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

SECTION 305 NGEC Executive Board

MINUTES

JULY 11, 2023

11:30 EASTERN

CONFERENCE CALL

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

DECISIONS MADE

1.

Welcome – Ray Hessinger, NYSDOT, Chair, 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:

Steve Hewitt called the roll and confirmed the presence of a quorum.

3.

Action items Review – Steve Hewitt:

Steve Hewitt provided a brief review of action/ongoing tracking items not on today's agenda.

Industry Participation:

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

2023 NGEC two-pager Handout Flyer:

The 2023 version of the two-page educational flyer is now available electronically or in hard copy by request from Steve Hewitt. It is also posted on the NGEC website www.ngec.org.

To date: 334 copies have been distributed.

VIA Rail Equipment Procurement:

VIA Rail gave a detailed presentation during the 2023 NGEC Annual Meeting. The presentation is available on the NGEC website or by request from Steve Hewitt.

Next Update – 2-2-2024 – NGEC Annual Meeting

Connecticut DOT Rail Car Procurement:

On 6-8-23, Marci Petterson reported to the NGEC Technical subcommittee that negotiations were under way and the "cone of silence" continues.

Next Update – As appropriate

Amtrak Vehicle Procurements as of 6-27-23:

On the new Acela:

Work continues on the qualification requirements.

On the Airo Trainsets:

Final Design Review continues.

On the Charger Locomotives:

29 are in-house, 28 and 29 will be commissioned this week. Service on the Capital between Washington and Chicago has begun. Silver Service in Washington is scheduled to begin on 6-29-23 as the ATC hurdle was passed.

Next Update – 7-25-23

NGEC CRISI Grant Application Status:

The timeframe for announcing which CRISI Grant applications are approved is expected to be in the August-September 2023 timeframe.

On 7-11-23, Tim Ziethen reported that he has heard nothing new on the CRISI Grant.

Next Update: As available

NGEC 2024 Annual Meeting:

The NGEN 2024 Annual meeting will be held on 2-2-24 at the Hyatt Regency Hotel, Capitol Hill, Washington, DC. It will, once again, be held in conjunction with other rail-related meetings being held that week including SPRC, SAIPRC and AASHTO CORT.

Details to follow.

4. Approval of the Minutes from the 6-27-23 meeting– Ray Hessinger, NYSDOT – NGEN Chair:

On a motion offered by Jason Biggs, WSDOT, and seconded by Amanda Martin, Iowa DOT, the minutes from the 6-27-23 meeting were approved as submitted.

5. Update: Multi-state Venture Car Procurement – Steve Hewitt for Kyle Grading, Caltrans:

Steve Hewitt read into the record the most recent update provided by Ryan Sharpe, Caltrans to the Technical subcommittee on 7-6-23:

The remaining Cab Car FDR submittals are in the final closure stage with nearly all subsystems approved. The Cab Car MCAT simulation report has been submitted to Amtrak for review and transfer to FRA with clarifications made. IDOT Café Car system level FDR reviews are nearly closed and the requested MCAT simulation is in work.

The Cab Car Collision and Corner Post Appendix F test reports are approved. The Cab Car Complete FAI is scheduled for July 18, to be followed by the FRA Sample Car Inspection on July 27.

130 cars are in production or have been produced at Siemens Sacramento Facility. IDOT coaches are currently in revenue service and Caltrans is targeting revenue start in 2023. Progress on agreements has been made with signatures expected in July.

6. Update: Metro-North Dual Mode Locomotive Procurement – Ray Hessinger, NYSDOT:

Ray Hessinger provided the following update for inclusion in today's minutes (7-11-23):

Tue, Jul 11 at 11:42 AM

- *Production for Metro-North Charger #301 and #302 is progressing ahead of DCS schedule. Carshell for Metro North Charger #301 completed the finishing process and entered Final Assembly on June 30th.*
- *Sub-assembly started in May and Final Assembly is on track to start in July 2023.*
- *Metro North approved FAI#one carshell as well as FAI #five truck frame welded.*
- *Payment milestone P1 carshell #1 was paid by MNR.*
- *Siemens has notified Metro North via project letters of two potentially Excusable Delays for alternator supplier insolvency as well as supplier Lutze's global supply shortages for semiconductor parts.*

7.

