlights from 2012
- Current Assignments
- Closing

#### **Objective of Accessibility Working Group:**

- Accessibility Working Group (AWG) was established within the Technical Subcommittee
  - Tasked with:
    - Review of the current and future needs of passenger with disabilities, and
    - Make recommendation on how best to address those needs in the most cost-effective and reasonable manner

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### **Highlights from 2012:**

- Enhanced recommendations for accessibility was incorporated into the Bi-level specifications
  - Larger surface space on car borne lift platform
    - (30" x 54" vs. 30" x 48")
  - Higher design load for car borne lift
    - (800 lbs. vs. 600 lbs.)
  - Wider vestibule
    - (44" vs. 42")
  - Larger accessible seating space
    - (32" x 59" vs. 30" x 48")
- First draft of Single-level car accessibility recommendations ready for feasibility review
  - Engineering drawings, and
  - Safety, life and emergency impact study
- Guidance from US DOT on accessibility of counter-height
- Open dialog with US Access Board regarding recommendations

### **Rail Vehicle Access Advisory Committee:**

US Access Board published notice to establish committee to review guidance on accessibility of passenger rail equipment

Nominations were submitted consisting of FRA personnel and Technical Subcommittee members

Car manufacturers  
Service providers  
Suppliers

All nominations are due April 1, 2013

Information can be found at: <http://www.access-board.gov/transit/rail-committee-notice.htm>

### **Highlights from 2012:**

USDOT December 4, 2012 Guidance on Design Standards Not Contained in Part 38

There are a few instances where specific design standards are not provided in Part 38.

- Features of food service cars, lounge or bistro cars, and several features found in sleeping compartment cars
  - In designing and building rail cars, passenger railroads should refer to the U.S. Access Board Accessibility Guidelines (ADAAG) standards for design features not contained in Part 38
  - For example, the current ADAAG standard for countertop dimensions and other dining service elements, including basic guidance on reach ranges and knee and toe clearances, are contained in Chapters 3 and 9 of ADAAG AND may be applicable to railcars
  - Except where doing so is infeasible because of geometric constraints of the rail car design, rail car safety, or operational considerations unique to rail transportation
  - In situations involving concerns about infeasibility, the passenger railroad should provide its rationale for noncompliance with these standards to the FRA and/or FTA, as applicable.
- Nothing in this guidance requires passenger railroads to make accessible those features of railcars that are intended only to be used by employees of the passenger railroad for serving passengers
  - This guidance applies to all new and remanufactured passenger rail cars, including rail cars that are in the design phase on the date this guidance is issued.

### **Current Assignment:**

- AWG tasked with reviewing Americans with Disabilities Act and Architectural Accessibility Guidelines (ADAAG) to identify other areas of applicability
  - Small core team was formed
    - Amtrak, US Access Board, FRA Office of Chief Counsel
  - Reviewed Part 38
    - Identified elements of rail car being addressed in each paragraph
  - Identify possible applicable sections from ADAAG

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**ADAAG applicability review exercise:**

- Does not establish regulation or guidelines for applicability
  - Authority of U.S. Access Board and USDOT
- Technical review of proposed applicable guidelines should be conducted to determine feasibility within context of a railcar
- ADAAG is not the sole source of guidance for accessibility
- Goal is to design and build rail car features that are usable by people with disabilities
- FRA Offices of Chief Counsel and Civil Rights are available for accessibility guidance.

**Closing:**

Thank you!  
Melissa Shurland  
1200 New Jersey Ave, SE  
Washington, DC 20590  
[melissa.shurland@dot.gov](mailto:melissa.shurland@dot.gov)  
202-493-1316

At the conclusion of Melissa's presentation, Kevin Kesler, FRA, noted "when this started there was great concern we were raising the bar for ourselves. However, the Access Board feels that the NGEC does such a good job on this that their job will be easier, as will that of the stakeholders. Our recommendations will be very well used." Kevin continued, "in my personal opinion rail could be the most accessible mode. We are on that path to get beyond other modes' ability to achieve."

**Report from the Administrative Task Force (ATF) – Darrell Smith, ATF Vice Chair:**

In the absence of Administrative task force chair, Al Ware, Georgia DOT, Darrell Smith, task force vice chair provided an update of the activities of the ATF since the September, 2012 Executive Board meeting held in Portland, Maine.

