



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

## SECTION 305 NGEC Executive Board

MINUTES

JUNE 28, 2022,

11:30 EASTERN

CONFERENCE CALL

<b>FACILITATOR</b>	<i>Ray Hessinger, NYSDOT, Chair, S305 NGEC Executive Board</i>
<b>ATTENDEES</b>	<b>Board Members:</b> Ray Hessinger, Joe Paul for George Hull, Mike Murray for Jeff Gordon, John Oimoen, Jon Dees for Jason Orthner, Amanda Martin, Jason Biggs for Ron Pate, Brian Beeler II, Gurleen Boparai for Kyle Gradinger, Mike Jenkins <b>Support Staff and Colleagues:</b> Steve Hewitt, Dave "Mr. Emeritus" Warner
<b>ABSENTEES</b>	<b>Board Members:</b> Ron Pate, Jason Orthner, George Hull, Tim Ziethen, Arun Rao, Kyle Gradinger, Jeff Gordon, Troy Hughes <b>Support:</b> Michael Kraft, Patrick Centolanzi, Rebecca Anger, Strat Cavros, Shayne Gill, Larry Salci, 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 (6-28-22).

**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 125 hard copies and 450 electronic copies have been distributed.

**Treasurer's Report:**

Tim Ziethen continues to be on medical leave, but provided Steve Hewitt with the following update through April 2022:

Balance/ Spend Rate:

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

Amount Spent through April \$912,469.91

Balance remaining: \$ 337,530

Estimated Spend at current rate for balance of the Grant – \$231,522.22

Current Spend Rate per month (as info and used in calculating): \$13,618.95

Estimated Balance at the end of the Extension Period (Contingency): \$106,007.87

Steve Hewitt noted that Tim Ziethen is expected back July 6<sup>th</sup> and that would mean he should be able to Chair the next FASC call (7-20-22) and a financial update will be provided.

**Next Update: 7-12-22**

**VIA Rail Equipment Procurement:**

On 2-25-22 – during the 12<sup>th</sup> 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**

**Connecticut Rail Car Procurement:**

Marci Petterson reported to the Technical subcommittee on 6-9-22 that a Pre-proposal meeting was scheduled for 6-10-22. Marci had previously announced (on 5-12-22) that Connecticut's Initial Coach Procurement RFP was rescinded, and a new RFP was released on 5-11-22.

**Next Update: As appropriate**

**Metro-North Dual Mode Locomotive Equipment as of 6-14-22:**

Metro-North and Siemens have closed the Preliminary Design Review (PDR) stage, and have moved to Final Design Review (FDR). Siemens has started the process of submitting FDR documents to Metro-North and they are under review.

**Next Update: 7-12-22**

**Amtrak Equipment Procurement as of 6-14-22:**

On the Acela 21: Work continues on testing and vehicle qualifications.

On the Charger Locomotive: Amtrak continues to get units from Siemens. There are 8 in service on the Empire Builder and the City of New Orleans.

On the Intercity Trainset (ICT): Preliminary Design Review is complete, and they are starting on Intermediate Design Review and expect a hard mock-up in July.

**Next Update: 7-12-22**

**4.**

**Approval of the Minutes from the 5-17-22 NGEC Executive Board Meeting:**

On a motion by John Oimoen, IDOT, and a second by Gurleen Boparai, Caltrans, the minutes from the Executive Board Meeting held on 6-14-22 were approved as submitted.

**5.**

**Update – NGEC Website Refresh – Steve Hewitt:**

Steve Hewitt reported that AASHTO has put out the RFP for the NGEC website refresh.

Responses are due to AASHTO 6-30-22.

This week AASHTO responded to questions from several potential bidders.

The performance period is to be 8-1-22 thru 12-31-22.

