



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

## SECTION 305 NGEC Executive Board

MINUTES                      AUGUST 23, 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, George Hull, Tim Ziethen, Jeff Gordon, John Oimoen, John Oimoen as proxy for Amanda Martin, Jason Orthner, Jason Biggs for Ron Pate, Richard Kedzior, Mike Jenkins, Brian Beeler II <b>Support Staff and Colleagues:</b> Steve Hewitt, Dave "Mr. Emeritus" Warner, Tammy Krause, Strat Cavros, Jon Dees, Joe Paul, Mike Murray, Shayne Gill, Rebecca Anger
<b>ABSENTEES</b>	<b>Board Members:</b> Ron Pate, Kyle Gradinger, Amanda Martin, Troy Hughes <b>Support:</b> Michael Kraft, Patrick Centolanzi, Larry Salci

### 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.

**Wisconsin Representation on the NGEC Executive Board – Ray Hessinger:**

Ray Hessinger jumped to agenda item 9 at the beginning of the meeting and welcomed Richard Kedzior as the new Wisconsin Representative to the NGEC Executive Board.

**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 (8-23-22).

**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 581 copies have been distributed.

**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.

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**Next Update: As Appropriate**

**NGEC 2023 Annual Meeting – date and location:**

The 2023 NGEC Annual Meeting will be held a bit earlier than in past years. This year it will be held on **February 3<sup>rd</sup>**. **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**).

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

**Update: Multi-State Railcar Procurement:**

On 8-18-22, Collin Kemp read the following CaliDOT update for inclusion in the minutes of the Technical subcommittee call:

*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 system level FDR reviews are nearly complete.*

*The Cab Car Collision and Corner Post Appendix F testing is complete, and the Rev B test report has been approved. The second revision of the Cab Car FMECA is in review. The Sample Car Inspection for cab car is tentative for winter of 2022.*

*116 cars are in production or have been produced at Siemens Sacramento Facility. FMIs relevant to Revenue Service 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.*

**Next Update – 9-6-22**

**Update-Connecticut DOT Rail Car Procurement – Steve Hewitt:**

On 8-4-22, Marci Petterson reported that CTDOT had received 137 questions.

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)

**Metro-North Dual Mode Locomotive Procurement as of 8-9-22:**

Siemens and Metro-North continue in the Final Design Review (FDR) stage. FDR documents are being exchanged and reviewed between Siemens and Metro-North.

**Next Update – 9-6-22**

**Amtrak Vehicle Procurements as of 8-9-22:**

On the Acela:

They are continuing to work through qualification and testing. Trainset #4 has been delivered and Trainset #5 is expected to be delivered by the end of the month (August).

On the Charger Locomotives:

Progress continues with 12 units having been delivered. They are currently in service on the Empire Builder, the City of New Orleans and soon to be in service on the California Zephyr. "So far, so good".

On the Intercity Trainset (ICT):

They continue through the Intermediate Design Review process and are "on track as well".

**Next Update – 9-6-22**

**4.**

**Approval of the Minutes from the 8-9-22 NGEC Executive Board Meeting:**

On a motion by John Oimoen, IDOT, and a second by Brian Beeler II for Maine DOT, the minutes from the Executive Board Meeting held on 8-9-22 were approved as submitted.

**5.**

**Update: Document Control - Mid-Year Progress Report– Tammy Krause:**

Tammy Krause provided the following Mid-Year Progress Report (see power point presentation sent along with these minutes and summarized below) for inclusion in today's (8-23-22) Minutes:

Document Control Mid-Year Progress Report

Working Groups Updates:

- *New WG formed to address alternate car body materials. This is the Materials WG and is headed up by Ken Martin of Sharma & Associates. They are currently meeting on a bi-weekly basis and reviewing the Carbody chapter of the Single Level Specification.*
- *Electronics on Trains WG is being renamed the Communications WG and will focus on Carbody communications. The previous WG title was based on the original premise of the group to explore new electronic technologies. This had evolved into working on the Digital Train Line, which is a communication project. A Communications group is needed, so the WG agreed that they should be renamed and refocused.*

