



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

SECTION 305 NGEC 12Th Annual Meeting

MINUTES

FEBRUARY 25, 2022,

8:30 EASTERN

HYBRID

FACILITATOR	<i>Ray Hessinger Chair, S305 NGEC Executive Board</i>
ATTENDEES	Board Members: Ray Hessinger, George Hull, Tim Ziethen, Jeff Gordon, John Oimoen, Amanda Martin, Jason Orthner, Ron Pate, Arun Rao, Troy Hughes, Kyle Gradinger, Mike Jenkins, Brian Beeler II Support Staff and Colleagues: Momo Tamaaki, Jason Biggs, Steve Hewitt, Tammy Krause, Larry Salci, Mike Murray, Shayne Gill, Strat Cavros, Rebecca Anger, Beth Nachreiner, Charlie King, Ryan Arbuckle, Gary Fairbanks, Fred Mottley, Jennifer Bastian, Melissa Hatcher, Adam Osuka, Joe Paul, Max Johnson, Cody McClelland, Blair Slaughter, Dan Ruppert, Troy Johnson, Patrick Centolanzi, Brian Ross, Matthew Simmons, Dave "Emeritus" Warner, Joe Diliello, Ronald Bartels, Erika Santana, Arnaud Lacazo, Bruno Cacciola, Jean-Phillipe Qunital, Lew Hoens, Joseph Reynolds, James Campbell, Thomas O'Brien Special Guest: Amit Bose, FRA Administrator, Industry Attendees: There were approximately 58 members of the industry in attendance either Virtually or in-person. A registration list will be attached to the agenda.
ATTENDANCE	The Executive Board and additional State Members of the NGEC were in attendance 100%. Industry participation was very strong with about 58 attending. Attendance, overall, was approximately 109 at this first NGEC Hybrid Annual Meeting!

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 with all members of the Executive Board represented.

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 (2-8-22).

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 is now available in both electronic and hard copy. Steve Hewitt has sent it out to all Board members in advance of this call and will follow up with an email to all NGEC members. He will also bring hard copies with him to DC for the Annual Meeting. Additional hard copies will be available by request. Contact Steve Hewitt and let him know how many and where to send them.

300 Electronic versions distributed to date

VIA Rail Equipment Procurement:

On 2-23-21 – during the NGEC Annual Meeting, VIA Rail provided a comprehensive update on its vehicle procurement.

The PowerPoint presentation was distributed and posted to the website.

Steve Hewitt reached out to VIA Rail to invite them to participate in the 2022 NGEC Annual Meeting and give a presentation on their vehicle procurements.

Joe DiLiello, VIA Rail, has confirmed that he and several colleagues will participate in the Annual meeting virtually and will give an update on the VIA Rail Passenger Rail Procurements.

Next Update: NGEC 2022 Annual Meeting – 2-25-22**CtDOT Rail Car Procurement as of 2-8-22:**

The “cone of silence” period continues.

Update: Multi-State Passenger Rail car procurement:

On 2-3-22, Gurleen Boparai, Caltrans provided the following update to be included in the Technical subcommittee meeting minutes that day. They are included here to provide the Board with the most current status:

Report: The Cab Carshell final design has been approved and the cab structures 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. IDOT Café Car FDRs are in the closure stage and Galley open items are being addressed.

The Cab Car Collision and Corner Post Appendix F testing is complete, and the test report is in work. The cab car compression test report review is complete, and Siemens is reviewing feedback. FAIs will continue for café and cab car subsystems.

102 cars are in production or have been produced at Siemens Sacramento Facility. Conditional Acceptance activities completed with Siemens & Caltrans for the first 6 cars. IDOT has started revenue service for the first 4 cars.

Next Update: As appropriate**Status – Exploring/confirming funding options beyond 9-30-2023:**

Mike Murray was unavailable for this call but notified Steve Hewitt and Ray Hessinger that he did not yet have anything to report on future funding but hoped to have an answer from FRA by the Annual Meeting.