**6.**

**Update: Multi-State Rail Car Procurement – Gurleen Boparai, Caltrans:**

In the absence of Kyle Gradinger, Gurleen Boparai provided the following update for inclusion in the minutes (6-28-22):

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*The Cab Car shell final design has been approved and the cab cars are in production. Remaining Cab Car FDRs are in the final submittal and review stage. Cab Car Safety Appliance documents have been sent to the FRA for review, and the Cab Car Clearance information has been approved by Amtrak. IDOT Café Car FDRs are in the closure stage with Galley open items expected to close in June.*

*The Cab Car Collision and Corner Post Appendix F testing is complete, and the test report has been reviewed and Siemens is addressing the final comments. The revised cab car Compression test report has also been reviewed and comments from FRA have been addressed. The Cab Car locking luggage tower FAI is scheduled for week of June 13. 110 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.*

**7.**

**Update: Document Control – Steve Hewitt for Tammy Krause:**

Tammy Krause was unavailable for today's call, but provided the following update which was read into the record by Steve Hewitt:

*The Bi-Level Specification proposed update has received no DCRs to date. As a result, Steve Hewitt has sent out several e-mails giving everyone a chance to submit DCRs by 6/30/2022. I will be on vacation next week and will not be back until 7/12 and I will not start working on any we receive until then, so Steve can actually give everyone until then.*

(Steve Hewitt concurred and agreed to set the deadline for DCRs 7-11-22. He will send a notice out to NGEN members extending the deadline.)

*I provided an updated list of the PRIIA documents to Steve.*

(Steve Hewitt provided the document list to AASHTO for posting.)

*I am working with the Technical Writer on the update to the PRIIA document 305-100, specifically the specification review groups.*

*The Carbody Materials working group meeting of June 22 was cancelled and the next meeting is scheduled for July 6. They are continuing to work on Chapter 4 – Carbody, of the Single Level Specification.*

*The Electronics on Trains working group will be meeting on Tuesday July 12.*

**8.**

**APTA Whitepaper on Hydrogen and Battery Electric Passenger Rail Requirements – Dave Warner:**

Dave Warner provided the following update on the APTA Hydrogen and Battery Electric Passenger Rail Requirements:

*The most recent meeting was held last Tuesday (6-21-22) as APTA continues work on the whitepaper which is aimed at determining criteria for FRA safety compliance. The hazard analysis of battery-electric requirements has been drafted, and is in the group-editing process. Hazard analysis of hydrogen requirements will begin later this month, focusing on the hydrogen handling and storage and use. All of the battery hazard analyses are also applicable, since a hydrogen fuel cell-powered vehicle is really a battery powered vehicle which carries its fuel.*

*Members from Sandia National Laboratory have joined the working group to assist with the hydrogen pieces of the puzzle.*

*The document has been placed under the PRESS program, which should facilitate the administrative efforts. The long-term goal is to develop a standard by 2026.*

**9.**

**Update: Future Funding Efforts – Ray:**

Ray Hessinger reported that the States for Passenger Rail Coalition (SPRC) remains a strong advocate for the NGEN recognizing its value to the states.

Funding the NGEN is included in the SPRC Policy Principles which have been sent to congressional staff and is posted on the SPRC website.

SPRC put in a request for a 2023 Appropriations for the NGEN, but, earlier this week, a draft appropriations bill from

the House THUD subcommittee did not include funding for the NGENC.

Current SPRC Chair, Arun Rao, plans to reach out to Paul Nissenbaum, FRA, to raise his concerns with the NGENC's lack of funding. While SPRC supports the NGENC's efforts to apply for a CRISI Grant, he is concerned about the timing and also believes the NGENC should be funded through an appropriation or a Grant rather than through the CRISI discretionary grant program.

Ray also noted that Tim Ziethen's extended absence (NGEC Treasurer and Chair of the FASC) over the past several months has delayed efforts for the NGENC to develop a CRISI Grant application. Amtrak will be the applicant, and input from Tim Ziethen and the Amtrak Grants is essential.

On this point, Ray Hessinger noted that he and Steve Hewitt have been talking about the fact that there is no other Amtrak person assigned to the FASC, and with Tim being out two or three months there has been no way to move forward with the work of this subcommittee. Ray and Steve are talking about proposing a By-Laws change that would require that that Amtrak hold the position of Chair and one of the two Vice Chairs of the FASC.

Currently Amtrak holds the position of Chair, but the two Vice Chairs are state representatives. This has proven to work well only when the chair is available.

Steve Hewitt noted that without a second Amtrak representative, the FASC cannot even have a quorum on its calls, so it is even more problematic not having a back up to Tim.

Steve also commented that this is a good time to look at making a change to the By-Laws as it is approaching the time when the FASC would usually start the annual By-Laws review. This year it already expects to recommend a change that would expand the NGENC's approved activities to raise its visibility. Adding in a change regarding FASC officer requirements at this time would be appropriate.

Of course, the issue remains that it is important to have Tim back as the By-Law activities must begin in the FASC.