Current Working Groups:

*Permanent WGs*

*Electrical WG – Tammy Krause*

*Mechanical WG – Jeff Gordon*

*Vehicle Track Interaction WG – Brian Marquis*

*Structural WG – Anand Prabhakaran*

*Interiors WG – Blair Slaughter*

*Propulsion WG – Richard Stegner*

*Communications WG – Ken Martin*

*Task Focused WGs*

*Car Weight WG – Jeff Gordon*

*Carbody Materials WG – Michael Gill*

Specification Updates:

- *#305-009, DMU Specification, Revision A, was approved on 1/11/22 and has now been completely compiled with all the approved changes. (for copies reach out to Steve)*
- *#305-100, Document Management Process, was updated to Revision C on 5/3/22. The changes were a new DCR form and the ability to change the Specification Review Boards without using a DCR.*
- *#305-919, Digital Train Line Hardware Specification Rev A, will be retired due to changes in technology and lack of use or necessity. #305-920, Digital Train Line Software Specification will not be completed for the same reason. (cannot be standardized among railroads)*

Bi-Level Specification:

- *The Bi-Level Specification is currently being revised. It is currently at Revision C.4, dated August 2016.*
- *I have received 173 proposed changes to the specification and no more DCRs are going to be accepted.*
- *I am currently dividing up the DCRs and plan to have them to the WGs this month.*

Future:

- *Review the APTA PRESS Standards and Recommended Practices for updates that may require changes to our specifications.*
- *Review the Metro-North Locomotive Specification for the layout of the document.*
- *Several of the PRIIA specifications have been used for upcoming and current procurements. (Amtrak, CtDOT, NCDOT, All Aboard Florida, Metro-North, VIA Rail.) These specifications need to be reviewed for updates to*

*the PRIIA specifications.*

Ray Hessinger asked if the review of the Metro-North changes to the formatting would be addressed before the approval of the Bi-Level Specification update so that they would be incorporated in that version.

Tammy responded that the review of those administrative changes would take place while the Bi-Level review was underway.

Steve Hewitt asked Tammy if the updating of the 305-900 series (reference specs) and 305 -800 series (drawings) identified in the work plan would be undertaken this year.

Tammy said she was unsure, but that they remain as a part of the plan and the intent is still to do those updates.

**6. Technical subcommittee recommendation to sunset the 305-919 DTL reference specification – George Hull:**

George Hull followed up on Tammy's comments regarding the technical subcommittee's discussion about sunsetting the 305-919 specification.

The Technical subcommittee is recommending to the Board that it sunset 305-919 DTL Reference specification.

Ray Hessinger called for a motion to accept the recommendation of the Technical subcommittee and sunset the PRIIA 305-919 DTL Reference Specification.

The motion was offered by George Hull, Amtrak and was seconded by John Oimoen, IDOT.

Hearing no further discussion and no objection or opposition, Chairman Hessinger determined that consensus had been achieved and the motion was approved.

**7. Website Refresh – Ray:**

The agreement between AASHTO and iEngineering has been fully executed and a kick-off meeting has been scheduled between AASHTO, iEngineering and Ray Hessinger, Tim Ziethen, and Steve Hewitt for later today (8-23-22)

Bottom line is – the agreement is in place and the project kickoff meeting will happen today. It is all moving forward.

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

Total Initial Grant Amount: \$1,250,000.  
Expenses Incurred through June 2022: \$1,017,901.39  
Balance remaining: \$ 232,098.61  
Current Spend Rate per month (as info and used in calculating): \$14,752.19  
Estimated Balance at the end of the Extension Period (Contingency): \$10,815.70

Tim highlighted the fact that late submittals in the last quarter – mostly related to the NGEN Annual Meeting raised the spend rate average up some-what. He also noted that the expenditure for the website refresh and the higher overall spend rate will leave the NGEN Balance at the end of the grant period at about an "even water level". Tim will be watching it closely and keep the Board informed. As of now, the funds remaining should get us to the end of the current grant period of 9-30-2023.