**Administrative Task Force Report:**

**Following the Portland Meeting:**

**Activities September, 2012:**

Begin the Drafting of the outline of the "Marketing and educational" document for NGEC. Leo, Steve and David.

First RR101 Webinar on State Rail Offices scheduled to take place in October, 2012.

Work on recruitment of new members:

Letter distributed at SPRC and SCORT meeting

These did not have the effect anticipated.

**Activities October, 2012:**

Continued work on the "Marketing and educational" document first draft sent to Steve and Alan and the ATF for comment.

First RR101 Webinar on State Rail Offices took place on October 24, 2012 - **45 participants!!!**  
Congratulations Tammy, Shayne, and team

Recruitment of new members:

Letter distributed at S4PRC, SCORT meeting yielded little results.

More brainstorming sessions were planned to consolidate ideas for new sources

**Activities November/ December, 2012:**

While the Task force did not meet in November due to the Holiday activities continued:

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Leo and the "Marketing and Educational" document continued its evolution and a draft were circulated on December 3<sup>rd</sup>. This would be a four page piece to educate and give a better understanding and clarity as to who we are and what has been accomplished.

A one pager was also envisioned for use where the longer versions may not have the impact or be given its due time in review.

An FAQ section should and is to be developed for the Web

The second RR101 Webinar on Rail Planning was scheduled to take place December 21<sup>st</sup>, **60 Participants!!!!**

Work on recruitment of new members:

Since our previous actions did not have the effect anticipated the Task Force will be regrouping for a new push in 2013.

**Activities January, 2013:**

"Marketing and Educational" documents reached their evolutionary zenith. Now called the Backgrounder it was to be published during the January 22 Executive Board meeting.

Additional informational items are now under development using the Backgrounder as their starting point

FAQ web section continues to be developed for the Web

Renewed efforts on recruitment of new members:

The Backgrounder and the one page document were to be circulated in the meeting packets for the S4PRC and for SCORT at the Winter meetings. Darrell Smith, Vice Chair of the Task Force will be sending out the same to groups Amtrak is working with for new services etc.. And Eric Curtit will be making phone calls to help rally possible new members.

**Report from the Structure and Finance Task Force (SFTF) – Eric Curtit, SFTF Chair:**

SFTF Chair Eric Curtit, Missouri DOT, provided a summary report of the task force's activities throughout 2012 and into 2013.

**Structure AND Finance Task Force UPDATE:**

**SFTF's PRIMARY work:**

- ✓ Hire contractor for 'Section 6' work
- ✓ Support Executive Board in defining NGEC's future
- ✓ Rethink original charge

**SFTF original Charge:**

- 1)Context Document
- 2)'Section 6' best-practice identification on equipment management and ownership models, and implementation plan
- 3)Incorporation of 'context document' into 'Section 6' plan
- 4)Actionable memorandum

**Updated Charge:**

- 1)Introduction/context document
- 2)Help define NGEC's future
- 3)Transition and implementation plan

**'Section 6':**

- Fleet deployment plan development
  - Apply best-practice model to Midwest states
  - Blue print for other regions
  - Addresses the 'how's' states will soon face
-

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**Fleet Deployment plan development:**

- Develop a menu
- Define what must be done
- Look at different models
- Unconstrained options for selection

**Apply Best practices to Midwest:**

- What makes sense
- How will Midwest deploy equipment
- Staged multi-dimensional approach
- Strategic goals

**Blueprint for other states/regions:**

- Creation of guide
- Addressing relevant functions
- Notes 'necessary' steps

**Support NGEC future effort:**

- Created three-phased plan
- Phase 1 is defining the context
- Phase 2 is to support NGEC 'future' work
- Phase 3 is to develop an implementation plan

**Phase 1 - Context Document:****Increasing role of passenger rail:**

- MAP-21, PRIIA, SRP requirements
- Fed and state investments
- On-going initiatives

**Passenger Rail Equipment:**

- Historical context
- Current status
- Marketplace issues
- Opportunities
- Defining the future

**Phase 2 – support NGEC future:**

- Develop concepts/models
- Use context document and other materials
- Use Section 6 work
- Mission/vision/goals

**Phase 3 – Implementation plan:**

- Actions necessary to establish NGEC organization
- Define process and timeline
- Determine necessary resources/capabilities

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**Report on the Executive Board Workshop on the future of the NGEC – Bill Bronte:**

Chairman Bronte gave a brief overview of the Executive Board's facilitated workshop which was held on February 20, 2013.