Update: Document Control Management – Tammy Krause:

Tammy Krause provided the following update for inclusion in today's minutes (7-11-23):

The Technical Subcommittee (TSC) has been reviewing the PRIIA sub specs and we have 16 DCRs of proposed changes.

Of these 16:

Two were rejected.

One has led to an expanded review of all the sub specs to remove all references to specific Amtrak equipment.

One has led to the removal and sunseting of specification 305-911, Replacement of Copper Waste Piping with Non-metallic pipe. This was written specifically for Amtrak's Viewliner and Superliner Fleets and is not relevant to the PRIIA specs.

Twelve were written for the 305-901, Intercom Specification. This specification was reviewed by the Communications on Rail Cars Working Group, and extensive comments were designed to bring this specification up to current times. The proposed changes have been sent to the entire TSC and will be voted on at the TSC meeting of 7/20.

After a brief discussion, it was agreed that the Executive Board should take action to approve the TSC's recommendation to sunset the PRIIA 305-911.

Action:

On a motion offered by George Hull, Amtrak, and seconded by John Oimoen, IDOT, and with no further discussion and no objections noted, Chairman Hessinger determined that consensus was achieved and the motion is carried.

Steve Hewitt will remove 305-911 from the Document list and provide the updated list to AASHTO. He will also ask that it be added to the list of superseded documents.

8.

Treasurer's Report and status update on NGEC Funding – Tim Ziethen:

On 7-11-23, Tim Ziethen reported on the following:

Treasurer's Update:

Balance/Spend Rate Through May 2023

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

Expenses Incurred through May 2023: \$1,198,774.76

Balance remaining: \$51,225.24.

Estimated spend at current rate for balance of the Grant: \$59,938.74

Current Spend Rate per month (as info and used in calculating): \$14,984.68.

Estimated Balance at the end of the Grant Period: (8,713.50) over target.

Tim noted that the AV support for the Annual Meeting just came in on the latest invoice, thus accounting for the overage.

Status – 6-month no-cost current grant agreement extension:

Amtrak has submitted a 6 month no-cost GARF to FRA which is now under review. The GARF extends the period of performance and will allow the NGEN to draw down expenses in the grant until they are exhausted.

Tim added that he has not received confirmation of approval but sees no issue with it.

Mike Murray, FRA, stated that he signed it, but it could still be in process within FRA. Tim commented that he checked with Amtrak Grants, and they have not yet seen it come through.

Update: NGEN 12-month Interim funding Proposal:

Tim reviewed a Draft/Strawman budget for the proposed 12-month interim funding for the NGEN through Amtrak's AOP.

The total budget amount proposed is \$260,620.00 which includes \$10,000 for the anticipated carry over from the prior grant.

Tim noted that he still needs to confirm the estimated AASHTO costs with Strat Cavros as well as the website maintenance cost estimates. In this Draft he has estimated a bit on the high side. He will do a cross walk with current run rates and historical expenses before having it go out to the Board members for review and consideration.

Tim asked Steve Hewitt if the budget would need Executive Board approval, and Steve stated that yes, as it is a new budget and a new funding source it should be voted on by the Executive Board.

Steve Hewitt asked Tim Ziethen when he would anticipate the Board having the DRAFT with the crosswalk and when it would be proposed for consideration of approval by the Board.

Tim stated that he thought it would be ready for consideration on the next Board call – 7-25-23.

Mike Murray, FRA, thanked Tim Ziethen for "putting this together" and him to share the Draft budget on his screen for those on today's web/call to see it.

Tim shared his screen and discussed it briefly.

