



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

SECTION 305 NGEC Executive Board

MINUTES

OCTOBER 4, 2022

11:30 EASTERN

CONFERENCE CALL

FACILITATOR	<i>Ray Hessinger, Chair S305 NGEC Executive Board</i>
ATTENDEES	Board Members: Ray Hessinger, Ray Hessinger also as proxy for John Oimoen, Tim Ziethen, Joe Paul for George Hull, Jeff Gordon, Jon Dees for Jason Orthner, Jason Biggs for Ron Pate and as proxy for Amanda Martin, Kyle Gradinger, Richard Kedzior, Mike Jenkins, Brian Beeler II Support Staff and Colleagues: Steve Hewitt, Dave "Mr. Emeritus/Cone" Warner, Patrick Centolanzi, Strat Cavros, Shayne Gill, Mike Murray
ABSENTEES	Board Members: Ron Pate, John Oimoen, Amanda Martin, Troy Hughes, Jason Orthner Support: Michael Kraft, Larry Salci, Rebecca Anger, Tammy Krause

DECISIONS MADE

1.

Welcome – Ray Hessinger, Chair, S305 NGEC Executive Board:

Chairman Ray Hessinger, NYSDOT, opened the meeting and asked Steve Hewitt to call the roll.

2. Roll Call –Steve Hewitt, NGEC Program Manager:

Following the roll call, Steve Hewitt confirmed the presence of a quorum.

3.

Action items Review – Steve Hewitt:

Steve Hewitt briefly reviewed the status of open action items not covered under the agenda this week and noted they will be included on the next call agenda, and the status of each is included in today's minutes 10-4-22.

Industry Participation:

Industry involvement continues to be consistent at just over two hundred participants.

2022 NGEC two-pager Handout Flyer:

The 2022 version of the two-page educational flyer remains available in both electronic and hard copy.

To date 625 copies have been distributed.

VIA Rail Equipment Procurement:

On 2-25-22 – during the 12th NGEC Annual Meeting, VIA Rail provided a comprehensive update on its vehicle procurement.

The PowerPoint presentation was distributed and is posted to the website.

Next Update: As Appropriate

NGEC 2023 Annual Meeting: date and location:

The 2023 NGEN Annual Meeting will be held a bit earlier than in past years. This year it will be held on **February 3rd**. **The location is, once again, the Hyatt Regency Capitol Hill, Washington, DC Capitol Room A/B.** The time for the meeting will likely be the same as last year (**8:00am Registration – Meeting 8:30am – Noon Eastern**).

Steve Hewitt sent a "Save the Date" notice out to all NGEN members via Outlook calendar on 8-8-22.

Update:

This week, Kamasha Hendrickson provided Steve Hewitt with the following meeting room and Hotel reservation link:

Friday, February 3

- NGEN – Capitol Room AB

Attendees can begin booking sleeping rooms here - <https://www.hyatt.com/en-US/group-booking/WASRW/G-RA1L>. Rooms must be booked by Monday, January 9th. Room Rate is \$188 per night plus 14.95% tax.

Thank you and let me know if you have any questions.

Kamasha

Kamasha Hendrickson, CMP, CGMP

Senior Meeting Planner

American Association of State Highway and Transportation Officials (AASHTO)

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Washington, DC 20004

Tel: 202-624-5403

E-mail: khendrickson@aaashto.org

Update-Connecticut DOT Rail Car Procurement – Steve Hewitt:

As of 8-18-22, Answers to the first-round questions were to be released by addendum 8-19-22. There were 137 questions.

Next Update – as appropriate

4.

Approval of the Minutes from the 9-6-22 NGEN Executive Board Meeting – Ray Hessinger, NYSDOT:

On a motion by IDOT, and a second by NCDOT, the minutes from the Executive Board Meeting held on 9-6-22 were approved as submitted.

5.