Steve Hewitt noted that he will keep this item open to see if it is possible that FRA will have a response before the Annual Meeting.

Status – 2-8-22:

On 2-8-22, asked by Steve Hewitt if he had a status update, Mike Murray, FRA, stated that there was nothing new to report and that there would not be a response by or at the Annual meeting either.

TRB question regarding future – next generation equipment needs:

On 1-25-22, Ray Hessinger noted that on the last Technical subcommittee call held on 1-20-22, a member of the industry who is also involved with a TRB committee asked if the NGEC had needs for research for the next generation of equipment.

Ray noted that, at this time the NGEC is looking at possibly updating the primer prepared by the Locomotive Task Force early in the NGEC’s history. Dave Warner will be providing a presentation during the Annual Meeting on zero emissions propulsion – a then and now look, and this should set the stage or kick off that effort.

As for now, as long as the Committee does not move into areas beyond where we have gone before such as higher speed rail, there is no immediate need for additional research. However, he did add “we will see where we go after Dave Warner’s presentation.”

No Status Update – 2-8-22

**4.
Approval of the Minutes from the 1-11-22 meeting:**

On a motion by John Oimoen, IDOT, and a second by Arun Rao, Wisconsin DOT, the minutes from the call held on 2-8-22 were approved as submitted.

**5.
FASC Report –Tim Ziethen, Amtrak:**

On 2-8-22, Tim Ziethen provided the following update:

Balance/ Spend Rate:

Total Initial Grant Amount: \$1,250,000.
Amount Spent through December: \$887,902.46
Balance remaining: \$ 362,092.54
Estimated spend at current rate for the remaining grant period (through 9-30-23): \$299,967.49
Current Spend Rate per month (as info and used in calculating): \$14,039.69
Estimated Balance at the end of the Extension Period (Contingency): \$66,130.05

Follow ups on developing a plan to increase NGEC awareness – Tim Ziethen:

Tim Ziethen reported on follow-up conversations and emails he has had with Michael Alexis, Amtrak Associate General Counsel.

Vincent Brotski has assigned Michael as the Amtrak legal point of contact for the NGEC.

Michael provided Tim Ziethen with guidance on issues related to the NGEC's ability to take steps to increase awareness of the Committee and the work that it does.

In general, the guidance is that posting factual information on the website is permitted providing that the Committee follows Amtrak contractor promotion policies which the Committee has been following. For posting on social media, again, the NGEC would be permitted to do it as long as it follows the Amtrak policies. None of this is new, the NGEC has always lived up to these policies.

Issuing press releases would also be permissible as long as it transmits simply factual information.

Using paid advertising or attending trade shows would require By-Law changes and there would be an issue of spending funds for these activities as they would need to be paid outside the grant.

As noted previously, the NGEC should not proactively communicate with Congress due to "lobbying" issues but can respond with factual information in compliance with Amtrak contractor promotion policy upon request.

On the most recent FASC call it was decided that the activities changes, or additions will be included in the appropriate place (identified by Mike Alexis) through a revision to the By-Laws. The changes will be drafted by the FASC and approved through the normal NGEC procedures which ultimately ends at the Executive Board. The changes will be a part of the 2022 Annual By-Laws review required by the NGEC Grant Agreement. The FASC will begin this effort likely in March or April 2022.

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

Ray Hessinger reported that Metro-North and Siemens continue with Preliminary Design Review. There have been 31 Preliminary Design Review documents submitted – 9 of which have been closed – the others are still under review. Meetings began in January and will run through March.

**7.
Update: Amtrak Vehicle Procurements – Joe Paul for George Hull:**

On the Charger Locomotives (ALC 42): The first two Locomotives entered revenue service today (2-8-22)! Two more are expected to roll out next week and throughout the Spring. This is great news – showing great progress!