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Bill provided a brief background on the Board's effort to define the future of the NGEC. "What is it to become in time?" In Portland, Maine, in September, 2012, the Board had "lots of good discussion (on this topic) but there were so many 'bosses' in the room" who were used to giving direction and making decisions, it was determined that "discipline to the process" was required to get it accomplished. Therefore, it was agreed that a facilitated workshop was necessary to pull out the ideas of the Board members and put an order to them.

The facilitated discussion was held in DC yesterday (February 20, 2013) and the first item that was tackled was the issue of developing a vision statement. There had been numerous efforts over the past several months to develop a vision statement and come to consensus on it – but to no avail.

In short order, the facilitated discussion resulted in a consensus vision statement which will need some minor tweaking, but is pretty much final.

The agreed upon statement:

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

After coming to agreement on the vision, the Board began to look at "what are the things we want to do by 2024." The group tried to consolidate these activities down to about 15-20 pages.

Ultimately, it was agreed that the facilitator would take all of the activities mentioned and "try to distill the ideas" into a manageable number with many "lumped together".

After he has done this, an ad hoc working group named by Chairman Bronte will take the ideas and develop them into 5 or 6 strategic goals.

The ad hoc working group appointed during the workshop will be:

Bill Bronte, Caltrans  
Eric Curtit, Missouri DOT  
Ray Hessinger, NYSDOT  
Paul Nissenbaum, FRA  
Dave Warner, Amtrak

The intent is to build a good consensus document that can serve as a skeleton for the "entity". "We need to know what we are supposed to do, then we build the organization to do it."

Ray Hessinger, NYSDOT noted, "the industry was not in the group yesterday – what do they expect us to be in the future? Have the specs been helpful?"

Bobby Doyle commented, from EMD's perspective "having the standardized specs out first is a good thing. Overall it is a better model to do business going forward, and should expedite the process, not add to it." He continued, "when we have variances in specs it is a problem. The biggest gain for us is the standardization of the specs."

Bobby also noted "we need work done in on board diagnostics...the AAR process is so slow...continue work on the specs and we will discover things to make better."

Bill Bronte asked "what do you, the industry, need from us to give to your CEO or CFO to get them to invest in passenger rail?"

Steve Morrison, Siemens, commented "none of us have the ability to deliver the funding source, so we are all dependent on Congress. From Siemens, the ability to be here and participate is a plus and is highly beneficial...we are very supportive of the process."

Norman Forde, STV, expressed "my compliments on the open process that's been developed – it is very helpful for all of us."

Others commented on the importance of maintaining the specs and doing configuration management; and on the areas of commonality between NGEC specs and APTA standards.

Stan Hunter, Caltrans, commented that "APTA is revising its PRESS committee and they are aware of the NGEC and have reached out to us." Stan added that he is chair of the construction committee and is also serving as the liaison between APTA and the NGEC.

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Kevin Kesler, FRA, added "we have had discussions with APTA. The first action by APTA's CEOs was to look at the bi-level specs...we have recently reached agreement on an assignment..." and will look at the bi-level specs to see what areas are compatible and areas where changes are needed.

The APTA PRESS committee will look at structural and safety standards – we will stay in sync with the industry in regards to safety and interoperability. "We will engage APTA Press regularly."

Steve Hewitt, NGEC Support Services Manager, noted that the Technical subcommittee has been carrying an action item and getting bi-weekly reports on the progress being made in the effort of APTA updating its standards and looking at the NGEC specs to see where there is compatibility and where there is not. "Follow the minutes of the Technical subcommittee calls and you will get regular updates on the interaction between the NGEC and APTA".

