



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

SECTION 305 NGEC Executive Board

MINUTES JANUARY 11, 2022, 11:30 EASTERN CONFERENCE CALL

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, Arun Rao , Troy Hughes, Jason Orthner, Jason Biggs for Ron Pate, Kyle Gradinger, Mike Jenkins, Brian Beeler II Support Staff and Colleagues: Gurleen Boparai, Mike Murray, Tammy Krause, Steve Hewitt, Strat Cavros, Larry Salci, Dave "Emeritus" Warner
ABSENTEES	Board Members: Ron Pate Support: Joe Paul, Michael Kraft, Patrick Centolanzi, Momo Tamaoki, Rebecca Anger, Jon Dees, Shayne Gill

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 (1-11-22).

Industry Participation:

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

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.

Update: 1-11-22

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 1-11-22:

The “cone of silence” period continues.

Next Update: As appropriate

4. Approval of the Minutes from the 12-28-21:

On a motion by Arun Rao, Wisconsin DOT, and a second by Troy Hughes, MODOT, the minutes from the call held on 12-28-21 were approved as submitted.

5. FASC Report –Tim Ziethen, Amtrak:

On 1-11-22, Tim Ziethen provided the following update:

Balance/ Spend Rate:

Total Initial Grant Amount: \$1,250,000.
Amount Spent through October 2021: \$850,314.73
Balance remaining: \$ 399,685.27
Estimated spend at current rate for the remaining grant period (through 9-30-23): \$320,610.47
Current Spend Rate per month (as info and used in calculating): \$13,939.59
Estimated Balance at the end of the Extension Period (Contingency): \$79,074 (this would carry the NGEC about 5 months beyond the end of the grant period)

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

Tim Ziethen reported that he has had a follow-up conversation with the Amtrak Deputy General Counsel and has exchanged emails with him as recently as 1-5-22.

The Counsel intends to send a guidance memo to Tim Ziethen on recommendations of what can be done. Tim anticipates receiving that memo “hopefully this week”.

The guidance memo will advise that the NGEC should modify its By-Laws to reflect an expansion of its allowable activities including press releases, attending trade shows or association events.

Tim pointed out that the counsel has noted corresponding with Congress should be done only when requested.

Once the memo has been received, the NGEC FASC will begin developing proposed revisions which can be a part of the Annual Review of the NGEC By-Laws. He does not expect that these changes will be completed and adopted by the 2022 Annual meeting (2-25-22), but likely can be done early in the year.

6. Update: Multi-State Passenger Rail car procurement – Kyle Gradinger, Caltrans:

On 1-11-22, Kyle Gradinger, Caltrans, provided the following update for inclusion in the meeting minutes:

Design review for the standard coach is complete. The Cab Car shell final design has been approved and the cab structures are in production. Remaining Cab Car FDRs are in the final submittal and review stage and the cab car Clearance information has been submitted to Amtrak. 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 with the test report in work and the cab car compression test report review is complete with comments sent back for review. FAIs will continue for café and cab car subsystems in the new year.

102 cars are in production or have been produced at Siemens Sacramento Facility. Limited cars are being deployed on the Midwest routes for testing of the wi-fi, passenger information system and crew training. This will take place for the month of January. IDOT and Caltrans cars are being prepared for Conditional Acceptance and revenue service while open items and relevant FMIs are being addressed.

7.

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

Ray Hessinger, NYSDOT reported that Metro-North and Siemens have formally closed the Initial Design Review and Siemens has begun submitting input for the Preliminary Design Review and it is anticipated that this process should conclude in February or early March 2022.

8. Update: Amtrak Vehicle Procurements – George Hull, Amtrak:

George Hull, Amtrak, reported:

On the Acela: progress is being made for verification from FRA.

On the Long Distance (Charger) Locomotives: two have been conditionally accepted and are in Chicago for testing. Two are in Wilmington and two are shipping to Wilmington today (1-11-22). It is anticipated that the first two could be entered into revenue service in early February 2022.

On the Intercity Trainset: Initial Design Review is underway.

9. Update: Document Control Management – Tammy Krause:

Tammy Krause provided the following update for inclusion in today's minutes (1-11-22):

The revised Trainset Specification should be sent to Steve today, and I will also send the document information to AASHTO for updating the website. I will be sending the final changes for the DMU specification to the Technical Writer if the document is approved today.