On the Acela – testing on the prototype continues.

On the Intercity Passenger Rail Trainset – they continue with Design Review.

8.

IDOT Venture Cars Announcement – follow-up – John Oimoen, IDOT:

John Oimoen reported on “really good news!” that 4 new Venture cars “were placed into revenue service a week ago today!” John thanked many of those on the call today, the NGEC, in general, as these were based on PRIIA, the FRA and Amtrak, for making this possible. John added that this makes it two NGEC designs that have been used and resulted in successful deployment of new passenger rail equipment (Chargers Locomotives and the Venture cars) into revenue service.

John emphasized that this has been a true “team effort”. Caltrans was the lead state in the Venture car procurement – but special thanks also goes out to FRA, Amtrak, Siemens, and Sumitomo.

John also reported that the cars are performing very well so far. They faced a good test last week with a foot of snow landing in the area and it all went well. The reviews so far have been great!

John closed with “kudos to the NGEC for its work and its vision!”

9.

Update: Document Control Management – Tammy Krause:

Tammy Krause provided the following update for inclusion in today’s minutes (2-8-22):

Document control is focusing on updating the DMU specification and I continue to meet weekly with the technical writer on the DMU changes.

I attended the Electronics on Trains WG meeting, and we reviewed the current status of the documents we are working on. Dave Brabb will no longer be the group leader but someone from Sharma & Associates will be taking over the group. Probably the new leader will be Ken Martin.

I am working on my presentation for the upcoming Annual Meeting.

Steve Hewitt reminded Tammy that she should be sure to include the priorities identified by Chairman Ray Hessinger. Tammy said she was and that she would share the presentation with Steve Hewitt and Ray Hessinger prior to the Annual Meeting for their review.

10.

Report from the Nominating Committee – Ray Hessinger for Mike Jenkins, Oregon DOT:

Mike Jenkins was unavailable, but Ray Hessinger reported that the nominating committee met last week. The committee’s sole responsibility is nominating states to the Executive Board and proposing a slate of officers (State positions). Thus far no states have said they were not willing to stay on. Unless heard otherwise, the Nominating Committee will recommend that the current State Board members be nominated for new two-year terms. If there is to be a change in representation, members are asked to let Ray Hessinger and Steve Hewitt know, otherwise the slate of states to be nominated for two-year terms as Board members will be the states that are currently on the Board.

As for officers, the precedent for Vice Chair and Treasurer is for Amtrak to fill those positions. Tim Ziethen expressed a willingness to remain as Treasurer and George Hull, as Amtrak CMO is assumed to remain on as Vice Chair of the Executive Board and Chair of the Technical subcommittee unless he prefers to name someone else from the CMO office. The states hold two positions – Chair and Secretary. Both Ray Hessinger, Chair, and John Oimoen, Secretary agreed to remain for another two- year term. This will be the slate of officers nominated for election at the Annual meeting.

11.

Final Preparations for NGEC Annual Meeting 2-25- 22 at the Hyatt Regency Hotel Capitol Hill, Washington DC from 8:00am-12:30pm.

- Review of DRAFT agenda – confirmed speakers:
Steve Hewitt walked through the agenda and announced the confirmed speakers and those who have not yet named their presenters. Steve will continue to follow up to get speakers confirmed.

- Review current registration list – in-person and virtual

Steve Hewitt reviewed the registration list and noted that in-person attendance, especially by states is pending travel approval. Currently there are 48 members of the NGEC who intend to participate in person and 27 who intend to participate virtually. Total 75

Steve asked members to review the list and let him know if there are changes in status so that he can give AASHTO a head count of those attending in-person.

- Logistics review

Steve Hewitt reported that he has participated in 2 logistic and coordination calls with AASHTO, and the room set up is set – with the caveat that there may be less in-person attendees than currently planned.

- Timeline for presentations to be submitted:

Steve Hewitt asked for presentations to be provided to him by COB on 2-18-22.