#### **NIST-MEP Presentation – David Stieren:**

David C. Stieren, Principal, MEP-DOT Partnership and MEP Supplier Scouting, who had given a presentation to the NGEC at last year's Annual Meeting, provided the group with an update of the NIST-MEP activities:

#### **The Manufacturing Extension Partnership (MEP)**

Helping Connect U.S. Manufacturers  
with Next Generation Rail Equipment  
Domestic Supply Chains

#### **About MEP:**

- Federal-state-private partnership that works with U.S. manufacturers to help them create & retain jobs, increase profits, save time & money.
- Nationwide network of manufacturing specialists assisting manufacturers to grow and compete, with focus on:
  - Developing new customers, expanding into new markets, creating new products.
- MEP operates in all 50 U.S. states and Puerto Rico
  - Managed at federal level by NIST
  - 60 MEP Centers with ~400 field service locations
  - >1,300 Non-Federal staff in MEP Network; contract with ~2,100 3rd party service providers
  - Center operational model includes fee-for-service approach
- *Performance Emphasis* – MEP measured on impact of center services on manufacturing firms.

#### **What MEP Does:**

- **MEP Center areas of strength across the network**
  - Technical Manufacturing Services for products/processes
  - Growth Services – new and expanded market opportunities
  - Market Diversification
  - Environmental Sustainability
  - Workforce Development
  - Lean Manufacturing & Quality Systems
- Reach >31,000 manufacturing firms, complete >10,000 projects per year, producing significant, measured impacts for U.S. manufacturers:\*

**\$6.6 Billion** New, Retained Sales; **\$900M** Cost Savings **\$2.5 Billion** Capital Investment; **61,139** Jobs Created, Retained \*\*

\*Based on FY2012 MEP Center reported performance data. \*\*Based on FY2010 Client reported data.

#### **DOT FRA – MEP Partnership - *The Focus:***

- Make robust the domestic supply base for next generation rail by connecting (small-medium) U.S. manufacturers with large OEMs, Tier 1 Suppliers
- Use proven **MEP Supplier Scouting** and partnering processes to identify *capable and interested* manufacturers
- Bring rail supply/production opportunities to more U.S. manufacturers – those with traditional rail industry experience, as well as new industry partners
- MEP support manufacturers as appropriate once connections are made.

#### **DOT – MEP Partnership *Supply Chain Connectivity:***

- 5 Forums and 1 National Webcast held 2011-2012
  - ✓ Sacramento, CA; Chicago, IL; Kansas City, MO; Orlando, FL; Clarion, PA
  - ✓ Connect large OEMs and Tier 1 Suppliers with smaller U.S. manufacturers interested in supply chain opportunities for next generation rail
  - ✓ Participation from ~ 1,000 U.S. manufacturing reps interested in supply chain opportunities, + over 120 MEP System representatives across 30 states, + Sec & Dep Sec of Transportation, FRA Administrator
  - ✓ Participation from 13 OEMs and Tier1 Suppliers – took part in over 625 one on one business meetings with potential suppliers
  - ✓ MEP Centers working with manufacturers to help facilitate supply connections and assist as appropriate during supply operations and processes.

**DOT – MEP Partnership - *Supply Chain Connectivity – Supplier Scouting:***

- MEP System IDs U.S. manufacturers w/capabilities, capacities, business interests to supply needed products for Rail Supply Chains
- **Supplier Scouting**
  - MEP Centers use local best practices to ID manufacturers in response to supply opportunities disseminated by NIST MEP
  - Centers typically return responses in 10-30 days
  - Responses: *Exact Match, Partial Match, No Match*
    - Different approaches implemented - per specific opportunity
    - Based on customer needs, can provide:
    - *Comprehensive 50-state analysis*
    - *Quick-look analysis with national awareness*

**DOT – MEP Partnership – *Supplier Scouting:***

- Significant U.S. manufacturing sector interest exists in supply opportunities for production of equipment for U.S. next generation passenger rail service
  - ✓ **2012 Forum participation** very high
  - ✓ **2012 MEP Supplier Scouting** for Buy America waiver request submitted to DOT FRA for 5 foreign-produced, High-Speed Turnout Items returned >275 instances of interested manufacturers with potential matching capabilities, capacities
    - Additional vetting of most promising ID'd manufacturers did not result in any U.S. manufacturers who could immediately produce needed items ... but ...
    - Did provide evidence that domestic capability, interest to produce the items may be able to be leveraged in near future