10. Consideration of Adoption of the Review Panel Report and Recommendations as revised and distributed on 12-29-21, and adoption of PRIIA 305-009 DMU Specification Revision A – Ray Hessinger:

Ray Hessinger noted that the final Review Panel Report had been provided to all Board members on 12-29-21. This report reflected the changes that were approved previously by the Review Panel and discussed on the last Board call (12-28-21). Ray also noted that, because the Report sent out prior to that call (12-28-21) was one which did not include the final changes made by the Review Panel and, appropriately, the Board asked for the final version and time to review it.

With the final Review Panel Report and its recommendations having been in the hands of the Board members since 12-29-21 (13 days), Chairman Hessinger called for a motion to adopt the Review Panel Report and its Recommendations which will comprise PRIAA 305-009 DMU Specification Revision A.

A motion to adopt was offered by Jeff Gordon, FRA, and was seconded by Amanda Martin, Iowa DOT.

Chairman Hessinger asked if there was any further discussion. Hearing none, he asked Steve Hewitt to conduct a roll call vote.

The result of the roll call vote was as follows:

Ray Hessinger, NYSDOT – Aye
George Hull, Amtrak – Aye
John Oimoen, IDOT – aye
Tim Ziethen, Amtrak – Aye
Jeff Gordon, FRA – Aye
Amanda Martin, Iowa DOT – Aye
Troy Hughes, Missouri DOT – Aye
Jason Orthner, NCDOT – Aye
Jason Biggs for Ron Pate, WSDOT – Aye
Arun Rao, Wisconsin DOT – Aye
Kyle Gradinger, Caltrans – Aye
Michael Jenkins – Oregon DOT – Aye
Brian Beeler II, NNEPRA for Maine DOT - Aye

With a quorum having been established and all members of the Executive Board voting in the affirmative, Chairman Hessinger determined that consensus was achieved, and the motion was approved.

Tammy Krause will ask the Technical Writer – Cameron Cordell - to incorporate the approved changes into the DMU specification and finalize it as 305-009 Revision A. Once complete it will be sent to Steve Hewitt and will be added to the document list on the NGEC website.

**11.
Review 2022 NGEC two-pager revised mock-up – distributed to Board members on 1-4-22 and again on 1-7-22– Steve Hewitt:**

Ray Hessinger noted that the changes to the initial mock-up of the 2022 NGEC two pager have been incorporated into a revised mock-up which was sent to all Board members on 1-4-22. Ray noted that he and Dave Warner spotted a spacing issue on page two, and, with that minor correction, Ray Hessinger called for a motion to approve the revised mock-up of 2022 NGEC two-page handout document.

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

Chairman Hessinger asked if there was any further discussion. Hearing none, Ray asked if there were any objections and, hearing none, he determined that consensus had been achieved and the 2022 version of the NGEC two pager was approved.

Ray asked Steve Hewitt to work out the minor spacing issue with Missouri DOT graphic arts, and have it finalized for printing and posting to the NGEC website.

Steve Hewitt agreed, and expressed his appreciation for the work that Laura Seabaugh, MODOT graphic arts had done, once again, for the NGEC to format and finalize the 2022 NGEC two-pager.

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

Steve Hewitt gave an overview of the current DRAFT Annual Meeting Agenda.

While reviewing the Agenda, Steve tried to confirm the presenters under each topic. Several were confirmed and a few presenters are yet to be determined.

Steve also asked states if they intended to continue on the Executive Board, and, if so, would the state's representation change or stay the same. All of the states that are currently on the Board intend to stay on and no change in representation is noted.

This year's Annual Meeting will elect the Board members to two-year terms and elect the state officers to two-year terms.

Amtrak, by precedent and preference, holds the positions of Executive Board Vice Chair and Treasurer.

Steve confirmed that George Hull and Tim Ziethen will remain Amtrak's representatives in those positions. George as Vice Chair, and Tim as Treasurer. Both will also remain as Chair of the Technical Subcommittee (George) and Chair of the Finance and Administrative Subcommittee (Tim).

The states will be formally elected through the NGEC process at the 2-25-22 Annual Meeting.

Steve also pointed out that Chairman Hessinger would need to name a nominating committee to nominate the state Board members to two-year terms and to nominate state officers as well.

Chairman Hessinger appointed the nominating committee:

Ray Hessinger, NYSDOT
John Oimoen, IDOT
Mike Jenkins, Oregon DOT

Steve Hewitt asked all those present on the call to confirm their attendance at the Annual meeting and to let him know if they would participate in-person or virtually.

Steve also informed members that he will participate in a coordination meeting with AASHTO and the other

organizations that will be meeting the week of 2-21-22. This will be the second coordination meeting arranged by AASHTO.

Steve will report back on the specifics including any COVID protocol changes.