John Oimoen, NGENC Board Secretary and second Vice Chair of the FASC, suggested that he and Steve Hewitt get together to discuss proposed changes to be developed. John suggested the call take place after the July 4<sup>th</sup> holidays. Steve agreed, and added that the FASC process has been that John and Steve do the initial annual By-Laws review and present recommendations to the FASC including proposed changes.

Steve asked John to provide him with some dates and times he is available for a call and Steve will schedule it.

**10.  
Other – all:**

With no other business forthcoming, Ray Hessinger adjourned the meeting at 11:57am Eastern.

**Next meeting – 7-12-22**

**Decisions/Action Items**

**Treasurer's Report:**

Balance/ Spend Rate through April 2022:

Total Initial Grant Amount: \$1,250,000.  
Amount Spent through April \$912,469.91  
Balance remaining: \$ 337,530  
Estimated Spend at current rate for balance of the Grant – \$231,522.22  
Current Spend Rate per month (as info and used in calculating): \$13,618.95  
Estimated Balance at the end of the Extension Period (Contingency): \$106,007.87

**2022 NGENC Backgrounder educational document:**

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

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To date 125 hard copies and 450 electronic copies have been distributed.

**NGEC Website Refresh as of 6-28-22:**

On 6-28-22, Steve Hewitt reported that AASHTO has put out the RFP for the NGEC website refresh.

Responses are due to AASHTO 6-30-22.

This week AASHTO responded to questions from several potential bidders.

The performance period is to be 8-1-22 thru 12-31-22.

**Update – Multi-State Rail Car Procurement as of 6-28-22:**

Gurleen Boparai, Caltrans, provided the following update for inclusion in the minutes of 6-28-22:

*The Cab Car shell final design has been approved and the cab cars are in production. Remaining Cab Car FDRs are in the final submittal and review stage. Cab Car Safety Appliance documents have been sent to the FRA for review, and the Cab Car Clearance information has been approved by Amtrak. IDOT Café Car FDRs are in the closure stage with Galley open items expected to close in June.*

*The Cab Car Collision and Corner Post Appendix F testing is complete, and the test report has been reviewed and Siemens is addressing the final comments. The revised cab car Compression test report has also been reviewed and comments from FRA have been addressed. The Cab Car locking luggage tower FAI is scheduled for week of June 13. 110 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.*

**Status: – Connecticut DOT Rail Car Procurement as of 6-14-22:**

A Pre-proposal meeting was held on 6-10-22. Previously, on 5-12-22 Connecticut's Initial Coach Procurement RFP was rescinded, and a new RFP was released on 5-11-22.

**Next Update – as appropriate**

**Metro-North Dual Mode Locomotive Equipment as of 6-14-22:**

Metro-North and Siemens have closed the Preliminary Design Review (PDR) stage, and have moved to Final Design Review (FDR). Siemens has started the process of submitting FDR documents to Metro-North and they are under review.

**Next Update: 7-12-22**

**Update: Amtrak Vehicle Procurements as of 6-14-22:**

On the Acela 21: Work continues on testing and vehicle qualifications.

On the Charger Locomotive: Amtrak continues to get units from Siemens. There are 8 in service on the Empire Builder and the City of New Orleans.

On the Intercity Trainset (ICT): Preliminary Design Review is complete, and they are starting on Intermediate Design Review and expect a hard mock-up in July.

**Next Update: 7-12-22**

**Update: Document Control Management as of 6-28-22:**

Tammy Krause the following update for inclusion in the meeting minutes of 6-28-22:

*The Bi-Level Specification proposed update has received no DCRs to date. As a result, Steve Hewitt has sent out several e-mails giving everyone a chance to submit DCRs by 6/30/2022. I will be on vacation next week and will not be back until 7/12 and I will not start working on any we receive until then, so Steve can actually give everyone until then.*

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*I am working with the Technical Writer on the update to the PRIIA document 305-100, specifically the specification review groups.*

*The Carbody Materials working group meeting of June 22 was cancelled and the next meeting is scheduled for July 6. They are continuing to work on Chapter 4 – Carbody, of the Single Level Specification.*

*The Electronics on Trains working group will be meeting on Tuesday July 12.*

**VIA Rail Equipment Procurement:**

On 2-25-22 – during the 12<sup>th</sup> NGEC 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:**

One of the critical action items coming out of the Annual Meeting was the need to seek a source of funding. Ray Hessinger reported that the States for Passenger Rail Coalition (SPRC) remains a strong advocate for the NGEC recognizing its value to the states.