**DOT – MEP Partnership - *Other Results / Learning:***

- Rail OEMs and Tier 1s have important supply chain needs – whether connected to Buy America(n) provisions or not
  - Seeking good suppliers, supply redundancy in specific critical / problem areas
  - Seeking suppliers for components, subcomponents near location of final assembly to improve ops / cut costs
- MEP interested and available to help find, assist suppliers that match supply needs & solve supply issues

**DOT – MEP Partnership - *Going Forward:***

- DOT FRA, NIST MEP updating partnership for Next Generation Rail Supply Chain Connectivity - may include:
  - ✓ MEP Supplier Scouting: Buy America Waiver Requests at FRA
  - ✓ Additional Supply Chain interactions to help make domestic supply base for next generation rail more robust in broad sense
- Anticipate opportunities to exercise FRA-MEP partnership in conjunction with 2013 locomotive procurement
- Anticipate similar efforts via separate agreement pending w/DOT FTA
- NIST MEP will continue to operate its Next Generation Rail Supply Chain Connectivity website:

<http://www.nist.gov/mep/rail.cfm>

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**Remarks: FRA Administrator Joseph Szabo:**

At this point in the meeting, Chairman Bronte introduced FRA Administrator Joe Szabo who had joined the meeting earlier. Bill noted "we have not really had a good chance to celebrate our successes. The key player in all of this has been Joe Szabo who told his staff – 'make this happen'. Joe is here with us today to help us celebrate."

Administrator Szabo addressed the meeting attendees stating "major player, no – major observer – you up here (Board members) with assistance from those in the audience are the ones who have made it happen."

He also commented on the excellent work being done through NIST-MEP in helping achieve the goals of Buy America.

The Administrator noted that there have been three overriding factors for PRIIA Section 305: "Standardization; the future of the NGEC; and bundling of orders to get efficiency of scale to allow us to build domestic supply and achieve Buy America objectives".

"In 3 years it is amazing to see what you have accomplished. I wanted to come here today to say thank you...you are a very unique group that has come together to develop these specs; and I am glad to see the fruits of the efforts with the first procurement out the door with the bi-level coming in at 35% below budget."

He elaborated that "this shows the power of bundling" and commented that "100% Buy America is creating 250 jobs directly in Illinois" and additional jobs "will tumble down".

The next step is the Diesel-electric locomotive procurement at sustainable speeds up to 125 mph. "I want to thank California and Illinois for the work that lies ahead with the locomotive procurement."

In concluding his remarks, Administrator Szabo said "I want to challenge the 305 Committee to keep going, be bold, and think outside the box...have a vision to reach for the future."

**Celebration of the first NGEC joint states procurement – Bill Bronte:**

Chairman Bronte thanked the Administrator for being here today and for his remarks and his help throughout the process. At this point Bill asked the representatives of Sumitomo Corporation of America and Nippon Sharyo (the companies who will manufacture the bi-level rail cars) to be recognized and to join Bill and the Administrator in cutting the celebratory NGEC cake marking the occasion of the accomplishments of the NGEC, and the first procurement to "get out the door."

All attendees then broke for a period to participate in the brief celebration and cake cutting ceremony with Joe Szabo, Bill Bronte, and the representatives from Sumitomo and Nippon Sharyo.

**Bi-Level Car Presentation – Kevin Koyasu, Nippon Sharyo and Hugh Ninomiya, Sumitomo Corporation of America:**

Kevin Koyasu of Nippon Sharyo and Hugh Ninomiya, of Sumitomo Corporation of America provided the group with a presentation that gave some background and historical context of the two independent companies that will be working so closely together to manufacture the bi-level rail cars.