Update: Multi-State Rail Car Procurement as of 10-4-22:

Kyle Gradinger, Caltrans, provided the following update for inclusion in today's minutes:

The Cab Car shell final design has been approved and the cab cars are in production. Remaining Cab Car FDRs are in the final review stage and Cab Diagnostics was recently approved. Cab Car Safety Appliance documents are in review with FRA, and the Cab Car Clearance information has been approved by Amtrak. IDOT Café Car system level FDR reviews are nearly approved, and the Complete Car FAI is scheduled for October 26th.

The Cab Car Collision and Corner Post Appendix F testing is complete, and the Rev B test report has been approved. The revised Cab Car Compression Test Report is also approved. The Sample Car Inspection for cab car is tentative for early 2023, and the Vending Car FAI occurred on September 28.

117 cars are in production or have been produced at Siemens Sacramento Facility. Revenue Service relevant FMIs are in progress and open items related to Conditional Acceptance are being addressed. IDOT coaches are currently in revenue service and Caltrans is planning revenue start once necessary agreements are in place.

6.

Update: Metro-North Dual Mode Locomotive Procurement – Ray Hessinger:

All Final Design Review (FDR) documents have been submitted by Siemens to Metro-North. The documents are now in the review, comment, and comment resolution stages.

**7.
Update: Amtrak Vehicle Procurement Updates – Joe Paul, Amtrak:**

As of 10-4-22:

On the Charger Locomotives:

The new locomotives continue to be commissioned. There 3 currently at Wilmington numbers 15, 16 and 17 with the balance in service.

On the Acela:

Amtrak continues to work with Alstom on issues with simulation and within the plant.

On the GP38 Switching Locomotives:

The first one is in Wilmington and should be commissioned either late this week or early next week.

**8.
Update: Document Control as of 10-4-22 – Steve Hewitt for Tammy Krause:**

Tammy Krause provided the following for inclusion in today's (10-4-22) Minutes and, due to her unavailability to be on the call, Steve Hewitt read it into the record:

I have sent all the DCRs for the bilevel specification to the Working Group team leaders and have requested that they are reviewed and returned to me by 10/14.

I have been meeting with the tech writer and we are reviewing the Metro North Locomotive specification layout, for application to the bi-level specification.

**9.
Website Refresh - Status – Ray Hessinger:**

Ray Hessinger provided a summary update of the status of the NGEC website refresh:

The vendor (iEngineering) has acquired a domain for the NGEC. It is ngec.org.

The vendor has conducted a review of the existing website architecture and has proposed a new look.

The vendor, AASHTO and NGEC representatives have met via Zoom twice in September to review the new architecture.

Ray shared what is a first draft of how it will look, noting iEngineering had used stock photos, not ones that will be used ultimately.

On the last call with the vendor, AASHTO and NGEC representatives (Steve Hewitt and Ray Hessinger), there were a number of discussions about whether to keep the NGEC word documents (of which there are many) in that format or convert them to web pages. The conversion could be done easily, and it may make sense rather than keep them all as reference documents.

Overall, ray noted that he is pleased with the product being presented thus far and the pace of the work being done.

Steve Hewitt added that they have completed Tasks I and II and are now moving on to Task III.

Steve also noted that he is pleased with their work and progress.

**10.
FASC Update and Treasurer's Report – Tim Ziethen:**

a. Balance and Spend Rate:

Total Initial Grant Amount: \$1,250,000.

Expenses Incurred through June 2022: \$1,020,787.19

Balance remaining: \$ 229,212.81

Current Spend Rate per month (as info and used in calculating): \$14,687.67

Estimated Balance at the end of the Extension Period (Contingency): \$25,055.37

The estimated balance will be where the costs for the website refresh will be derived.

Strat Cavros reported that the August expenses are about \$11,475.00.

At this point, Ray Hessinger gave the FRA representatives on the call the opportunity to step off to avoid potential or perceived conflicts of interest since the discussion was to now turn to funding and grant applications. (which FRA would review). As has been the case, over the last few months, both Mike Murray and Jeff Gordon stepped off the call.

b. Discussion/review - CRISI Grant Draft Application

Tim Ziethen reported that the CRISI grant application has completed an initial review through the Amtrak process and was very favorably received and supported.