**a. By-Laws Update Status – Tim:**

Tim reported that Steve Hewitt and John Oimoen had reviewed the By-Laws and had recommended some language to include additional permissible activities.

*E. The Executive Board may issue news releases communicating activities or accomplishments of the Committee.*

*F. The Executive Board may authorize Committee member participation at related meetings,*

*conferences, trade shows, or other similar events to communicate the activities of the Committee or to maintain visibility among stakeholders.*

**Review of the NGEC 2022 two-pager for developing the 2023 version - Steve:** 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.

Steve Hewitt was asked to talk to Chairman Ray Hessinger about the By-Laws discussion and also about a request from FRA to make more liberal use of the electronic voting procedures.

Ray acknowledged that discussion and noted that anytime that it made sense to do so, the electronic vote procedure would be used and noted that it was most recently used for approval of the website refresh proposal from iEngineering.

**b.**

Steve Hewitt reported that he has confirmed with Troy Hughes that MODOT will, once again, handle the formatting and printing of the two-pager as changes are made to it for the 2023 edition. Steve and John Oimoen will begin review of the document in September and provide their initial thoughts by the September 14<sup>th</sup> FASC call. Members are asked to also review the document over the next few weeks and let Steve and John know of any recommendations for the update.

**c. Funding Efforts/Next Steps – Tim:**

Tim Ziethen reported that he has submitted a CRISI grant application for NGEC funding to the internal Amtrak committee for its review and feedback. He will provide Steve Hewitt with a copy when he has received the ok to do so. He wants to wait until the Amtrak committee has provided their feedback.

Once it is submitted, Ray Hessinger would like to get support letters from industry members, SPRC, AASHTO and state members individually as well.

Tim is also noted that he is exploring with Amtrak Grants other potential funding options and will keep members of FASC informed.

**9.**

**Other – all:**

With no other business forthcoming, Ray Hessinger adjourned the meeting at 11:59am Eastern.

**Next meeting – 9-6-22**

### Decisions/Action Items

#### Treasurer's Report:

Balance/ Spend Rate through June 2022:

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

Expenses Incurred through June 2022: \$1,017,901.39

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**2022 NGEC Backgrounder educational document:**

The 2022 version of the two-page educational flyer remains available in both electronic and hard copy.  
To date 581c copies have been distributed.

**NGEC Website Refresh as of 8-23-22:**

The agreement has been executed and a kick-off meeting will take place on 8-23-22 at 1:30pm Eastern with AASHTO, iEngineering and Ray Hessinger, Tim Ziethen and Steve Hewitt (NGEC).

**Update – Multi-State Rail Car Procurement as of 8-18-22:**

On 8-18-22, Collin Kemp read the following CalIDOT update for inclusion in the minutes of the Technical subcommittee call:

*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 system level FDR reviews are nearly complete.*

*The Cab Car Collision and Corner Post Appendix F testing is complete, and the Rev B test report has been approved. The second revision of the Cab Car FMECA is in review. The Sample Car Inspection for cab car is tentative for winter of 2022.*

*116 cars are in production or have been produced at Siemens Sacramento Facility. FMIs relevant to Revenue Service 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 8-18-22:**

On 8-4-22, Marci Petterson reported to the Technical subcommittee that CTDOT has received 137 questions which they are in the process of going through.

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)

**Next Update – as appropriate**

**Metro-North Dual Mode Locomotive Equipment as of 8-9-22:**

Siemens and Metro-North continue in the Final Design Review (FDR) stage. FDR documents are being exchanged and reviewed between Siemens and Metro-North.

**Next Update: 9-6-22**

**Update: Amtrak Vehicle Procurements as of 8-9-22:**

On the Acela:

They are continuing to work through qualification and testing. Trainset #4 has been delivered and Trainset #5 is expected to be delivered by the end of the month (August).