**Teamwork for Rail Car Business:**

Sumitomo Corporation of America:

- **Commercial and Contractual Aspects**
  - Marketing
  - Overall Project Management
  - Accounting
  - Bonding/Insurance
  - Transportation
  - Legal Matters

Nippon Sharyo:

- **Technical and Production Aspects**
    - Project Administration
    - Design/Engineering
-

- System Integration
- Purchasing
- Manufacturing
- Testing/Commissioning
- Warranty
- 

*Over 30 years working together in the U.S*

**Sumitomo Corporation of America:**

- Largest Subsidiary of Sumitomo Corporation
- Established: 1952
- Headquarters:  
New York, NY
- 10 Offices and over 80 subsidiaries and affiliates, U.S. and Canada
- Transportation System Group has over 30 years' experience in the North American Rail Industry

**Nippon Sharyo U.S.A.:**

**Corporate Profile:**

- Headquarters: Arlington Heights, IL  
9 miles from O'Hare Airport
- Established: May 1982

**Organization:**

**Nippon Sharyo U.S.A., Inc.:**

Nippon Sharyo Engineering & Marketing, LLC  
Strategic Planning, Marketing Activities, Engineering,  
and Customer Relations

Nippon Sharyo Manufacturing, LLC  
Project Administration, Procurement, Manufacturing,  
Quality Control and Warranty Service

**High Speed Rail:**

**Over 3,200 cars completed as of Dec. 2012**

**Nippon Sharyo Manufacturing:**

**Rochelle Plant**

Location: Rochelle, IL  
Start of Operation: June 2012 (Grand Opening July 19, 2012)  
Employees: Over 300 as of January 2013  
Capacity: 120 Passenger Cars / Year  
Size: 463,000 sq. ft. on 35 acres

Test Track 2,300 feet

Final Assembly & Inspection  
Material Storage  
Carbody Assembly  
Underframe sub-assembly  
Side frames sub-assembly  
Roof sub-assembly

**Projects Delivered in North America:**

**Over 900 cars have been delivered on time, on budget**

**Caltrans/IDOT Bi-Level Project:**

**Caltrans/IDOT Joint Procurement**

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130 Bi-level Passenger Rail Cars with 300 option cars  
Project Notice to Proceed 11/27/12  
Design 1/3/13 to 3/16/14  
Pilot Cars Delivered 8/30/15  
Production Cars Starting 4/21/16

**Bi-Level Project Approach:**

SCOA / Nippon Sharyo Team Approach For Quality Vehicles, On Time, On Budget:

**We will be using our best people on the Bi-Level Project.**

**We will be focusing on:**

Quality  
Design to Specification  
Manufacturing in the U.S.A.  
Standardization and Compatibility

**Standardization:**

- Use standard existing systems and components wherever possible
- Identify and control key interfaces to provide for "form", "fit" and interchangeability
- Standardize interface and performance requirements

**Buy America:**

- 100% compliant with FRA Buy America Requirements
- Multiple potential suppliers for competitiveness
- Do not compromise on quality
- Encourage participation by Small Businesses
- Job creation and capital investment in the U.S.A.

In concluding his remarks, Kevin Koyasu, Nippon Sharyo, stated "we are honored to be doing this project; we are honored by those present in the room. The 305 Committee made the specification, USDOT, Amtrak, Caltrans and IDOT, the mid-west states, and all of the members of the industry who have participated in these activities – we thank you for all of your efforts."

He continued "we have the baton to build the cars and in 2 and a half years you will see the results of your work."

Hugh Ninomiya, Sumitomo Corporation of America, closed by noting "we come here believing in a broad vision for passenger rail. It is a big investment, and we are thrilled to be the first providers" of this equipment.

**Status update: Locomotive Procurement – Bill Bronte:**

Chairman Bronte gave a brief update on the status of the Diesel-electric locomotive procurement informing the attendees that Illinois DOT has agreed to be the lead state on this procurement, and the process has already begun moving forward.

**Wrap up and Closing Remarks – Bill Bronte:**

Chairman Bronte wrapped up the meeting by noting "we have had the celebration" that was well overdue, and "we thank Joe Szabo for helping us celebrate our work and the outcome of our work." At this point he called for a "big hand for all of us."

Bill then asked for a special hand for the members of AASHTO – especially Andrea Ryan – for all the hard work in putting together the logistics for this meeting, and supporting us in such an effective and efficient way.

**Adjourn:**

With no further business to come before the Committee today, Chairman Bronte adjourned the 3<sup>rd</sup> Annual NGECC Meeting at approximately 2:55pm Eastern.