The Grants office within Amtrak is now taking the lead in writing the actual grant application.

Last week, Tim provided Steve Hewitt with a framework summary of the Draft application and Steve distributed it to Executive Board members only (except for FRA members so as not to cause a conflict).

The grant request would be for \$2,000,000 million with 80% coming from the FRA and the 20% match of \$400,000 coming from Amtrak using non-FRA funds.

It seems that this is the more simple and cleanest way to go. Tim noted that Amtrak Grants is currently checking with Amtrak Legal to confirm the possibility of using third party funding or other options for the match. Still, it seems that the simplest way is to have the match come from Amtrak. Amtrak providing the match has broad support internally and is the working assumption.

Ray Hessinger asked about in-kind service being used as the match, and Tim noted that he has discussed that with Amtrak Legal and the opinion is that with CRISI grants the FRA would prefer a cash match.

Assuming it moves forward and is submitted, then Amtrak would ask for state and industry letters of support. By whom and when on the letters might be written is not yet determined, but Tim suggested that drafting what should be in the letters should start soon so as to be ready.

Ray Hessinger also asked Tim Ziethen if the Executive Board would get an opportunity to see the application, at least the narrative, before it is submitted. Tim responded that he is still trying to confirm if this is ok with Legal. The issue has more to do with the information. Would it be proprietary? What form would it take?

Ray responded, "the narrative is the key".

c. Status: Exploring other potential funding options:

Discussions continue in search of other potential options – he is confirming with legal to ensure compliance with the NGEN By-Laws and its statute. Part of the conversations are with Michael Alexis, Amtrak Associate General Counsel who has the NGEN as part of his portfolio and also with another Amtrak attorney. The Grants office is also being asked about potential other funding options.

11.

Other – all:

With no other business forthcoming, Tim Ziethen adjourned the meeting at Noon Eastern.

Next meeting – 10-18-22

Decisions/Action Items

Treasurer's Report:

Total Initial Grant Amount: \$1,250,000.
Expenses Incurred through June 2022: \$1,020,787.19
Balance remaining: \$ 229,212.81
Current Spend Rate per month (as info and used in calculating): \$14,687.67

<p>Estimated Balance at the end of the Extension Period (Contingency): \$25,055.37</p> <p>The estimated balance will be where the costs for the website refresh will be derived.</p> <p>Strat Cavros reported that the August expenses are about \$11,475.00.</p>
<p>2022 NGEC Backgrounder educational document as of 10-4-22:</p> <p>The 2022 version of the two-page educational flyer remains available in both electronic and hard copy.</p> <p>To date 625 copies have been distributed.</p>
<p>NGEC Website Refresh as of 10-4-22:</p> <p>The agreement has been executed and the vendor has completed tasks I and II. Two progress update calls have been held with the vendor, AASHTO, and NGEC representatives participating.</p> <p>Task III is now underway.</p>
<p>Status – Multi-State Rail Car Procurement:</p> <p>As of 10-4-22:</p> <p><i>The Cab Car shell final design has been approved and the cab cars are in production. Remaining Cab Car FDRs are in the final review stage and Cab Diagnostics was recently approved. Cab Car Safety Appliance documents are in review with FRA, and the Cab Car Clearance information has been approved by Amtrak. IDOT Café Car system level FDR reviews are nearly approved, and the Complete Car FAI is scheduled for October 26th.</i></p> <p><i>The Cab Car Collision and Corner Post Appendix F testing is complete, and the Rev B test report has been approved. The revised Cab Car Compression Test Report is also approved. The Sample Car Inspection for cab car is tentative for early 2023, and the Vending Car FAI occurred on September 28.</i></p> <p><i>117 cars are in production or have been produced at Siemens Sacramento Facility. Revenue Service relevant FMIs are in progress and open items related to Conditional Acceptance are being addressed. IDOT coaches are currently in revenue service and Caltrans is planning revenue start once necessary agreements are in place.</i></p> <p>Next Update – 10-18-22</p>
<p>Status: – Connecticut DOT Rail Car Procurement:</p> <p>On 8-18-22, Marci reported to Steve Hewitt that "Answers to the first-round questions will be released by addendum tomorrow". (8-19-22)</p> <p>Next Update – as appropriate</p>
<p>Status - Metro-North Dual Mode Locomotive Equipment:</p> <p>All Final Design Review (FDR) documents have been submitted by Siemens to Metro-North. The documents are now in the review, comment, and comment resolution stages.</p> <p>Next Update: 11-1-22</p>
<p>Status - Amtrak Vehicle Procurements:</p> <p>As of 10-4-22:</p> <p>On the Charger Locomotives:</p> <p>The new locomotives continue to be commissioned. There 3 currently at Wilmington numbers 15, 16 1n3 17 with the balance in service.</p> <p>On the Acela:</p> <p>Amtrak continues to work with Alstom on issues with simulation and within the plant.</p>