- Meeting/agenda schedule:

Ray Hessinger and Steve Hewitt noted concerns with the fact that most of the states that are not able to come in-person are from the west coast and the meeting time will be very early for west coast states. They asked if the time should be adjusted slightly. AASHTO has some flexibility to hold the meeting a bit later. One issue with that is the fact that those attending in-person have limited travel options for getting flights or trains home that night.

There were no west coast states on the call today, but they have had the agenda for several months and know the schedule. No one has come forward asking for the times to be changed.

As of now, the Chair wishes to proceed as scheduled.

13.

Other:

Steve Hewitt mentioned that the upcoming call schedules will change due to the Annual Meeting. The Technical subcommittee will not meet the week prior (2-17-22) to the Annual meeting or the week after (3-3-22). The Executive Board will not meet at its usual day (2-22-22) – this meeting will be canceled. The 3-2-22 call of the FASC will be canceled as well due to its close proximity to the Annual meeting. This revision in call schedules is the normal procedure the NGEC has followed in previous years as well.

There was also a discussion revolving around the fact that numbers of locomotives and now Venture cars has changed since the printing of the 2022 2-pager. Chairman Hessinger and Steve Hewitt have discussed doing a mid-year update of the 2022 two-pager to revise with updated numbers as there is so much activity occurring. It is important to stay as current as possible to paint a clear picture of the NGEC's efforts coming to fruition.

With no other business forthcoming, Chairman Ray Hessinger adjourned the meeting at 12:15pm Eastern

Next meeting – 2-25-22 Annual Meeting

Decisions/Action Items

Treasurer's Report:

On 2-8-22, Tim Ziethen provided the following update:

Balance/ Spend Rate:

Total Initial Grant Amount: \$1,250,000.
Amount Spent through December: \$887,902.46
Balance remaining: \$ 362,092.54

Estimated spend at current rate for the remaining grant period (through 9-30-23): \$299,967.49
Current Spend Rate per month (as info and used in calculating): \$14,039.69
Estimated Balance at the end of the Extension Period (Contingency): \$66,130.05

2022 NGEC Backgrounder educational document:

The 2022 version of the NGEC two-pager has been released and is available in hard copy or electronic. Contact Steve Hewitt at shewitt109@aol.com if you want either hard or electronic copies. If hard copies, please say where to send them and how many.

Electronic copies have been sent to the Board members and will go out this week to all NGEC members. Hard copies will be available at the Annual Meeting.

A total of 300 electronic copies have been released to date.

Note:

There was also a discussion revolving around the fact that numbers of locomotives and now Venture cars has changed since the printing of the 2022 2-pager. Chairman Hessinger and Steve Hewitt have discussed doing a mid-year update of the 2022 two-pager to revise with updated numbers as there is so much activity occurring. It is important to stay as current as possible to paint a clear picture of the NGEC's efforts coming to fruition.

Update – Multi-State Rail Car Procurement:

On 2-3-22, Gurleen Boparai, Caltrans provided the following update to be included in the Technical subcommittee meeting minutes that day. They are included here to provide the Board with the most current status:

Report: The Cab Carshell final design has been approved and the cab structures 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. IDOT Café Car FDRs are in the closure stage and Galley open items are being addressed.

The Cab Car Collision and Corner Post Appendix F testing is complete, and the test report is in work. The cab car compression test report review is complete, and Siemens is reviewing feedback. FAIs will continue for café and cab car subsystems.

102 cars are in production or have been produced at Siemens Sacramento Facility. Conditional Acceptance activities completed with Siemens & Caltrans for the first 6 cars. IDOT has started revenue service for the first 4 cars.

Venture Cars in revenue service:

On 2-8-22, John Oimoen, IDOT, reported on "really good news!" that r4 new Venture cars "were placed into revenue service a week ago today! " John thanked many of those on the call today, the NGEC, in general, as these were based on PRIIA, the FRA and Amtrak, for making this possible. John added that this makes it two NGEC designs that have been used and resulted in successful deployment of new passenger rail equipment (Chargers Locomotives and the Venture cars) into revenue service.