On the Charger Locomotives:

Progress continues with 12 units having been delivered. They are currently in service on the Empire Builder, the City of New Orleans and soon to be in service on the California Zephyr. "So far, so good".

On the Intercity Trainset (ICT):

They continue through the Intermediate Design Review process and are "on track as well".

**Next Update: 9-6-22**

**Update: Document Control Management as of 8-9-22:**

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Tammy Krause provided a mid-year progress report on 8-23-22. See agenda item 5 (above) in the minutes for the discussion and summary presentation.

**Next Update – 9-6-22**

**Technical subcommittee recommendation to sunset the 305-919 DTL reference specification – George Hull:**

The Technical subcommittee recommended to the Board that it sunset 305-919 DTL Reference specification.

Ray Hessinger called for a motion to accept the recommendation of the Technical subcommittee and sunset the PRIIA 305-919 DTL Reference Specification.

The motion was offered by George Hull, Amtrak and was seconded by John Oimoen, IDOT.

Hearing no further discussion and no objection or opposition, Chairman Hessinger determined that consensus had been achieved and the motion was approved.

**Task Complete**

**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:**

As of 8-23-22:

Tim Ziethen reported that he has submitted a CRISI grant application for NGEC funding to the internal Amtrak committee for its review and feedback. He will provide Steve Hewitt with a copy when he has received the ok to do so. He wants to wait until the Amtrak committee has provided their feedback.

Once it is submitted, Ray Hessinger would like to get support letters from industry members, SPRC, AASHTO and state members individually as well.

Tim is also noted that he is exploring with Amtrak Grants other potential funding options and will keep members of FASC informed.

**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.

Steve Hewitt was asked to talk to Chairman Ray Hessinger about the By-Laws discussion and also about a request from FRA to make more liberal use of the electronic voting procedures.

Ray acknowledged that discussion and noted that anytime that it made sense to do so, the electronic vote procedure would be used and noted that it was most recently used for approval of the website refresh proposal from iEngineering.

**Updates: States and Amtrak – Charger Locomotive Experience:**

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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 NGECE to review and update the Bi-Level car specification.

**Action as of 8-23-22:** Tammy Krause has received 173 DCRs were received. No more will be accepted for this update. The DCRs are being distributed to the appropriate working groups.

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

**Action as of 8-23-22:** The Carbody Materials Working Group has been established and organized and has begun to meet. They are continuing to work on Chapter 4 – Carbody, of the Single Level Specification.

**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 NGECE.

**Action as of 8-23-22:**

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

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

*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.*

**Priority Area:** Review and consider using the Metro-North Dual Mode Locomotive Specification organizational changes to determine if they should be adopted by the NGECE and applied across the board to all NGECE 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 8-23-22** -This is included in the DCM action Plan and will likely coincide with the Bi-Level Car Specification update. Tammy Krause initially discussed this with the Technical writer and will again on their next call.

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

**Action as of 8-23-22:** 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.

**NGECE 2023 Annual Meeting – Date/Time/Location:**

The 2023 NGECE Annual Meeting will be held a bit earlier than in past years. This year it will be held on February 3<sup>rd</sup>. 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).



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A "Save the Date" notice went to the calendars of all NGEN members on 8-8-22 via Outlook.

**Next Meeting – 9-6 -22**

**NGEC Executive Board Meeting**

**8-23-22**

**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 8-9-22  | Ray Hessinger |
| 5. Mid-Year Progress Report - Document Control                                    | Tammy Krause  |
| 6. Technical subcommittee recommendation to sunset the 305-919 DTL reference spec | George Hull   |
| 7. Website Refresh – Status   | Steve/Ray     |
| 8. FASC update and Treasurer’s Report   | Tim Ziethen   |
| a. By-Laws Update status  | Tim           |
| b. Review of 2022 two-pager for developing a 2023 version                         | Steve         |
| c. Funding efforts/next steps   | Tim           |
| 9. Wisconsin NGEN Representation  | Ray           |
| 10. Other   | All           |
| 11. Adjourn   | Ray Hessinger |

**Next Meeting – 9-6-22**