On the GPR Locomotives:

The first one is in Wilmington and should be commissioned either late this week or early next week.

Next Update: 11-1-22

Status - Document Control Management:

Tammy Krause provided the following for inclusion in today's (10-4-22) Minutes and, due to her unavailability to be on the call, Steve Hewitt read it into the record:

I have sent all the DCRs for the bilevel specification to the Working Group team leaders and have requested that they are reviewed and returned to me by 10/14.

I have been meeting with the tech writer and we are reviewing the Metro North Locomotive specification layout, for application to the bi-level specification.

Next Update – 10-18-22

VIA Rail Equipment Procurement:

On 2-25-22 – during the 12th NGEAC Annual Meeting, VIA Rail provided a comprehensive update on its vehicle procurement.

The PowerPoint presentation was distributed and is posted to the website.

Following the meeting, Steve Hewitt received an email from Joe DiLiello, VIA Rail thanking him for the invitation to VIA Rail. Although Joe and his colleagues participated virtually, he said it was a great meeting – it had good flow, was timely and all presentations were informative and well done.

Next Update: As Appropriate

Exploring funding options beyond 9-30-2023 and recommended By-Laws changes re: the FASC:

As of 9-6-22:

Funding Efforts – Status CRISI Grant Application (NOFO is out) – Tim:

Amtrak has completed its initial review of a DRAFT application and is supportive. The Grants office is now in the lead to draft the actual application for submittal. The working assumption is that the request would be for \$2,000,000 with 80% coming from FRA and the 20% match coming from Amtrak (using non-FRA funds).

States and industry members will be asked to write letters of support once the application is ready for submittal.

Tim Ziethen continues to stay in touch with Amtrak Legal to determine if and in what form the NGEAC Executive board can see the application before it is submitted. The Board has seen a general summary of what the request will be based on.

By-Laws Review and change recommendations:

John Oimoen, IDOT, and Steve Hewitt presented a couple of recommended changes to the FASC on 8-17-22. They are related to permissible activities of the Committee.

FASC members were asked to review the proposed language between now and September's FASC call, and Tim plans to talk to Amtrak legal to potentially add language regarding permissible (or not) expenditures from grant funds or from outside sources related to members attending trade shows etc.

On the last FASC call held on 9-14-22, it was agreed that a vote to consider sending the proposed changes to the Executive Board for its approval would be taken on the October call. (10-12-22)

Update as appropriate

Updates: States and Amtrak – Charger Locomotive Experience:

In-depth updates were provided during the Annual Meeting and were included in the minutes.

The presentations were distributed and posted to the website.

Next Update: as appropriate

Status of 2022 Priorities as of 9-30-22:

Priority Area: Review/Update the Bi-level specification currently in Revision C.4. With Amtrak looking at using some of the funding from the new IIJA for its western fleet, it makes sense for the NGEC to review and update the Bi-Level car specification.

Action as of 9-30-22: Bi-Level Car Specification Review/Update is underway. A new DCR form has been adopted and is now being used. As of 8-31-22, 173 DCRs have been received and the process of working group's review has begun. The date for completion of the working group reviews was set for 10-15-22.