Mike Murray also suggested that before a vote is taken on the proposed budget, the Executive Board should have a chance to discuss it amongst themselves without any of the contractors or support staff on the line – only Executive Board members.

Steve Hewitt noted that what Mike is suggesting seems to be for the Executive Board to go into Executive Session. He said there is no By-Laws provision for this, and it has never been done before, but there is nothing prohibiting either. He added that it makes sense and is a reasonable step to take.

Ray Hessinger agreed and suggested that rather than hold a separate meeting, this could be done on the next bi-weekly call after regular business is completed. Steve Hewitt stated that he will prepare an agenda for the 7-25-23 meeting (for Ray's approval) that will have regular business up front and the budget discussion at the end of the meeting. He added that there will need to be a motion and a second and a vote calling for the Board to go into Executive Session for the purpose of discussing the proposed budget.

With the Draft budget on the screen, Steve Hewitt pointed out that the slight increase in the historical run rate is partially due to the estimates provided by TLK and Casamar which included the addition of outreach to entities that have used NGEN specs and have made changes. The estimates were requested to account for the extra hours that would be associated with the outreach and compilation of the changes into DCRs. Those estimates were previously provided to the Executive Board by TLK and Casamar and were approved. They are accurately reflected in the proposed budget. Steve added that Mr. Salci's anticipated costs were expected to be in the same range as has occurred historically and, as always, will depend on how many specification updates are completed and go through a Review Panel review.

Tim Ziethen concurred with what Steve Hewitt had stated and added that there were no changes to any contracts and no new costs other than the slight increase in TLK and Casamar budget estimates which the Executive Board requested and ultimately approved. He reiterated that he needs to get together with Strat Cavros to go over the AASHTO and website line items and that he believes he has estimated high on those.

Looking at the Draft budget, Steve Hewitt clarified that the only line items that would be up for discussion during the Executive Session, having not been previously discussed and approved, are those for program management (which

remains the same as it is in the current grant agreement) and for the AASHTO professional services and website maintenance line items.

Tim agreed.

Action:

Tim Ziethen will do a crosswalk of the historical numbers within the line items and will confer with AASHTO (Strat Cavros) on the AASHTO professional services and its website maintenance to get more accurate estimates.

Tim will provide an updated Draft budget with the crosswalk to Steve Hewitt for distribution to Board members prior to the next meeting (7-25-23).

At the request of the FRA, before a vote is taken, the Executive Board will go into Executive Session after regular business is concluded on 7-25-23. The purpose of the Session will be to discuss the proposed budget among Executive Board members with all contractors and support staff leaving the meeting.

9.

Other – all:

With no other business forthcoming, Ray Hessinger adjourned the meeting at approximately noon Eastern.

Next Executive Board Meeting 7-25-23

Decisions/Action Items

Treasurer’s Report – 7-11-23:

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Estimated Balance at the end of the Grant Period: (8,713.50) over target.

The AV support for the Annual Meeting just came in on the latest invoice, thus accounting for the overage.

Path Forward for the NGEC (Interim):

6-month no-cost current grant agreement extension:

Amtrak has submitted a 6 month no-cost GARF to FRA which is now under review. The GARF extends the period of performance and allows for the NGEC to draw down expenses in the grant until exhausted.

Amtrak Grants office has not received confirmation that this request has been approved. Mike Murray, FRA, stated that he had signed it and it may still be under internal FRA review.

NGEC Funding Issues/potential interim solutions/path forward:

Tim Ziethen presented a “straw man” budget for proposed 12-month interim funding for the NGEC out of Amtrak’s AOP.

Action:

Tim Ziethen will do a crosswalk of the historical numbers within the line items and will confer with AASHTO (Strat Cavros) on the AASHTO professional services and its website maintenance to get more accurate estimates.

Tim will provide an updated draft budget with the crosswalk to Steve Hewitt for distribution to Board members prior to

the next meeting (7-25-23).