John emphasized that this has been a true "team effort". Caltrans was the lead state in the Venture car procurement – but special thanks also goes out to FRA, Amtrak, Siemens, and Sumitomo.

John also reported that the cars are performing very well so far. They faced a good test last week with a foot of snow landing in the area and it all went well. The reviews so far have been great!

John closed with "kudos to the NGEC for its work and its vision!"

Status Update – Connecticut DOT Rail Car Procurement:

This procurement continues to be in the "cone of silence" phase.

Next Update – as appropriate

Update- Metro-North Dual Mode Locomotive Equipment as of 2-8-22:

Ray Hessinger reported that Metro-North and Siemens continue with Preliminary Design Review. There have been 31 Preliminary Design Review documents submitted – 9 of which have been closed – the others are still under review. Meetings began in January and will run through March.

<p>Next Update: 2-25-22 – Annual Meeting</p>
<p>Update: Amtrak Vehicle Procurements – 2-8-22:</p> <p>On the Charger Locomotives (ALC 42): The first two Locomotives entered revenue service today (2-8-22)! Two more are expected to roll out next week and throughout the Spring. This is great news – showing great progress!</p> <p>On the Acela – testing on the prototype continues.</p> <p>On the Intercity Passenger Rail Trainset – they continue with Design Review.</p> <p>Next Update: 2-25-22 – Annual Meeting</p>
<p>Update: Document Control Management 2-8-22:</p> <p>Tammy Krause provided the following update for inclusion in today’s minutes (2-8-22):</p> <p><i>Document control is focusing on updating the DMU specification and I continue to meet weekly with the technical writer on the DMU changes.</i></p> <p><i>I attended the Electronics on Trains WG meeting, and we reviewed the current status of the documents we are working on. Dave Brabb will no longer be the group leader but someone from Sharma & Associates will be taking over the group. Probably the new leader will be Ken Martin.</i></p> <p>Tammy is working on the Annual meeting presentation and will provide a DRAFT to Steve Hewitt and Ray Hessinger for their review in advance of the Annual Meeting.</p>
<p>VIA Rail Equipment Procurement:</p> <p>On 2-23-21 – during the NGEC Annual Meeting, VIA Rail provided a comprehensive update on its vehicle procurement.</p> <p>The PowerPoint presentation was distributed and posted to the website.</p> <p>Next Update: 2-25-22 at the NGEC Annual meeting. VIA Rail has agreed to participate virtually and give an update on their Passenger Rail procurement.</p>
<p>Exploring/confirming funding options beyond 9-30-2023:</p> <p>On 10-5-21, Mike Murray, FRA, reported that the FRA is looking at options and briefing leadership in the Office of Railroad Policy and Development. This will take a couple of months and Mike suggested that the Board not carry this as an agenda item for the bi-weekly meetings as it will take time. When he has more information, he will let the Board know.</p> <p>Tim Ziethen reported that he has reached out to Ken Altman, Amtrak Government Affairs to follow-up with him on previous discussions that an option could be Amtrak funding the NGEC through its grant. It was the general thinking that this would be a possibility as the NGEC was included as a potential type of recipient in the overall Amtrak grant request. Tim will report back once he hears from Ken Altman.</p> <p>Mike Murray was unavailable for this call but notified Steve Hewitt and Ray Hessinger that he did not yet have anything to report on future funding but hoped to have an answer from FRA by the Annual Meeting.</p> <p>Steve Hewitt noted that he will keep this item open to see if it is possible that FRA will have a response before the Annual Meeting.</p> <p>Update – 2-8-22:</p> <p>Mike Murray informed the Board that there was nothing to report on this today and that there would be no response on it from FRA at the Annual Meeting either.</p>
<p>Updates: States and Amtrak – Charger Locomotive Experience:</p> <p>In-depth updates were provided during the Annual Meeting and were included in the minutes.</p> <p>The presentations were distributed and posted to the website.</p>

Next Update: 2-25-22 – NGEN 2022 Annual Meeting

Establishing 2022 Priorities – Ray Hessinger:

Ray Hessinger noted that this has been a standing agenda item for several months and based on previous discussions he planned to move forward with the following identified priorities for 2022:

Review/update NGEN Reference and Drawings series 305-900 and 305-800.