Priority Area: Review the car body materials issue from a broader perspective for all NGEC equipment not only DMUs. Ray would like to take a look at developing a consistent approach for all of the NGEC vehicle specifications.

Action as of 9-30-22: The Carbody Materials Working Group has about completed its work and will submit its recommendations to the Technical subcommittee in October.

Priority Area: Review "emerging technologies": On the technical subcommittee call of 12-9-21 the topic of emerging technologies for propulsion was raised. Ray Hessinger believed that the technical subcommittee should conduct a scan of the industry regarding emerging technologies for propulsion and how they relate to the NGEC.

Action as of 9-30-22 Dave Warner initially gave a zero emissions presentation during the Annual Meeting and followed that up with a presentation to the Executive Board on APTA's effort to develop Alternate Fuel Safety Standards. Dave continues to monitor these activities and will present updates as appropriate.

Priority Area: Review and consider using the Metro-North Dual Mode Locomotive Specification organizational changes to determine if they should be adopted by the NGEC and applied across the board to all NGEC specifications. This would be an administrative change not impacting technical content of any of the specifications and could be resolved by the Executive Board.

Action as of 9-30-22 -This is included in the DCM action Plan and will likely follow the Bi-Level Car Specification update or may begin simultaneously with making updates to that specification. On 9-15-22, Tammy Krause reported that she has been discussing this with the Technical writer and it may be a bit more complicated than thought to make the changes. She will continue working this out.

Priority Area: Review/update NGEC Reference and Drawings series 305-900 and 305-800.

Action as of 9-30-22: This item is on the DCM action plan for 2022 – no activity on reviewing the reference documents per se, but Tammy Krause, Document Control Manager will be working with Jeff Gordon to create a new reference specification to address the Volpe Center information on CEM.

NGEC 2023 Annual Meeting – Date/Time/Location:

The 2023 NGEC Annual Meeting will be held a bit earlier than in past years. This year it will be held on February 3rd. The location is, once again, the Hyatt Regency Capitol Hill, Washington, DC, Capitol Room B. The time for the meeting will likely be the same as last year (8:00am Registration – Meeting 8:30am – Noon Eastern).

Update:

This week, (week of 10-3-22) Kamasha Hendrickson provided Steve Hewitt with the following meeting room and Hotel reservation link:

Friday, February 3
- NGEC – Capitol Room AB

Attendees can begin booking sleeping rooms here - <https://www.hyatt.com/en-US/group-booking/WASRW/G-RA1L>. Rooms must be booked by Monday, January 9th. Room Rate is \$188 per night plus 14.95% tax.

Thank you and let me know if you have any questions.

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Kamasha Hendrickson, CMP, CGMP

Senior Meeting Planner

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Next Meeting -10-4 -22

NGEC Executive Board Meeting

10-4-22

11:30 AM – 12:30 Noon Eastern

By computer:

<https://stephenhewitthewittconsulting.my.webex.com/meet/shewitt109>

By phone:

1-415-655-0001

Access code:

126-073-1531

Agenda

- | | |
|---|-------------------------------|
| 1. Welcome and Open the Meeting | Ray Hessinger |
| 2. Roll Call | Steve Hewitt |
| 3. Action Items Status Review | Steve Hewitt |
| 4. Approval of Minutes from 9-6-22 | Ray Hessinger |
| 5. Update: Multi-State Rail Car Procurement | Kyle Gradinger |
| 6. Update: Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 7. Update: Amtrak Vehicle Procurements | George Hull |
| 8. Update: Document Control | Steve Hewitt for Tammy Krause |
| 9. Website Refresh – Status/overview | Ray Hessinger |
| 10. FASC update and Treasurer’s Report | Tim Ziethen |
| a. Balance and Spend Rate | Tim |
| b. Discussion/review - CRISI Grant Draft Application | Tim |
| c. Status: Exploring other potential funding options | Tim |
| 11. Other | All |
| 12. Adjourn | Ray Hessinger |

Next Meeting – 10-18-22