Funding the NGEC is included in the SPRC Policy Principles which have been sent to congressional staff and is posted on the SPRC website.

SPRC put in a request for a 2023 Appropriations for the NGEC, but, earlier this week, a draft appropriations bill from the House THUD subcommittee did not include funding for the NGEC.

Current SPRC Chair, Arun Rao, plans to reach out to Paul Nissenbaum, FRA, to raise his concerns with the NGEC's lack of funding. While SPRC supports the NGEC's efforts to apply for a CRISI Grant, he is concerned about the timing and also believes the NGEC should be funded through an appropriation or a Grant rather than through the CRISI discretionary grant program.

Ray also noted that Tim Ziethen's extended absence (NGEC Treasurer and Chair of the FASC) over the past several months has delayed efforts for the NGEC to develop a CRISI Grant application. Amtrak will be the applicant, and input from Tim Ziethen and the Amtrak Grants is essential.

On this point, Ray Hessinger noted that he and Steve Hewitt have been talking about the fact that there is no other Amtrak person assigned to the FASC, and with Tim being out two or three months there has been no way to move forward with the work of this subcommittee. Ray and Steve are talking about proposing a By-Laws change that would require that that Amtrak hold the position of Chair and one of the two Vice Chairs of the FASC.

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Of course, the issue remains that it is important to have Tim back as the By-Law activities must begin in the FASC.

John Oimoen, NGEC Board Secretary and second Vice Chair of the FASC, suggested that he and Steve Hewitt get together to discuss proposed changes to be developed. John suggested the call take place after the July 4<sup>th</sup> holidays. Steve agreed, and added that the FASC process has been that John and Steve do the initial annual By-Laws review and present recommendations to the FASC including proposed changes.

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Steve asked John to provide him with some dates and times he is available for a call and Steve will schedule it.

**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**

**2022 Priorities:**

**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 6-28-22:** Bi-Level Car Specification Review/Update is underway. A new DCR form has been adopted and is now being used. As of 6-28-22, no DCRs have been received. A deadline for DCR submittals had been set for COB 6-30-22. Steve Hewitt will notify NGEC members that this deadline has been extended to COB on 7-11-22.

**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 6-28-22:** The Carbody Materials Working Group held its first meeting on 5-11-22. The team leader is Michael Gill, SNC Lavalin/Atkins. The next meeting is scheduled for 7-6-22.

**Priority Area:** Review "emerging technologies": On the last technical subcommittee call (12-9-21) the topic of emerging technologies for propulsion was raised. Ray believes 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 6-14-22:** Dave Warner 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

Update: On 6-28-22, Dave Warner provided the following:

*The most recent meeting was held last Tuesday (6/21) as APTA continues work on the whitepaper which is aimed at determining criteria for FRA safety compliance. The hazard analysis of battery-electric requirements has been drafted, and is in the group-editing process. Hazard analysis of hydrogen requirements will begin later this month, focusing on the hydrogen handling and storage and use. All of the battery hazard analyses are also applicable, since a hydrogen fuel cell-powered vehicle is really a battery powered vehicle which carries its fuel.*

*Members from Sandia National Laboratory have joined the working group to assist with the hydrogen pieces of the puzzle.*

*The document has been placed under the PRESS program, which should facilitate the administrative efforts. The long-term goal is to develop a standard by 2026.*

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**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 6-14-22** -This is included in the DCM action Plan and will likely follow the Bi-Level Car Specification update.

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

**Action as of 6-14-22:** 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.

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**Next Meeting – 7-12-22**

**NGEC Executive Board Meeting**

**6-28-22**

**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**

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|---|----------------|
| 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 6-14-22   | Ray Hessinger  |
| 5. Update: Website Refresh  | Steve Hewitt   |
| 6. Update – Multi-state Rail Car procurement  | Kyle Gradinger |
| 7. Update: Document Control   | Tammy Krause   |
| 8. Update: APTA Whitepaper on Hydrogen and Battery Electric Passenger Rail Requirements | Dave Warner    |
| 9. Update: Future Funding Efforts   | Ray            |
| 10. Other   | All            |
| 11. Adjourn   | Ray Hessinger  |

**Next Meeting – 7-12-22**