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

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

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 NGEN.

Review and consider using the Metro-North Dual Mode Locomotive Specification organizational changes to determine if they should be adopted by the NGEN and applied across the board to all NGEN 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:

At the NGEN Annual Meeting, Tammy Krause, Document Control Manager, is asked to provide a progress report on activities and accomplishments from Document Control over the past year and to provide an action plan for the year ahead which should be based on the priorities as identified by the Chair.

Preparing for the NGEN Annual Meeting 2-25- 22 at the Hyatt Regency Hotel Capitol Hill, Washington DC from 8:00am-12:30pm.

- Review of DRAFT agenda – confirmed speakers:
Steve Hewitt walked through the agenda and announced the confirmed speakers and those who have not yet named their presenters. Steve will continue to follow up to get speakers confirmed.
- Review current registration list – in-person and virtual

Steve Hewitt reviewed the registration list and noted that in-person attendance, especially by states is pending travel approval. Currently there are 48 members of the NGEN who intend to participate in person and 27 who intend to participate virtually. Total 75

Steve asked members to review the list and let him know if there are changes in status so that he can give AASHTO a head count of those attending in-person.
- Logistics review

Steve Hewitt reported that he has participated in 2 logistic and coordination calls with AASHTO, and the room set up is set – with the caveat that there may be less in-person attendees than currently planned.
- Timeline for presentations to be submitted:

Steve Hewitt asked for presentations to be provided to him by COB on 2-18-22.
- Meeting/agenda schedule:

Ray Hessinger and Steve Hewitt noted concerns with the fact that most of the states that are not able to come in-person are from the west coast and the meeting time will be very early for west coast states. They asked if the time should be adjusted slightly. AASHTO has some flexibility to hold the meeting a bit later. One issue with that is the fact that those attending in-person have limited travel options for getting flights or trains home that night.

There were no west coast states on the call today, but they have had the agenda for several months and know the schedule. No one has come forward asking for the times to be changed.

As of now, the Chair wishes to proceed as scheduled.

NGEC meetings/calls schedule revisions:

On 2-8-22, Steve Hewitt mentioned that the upcoming call schedules will change due to the Annual Meeting. The Technical subcommittee will not meet the week prior (2-17-22) to the Annual meeting or the week after (3-3-22). The Executive Board will not meet at its usual day (2-22-22) – this meeting will be canceled. The 3-2-22 call of the FASC will be canceled as well due to its close proximity to the Annual meeting. This revision in call schedules is the normal procedure the NGEC has followed in previous years as well.

NGEC Executive Board Meeting

2-8-22

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 1-25-22 meeting | Ray Hessinger |
| 5. FASC Update | Tim Ziethen |
| - Balance/Spend Rate | |
| - Status – Efforts to Increase NGEC Awareness | |
| 6. Update - Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 7. Update – Amtrak Vehicle Procurements | George Hull |
| 8. IDOT – Venture Cars Announcement | John Oimoen |
| 9. Update: Document Control | Tammy Krause |
| 10. Report from the Nominating Committee | Mike Jenkins |
| 11. Final preparations for the Annual meeting | Ray/Steve |
| 12. Schedule | Ray/Steve |
| 13. Other | All |
| 14. Adjourn | Ray Hessinger |

Next Meeting – 2-25-22 - NGEC 12th Annual Meeting