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**Decisions and New Action Items**

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Steve Hewitt will provide all of the presentations to AASHTO for posting on the website at <a href="http://ngec305.org">ngec305.org</a> .
All members of the Committee (industry and others) are asked to spread the word on the Hill of the accomplishments of the NGEC and to use the Backgrounder documents wherever possible. Additional Backgrounders can be requested of AASHTO by contacting Steve Hewitt at <a href="mailto:shewitt109@aol.com">shewitt109@aol.com</a> and providing the quantity requested and a mailing address.
The Executive Board will refine/finalize the vision statement as agreed, on its next call – March 5, 2013.
The Executive Board working group will refine the many activities outlined in the NGEC workshop and develop 5-6 strategic goals for full Board consideration. This is expected to occur over the next 4-6 weeks.
The Executive Board members will review the NGEC Audit report and Amtrak’s draft response to it and take it up for consideration of endorsement on a future Executive Board conference call.
The Executive Board accepted the 2013 NGEC Annual Treasurer’s Report.
The Executive Board approved the SOW and budget (\$100,000) for the Finance subcommittee to procure professional services for exploring funding options. AASHTO will serve as contracting agent.
The Executive Board also approved additional funding requests to be included in the 4-1-13 thru 3-31-14 budget for the Technical subcommittee for professional services (Camren Cordell) in the amount of \$15,000; the SFTF for procuring professional services for developing an implementation plan for the future of the NGEC in the amount of \$100,000; and for the Finance subcommittee for the purpose of having an NGEC Audit conducted for the period from 4-1-12 thru 3-31-13 in the amount of \$50,000.
AASHTO will serve as contracting agent for all but the audit.

**ATTACHMENTS**



**PRIIA Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)  
3rd Annual Meeting**

**AGENDA**

**February 21, 2013  
8:00am – 4:30 pm EST  
20 F Street NW - Conference Center  
Washington, DC**

8:00 - 8:30 am	Registration
8:30 – 8:40 am	Welcome and Introductions-Convene Annual Meeting - Bill Bronte, Chair, NGEC Executive Board
8:40 – 8:45 am	Roll call of NGEC members present for Annual Meeting (Executive Board & non-Board member states) – Steve Hewitt, Manager, NGEC Support Services
8:45 – 8:50 am	Approval of the Minutes of the February 5, 2013 Executive Board conference call
8:50 – 9:05 am	NGEC Chairman’s Report – Bill Bronte, NGEC Chair
9:05 – 9:20 am	NGEC Treasurers Report – Gordon Hutchinson, NGEC Treasurer

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9:20 – 9:35 am	Report from the Finance subcommittee – Gordon Hutchinson, Chair, Finance subcommittee
9:35 – 9:45 am	NGEC Executive Board consideration of endorsement of the NGEC Audit – Bill Bronte
9:45 – 9:55 am	Update from FRA – Paul Nissenbaum, FRA
9:55 – 10:10 am	Update from Amtrak Government Affairs – Matt Kelly, Amtrak
10:10 – 10:25 am	Break
10:25 – 10:55 am	Report from the Technical Subcommittee – Mario Bergeron, Chair, Technical Subcommittee
10:55 – 11:15 am	Report from The Technical Subcommittee’s Accessibility Working Group – Melissa Shurland
11:15 – 11:30 pm	Report from the Administrative Task Force – Al Ware, Chair, Administrative Task Force
11:30 – 12:45 pm	Lunch
12:45 – 1:00 pm	Re-convene the meeting – Bill Bronte
1:00 – 1:30 pm	Report from the Structure and Finance Task Force - Eric Curtit, Chair of the Task Force
1:30 – 1:45 pm	Report out: Workshop on the Future of the NGEC – Bill Bronte
1:45 – 2:00 pm	NIST-MEP Presentation – David Stieren and Samm Bowman
2:00 – 2:15 pm	Status Update: NGEC procurements – Bill Bronte and Paul Nissenbaum
2:15 – 2:45 pm	Bi-Level car presentation – Kevin Koyasu, Nippon Sharyo and Hugh Ninomiya, Sumitomo Corporation of America
2:45 – 3:00 pm	Remarks: FRA Administrator Joseph Szabo
3:00 – 3:30 pm	Celebration of the first NGEC joint states procurement – Bill Bronte
3:30 – 4:15 pm	Questions/Comments – All Attendees
4:15 – 4:30 pm	Wrap up and Closing Remarks – Bill Bronte, NGEC Chairman
4:30 pm	Adjourn

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