At the request of the FRA, before a vote is taken, the Executive Board will go into Executive Session after regular business is concluded on 7-25-23. The purpose of the Session will be to discuss the proposed budget among Executive Board members with all contractors and support staff leaving the meeting.

Status: Amtrak Legal re: Potential By-Laws Changes needed if any:

On 6-13-23, Tim Ziethen also reported that he has talked to Amtrak Legal and they are of the opinion that the By-Laws do not need to be changed – at least as far as the NGEC structure as an entity even if it is funded from another source.

If a CRISI Grant is awarded, it will require an obligation to submit certain reports, etc., but for the short term – if Amtrak funds it in some way beginning on 10-1-23 no structural changes will need to be made.

Status - Quarterly Progress Report to FRA:

The report was for the quarter ending 3-31-23 and was due to FRA on 4-30-23. Steve Hewitt transmitted the report to the Executive Board members (and support) along with the 5-16-23 meeting draft minutes.

Next Report Due to FRA – 7-31-23

2023 NGEC Backgrounder educational document:

The 2023 version of the two-page educational flyer is now available electronically or in hard copy by request from Steve Hewitt. It is also posted on the NGEC website www.ngec.org.

To date: 334 copies have been distributed (hard/soft).

Status – Multi-State Rail Car Procurement as of 7-6-23 as presented by Caltrans to the Technical subcommittee:

The remaining Cab Car FDR submittals are in the final closure stage with nearly all subsystems approved. The Cab Car MCAT simulation report has been submitted to Amtrak for review and transfer to FRA with clarifications made. IDOT Café Car system level FDR reviews are nearly closed and the requested MCAT simulation is in work.

The Cab Car Collision and Corner Post Appendix F test reports are approved. The Cab Car Complete FAI is scheduled for July 18, to be followed by the FRA Sample Car Inspection on July 27.

130 cars are in production or have been produced at Siemens Sacramento Facility. IDOT coaches are currently in revenue service and Caltrans is targeting revenue start in 2023. Progress on agreements has been made with signatures expected in July.

Next Update – 7-25-23

Status: – Connecticut DOT Rail Car Procurement as of 6-8-23:

On 6-8-23, Marci Petterson reported to the NGEC Technical subcommittee that negotiations were under way and the “cone of silence” continues.

Next Update – as appropriate

Status - Metro-North Dual Mode Locomotive Equipment as of 7-11-23:

- *Production for Metro-North Charger #301 and #302 is progressing ahead of DCS schedule. Carshell for Metro North Charger #301 completed the finishing process and entered Final Assembly on June 30th.*
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Next Update – 8-2-23

Status - Amtrak Vehicle Procurement as of 6-27-23:

On the new Acela:

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On the Charger Locomotives:

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Next Update: As available

Updates: States and Amtrak – Charger Locomotive and Venture Cars Experience:

Detailed Updates were provided during the 2023 Annual Meeting.

Next Update: As appropriate

2024 NGEC Annual Meeting:

The 2024 NGEC Annual Meeting is planned for 2-2-24 at the Hyatt Regency Hotel, Capitol Hill, Washington, DC.

Next Meeting -7-25-23

NGEC Executive Board Meeting

7-11-23

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 6-27-23 Exec Board Meeting | Ray Hessinger |
| 5. Update: Multi State Venture Car Procurement | Kyle Gradinger |
| 6. Update: Metro North Vehicle Procurements | Ray Hessinger |
| 7. Update: Document Control
Overview of Tech subcommittee discussion/actions on DCRs for PRIIA Reference Specs | Tammy Krause |
| 8. Treasurer's Update | Tim Ziethen |
| - Balance/Spend Rate/Forecast | |
| - Status – 6 month no-cost current grant agreement extension | |
| - Update: NGEC 12-month interim funding proposal – review of Exell spreadsheet | |
| 9. Other | All |
| 10. Adjourn | Ray Hessinger |

Next Meeting: 7-25-23