Steve also noted that he has sent out the NGEC PowerPoint Presentation template and would ask that all presenters use it. He will provide a deadline date to get all presentations to him in advance of the Meeting. Steve would want presentations in hand by one week prior to the Meeting.

**13.
Other:**

With no other business forthcoming, Chairman Ray Hessinger adjourned the meeting at 12:10pm Eastern

Next meeting – 1-25-22

Decisions/Action Items

Treasurer's Report:

On 1-11-22, Tim Ziethen provided the following update:

Balance/ Spend Rate:

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Amount Spent through October 2021: \$850,314.73

Balance remaining: \$ 399,685.27

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2021 NGEC Backgrounder educational document:

The 2021 version of the NGEC two-page backgrounder/educational document continues to be available electronically or in hard copy by request - contact Steve Hewitt at shewitt109@aol.com. To date 615 electronic copies have been distributed.

On 1-11-22, the Executive Board approved the revised mock-up of the 2022 NGEC two pager with a minor spacing correction. Steve Hewitt will contact MODOT graphic arts and note the minor change. With that correction the document is good to be finalized, printed, and posted.

Update – Multi-State Rail Car Procurement:

On 1-11-22, Kyle Gradinger, Caltrans, provided the following update for inclusion in the meeting minutes:

Design review for the standard coach is complete. The Cab Car shell final design has been approved and the cab structures are in production. Remaining Cab Car FDRs are in the final submittal and review stage and the cab car Clearance information has been submitted to Amtrak. IDOT Café Car FDRs are in the closure stage and Galley open items are being addressed.

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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 1-11-22:

Ray Hessinger, NYSDOT reported that Metro-North and Siemens have formally closed the Initial Design Review and Siemens has begun submitting input for the Preliminary Design Review and it is anticipated that this process should conclude in February or early March 2022.

Next Update: 2-8-22

Update: Amtrak Vehicle Procurements – 1-11-22:

On the Acela: progress is being made for verification from FRA.

On the Long Distance (Charger) Locomotives: two have been conditionally accepted and are in Chicago for testing. Two are in Wilmington and two are shipping to Wilmington today (1-6-22). It is anticipated that the first two could be entered into revenue service in early February 2022.

On the Intercity Trainset: Initial Design Review is underway.

Next Update: 2-8-22

Update: Document Control Management 1-11-22:

Tammy Krause provided the following update for inclusion in today’s minutes (1-11-22):

The revised Trainset Specification should be sent to Steve today, and I will also send the document information to AASHTO for updating the website. I will be sending the final changes for the DMU specification to the Technical Writer if the document is approved today.

Consideration of the DMU Specification Review Panel Report with Recommendations:

On 1-11-22, the Executive Board unanimously adopted the DMU Review Panel Report and Recommendations and the resulting Revision A of the 305-009 DMU Specification.

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.

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.

Exploring/confirming funding options beyond 9-30-2023:

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.

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.

Decisions/Actions:

Ray Hessinger suggested that the FASC follow these issues and keep this on their monthly agenda, and report back to the NGEC Executive Board as more information is forthcoming.

The NGEC will explore potential grant opportunities and potential appropriations requests for funding beyond 2023.

Next Update – As appropriate

Updates: States and Amtrak – Charger Locomotive Experience:

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

The presentations were distributed and posted to the website.

Next Update: 2-25-22 – NGEC 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 NGEC 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 IJA for its western fleet, it makes sense for the NGEC to review and update the Bi-Level car specification.

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.

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.

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:

At the NGEC 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.

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Next update – 1-25-21

NGEC Executive Board Meeting

1-11-22

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 12-28-21 meeting | Ray Hessinger |
| 5. FASC Update
Balance/Spend Rate
Status – Efforts to Increase NGEC Awareness | Tim Ziethen |
| 6. Update: Multi-State Passenger Rail car procurement | Caltrans |
| 7. Update: Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 8. Update: Amtrak Vehicle Procurements | George Hull |
| 9. Update: Document Control | Tammy Krause |
| 10. Consideration of Adoption of the Review Panel Report and Recommendations as revised and distributed on 12-29-21 and adoption of PRIIA 305-009 DMU Specification Revision A | Ray Hessinger |
| 11. Review 2022 NGEC two-pager revised Mock -up distributed to Board members on 1-4-22 | Steve Hewitt |
| 12. Preparing for the NGEC Annual Meeting | Ray/Steve |

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- Review DRAFT agenda – confirm speakers
 - Confirm Board member attendance (in-person or virtually)
 - Logistics review
 - Appointing a nominating committee - timeline
 - Affirming States representatives for 2022

13. Other

All

14. Adjourn

Ray Hessinger

Next call/meeting – 1-25-22