



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

SECTION 305 NGEC Executive Board

MINUTES

NOVEMBER 16, 2021

11:30 EASTERN

CONFERENCE CALL

FACILITATOR	<i>Ray Hessinger Chair, S305 NGEC Executive Board</i>
ATTENDEES	Board Members: Ray Hessinger, Joe Paul for George Hull, Tim Ziethen, Troy Hughes, Troy Hughes also as proxy for John Oimoen and for Amanda Martin, Jason Orthner, Arun Rao, Brian Beeler II Support Staff and Colleagues: Tammy Krause, Steve Hewitt, Shayne Gill, Rebecca Anger, Strat Cavros, Larry Salci, Jon Dees
ABSENTEES	Board Members: Ron Pate, Amanda Martin, John Oimoen, Mike Jenkins, Kyle Gradinger, Jeff Gordon, George Hull Support: Mike Murray, Michael Kraft, Patrick Centolanzi, Momo Tamaoki, Jason Biggs

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:

Steve Hewitt called the roll and reported that a quorum was not present due to the absence of a representative from FRA.

The Chair determined that the call would continue to follow the agenda and discussions could take place, but no votes could be.

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 (11-2-21).

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.

The FASC continues to finalize updates to the two-pager for the 2022 version and expects vote on those changes on the next call – December 8, 2021

Industry Participation:

Industry involvement continues to be consistent at just over 200 participants.

Technical subcommittee review of the Access Board Advance Notice of Proposed Rulemaking regarding accessibility guidelines for Rail vehicles:

The intent of this effort is for states to submit their comments to the Access Board Docket on the Accessibility

Requirement Guidelines Advance Notice of Proposed Rulemaking. Amtrak has submitted its comments already and will share them with the Executive Board. Once the comments have come back from the Access Board and there is a Final Rule, the Technical subcommittee (through its technical working groups) will compare them with the NGECC specifications to ensure compliance and make any necessary changes by utilizing the NGECC DCR process.

On 8-20-20, Melissa Shurland reported to the Technical subcommittee, that the comment period ended on 7-14-20 (after having been extended to that date) and the Access Board is now processing those comments received. Melissa stated, "we are in a holding pattern to see what the comments were and what the Access Board's disposition of them will be." Melissa will keep the NGECC technical subcommittee informed as the process is completed.

As of 11-16-21 – there has been no news on the status of the Access Board's efforts.

Next Update: As appropriate

VIA Rail Equipment Procurement:

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

The PowerPoint presentation was distributed and posted to the website.

Next Update: As appropriate

Multi-State Rail Car Procurement as of 11-2-21:

Design review for the standard coach is complete. The Cab Car shell final design has been approved and the first 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 scheduled to resume in November and the compression test report is in work. The FAI for the cab Side Window is occurring this week in Canada.

Ninety-four cars are in production or have been produced at Siemens Sacramento Facility. IDOT and Caltrans cars are being prepared for Conditional Acceptance and revenue service while open items are being addressed.

Next Update: 11-30-21

CtDOT Rail Car Procurement as of 11-16-21:

The "cone of silence" period continues.

Next Update: As appropriate

Metro-North Dual Mode Locomotive Procurement as of 11-2-21:

Metro-North and Siemens continue with the initial design review of various locomotive components for approval by Metro-North.

Next Update: 11-30-21

Amtrak Vehicle Procurements as of 11-2-21:

On the Acela 21 – The next one should be out of Hornell and in Wilmington, DE. tomorrow (11-3-21) for testing.

On the ACL 42 Locomotive – progress is continuing with the next one being shipped for testing on the corridor. Two others are awaiting resolution of PTC issues.

On the intercity passenger rail trains – they continue to be in the initial design review phase.

Next Update: 11-30-21

NGECC in-person Annual Meeting – Washington DC – Hyatt Regency on the Hill – 2-25-22.

AASHTO has announced that it will hold its Council on Rail Transportation (CORT) meeting in Washington, DC in-person the week of 2-21-22 at the Hyatt Regency Capitol Hill.

As it has done in the past, the NGEC will meet at that location on the morning of February 25, 2022. More information to come.

Next Update: 11-30-21 – DRAFT agenda will be provided to Board members either 11-30-21 or 12-14-21.

**4.
Approval of the Minutes from the 11-2-21:**

Due to the lack of a quorum, the approval of the minutes from 11-2-21 was tabled until the next call 11-30-21.

**5.
Treasurer's Report –Tim Ziethen, Amtrak:**

On 11-16-21, Tim Ziethen provided the current Balance and Spend rate:

Balance/ Spend Rate:

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

Amount Spent through September 2021: \$834,812.51

Balance remaining: \$ 415,187.49

Estimated spend at current rate for the remaining grant period (through 9-30-23): \$333,925.00

Current Spend Rate per month (as info and used in calculating): \$13,913.54

Estimated Balance at the end of the Extension Period (Contingency): \$81,262.49

Status NGEC two-pager updates for 2022 edition:

Tim Ziethen asked Steve Hewitt to report on this item:

The FASC continues to discuss proposed changes and expects to vote on those changes on the next call 12-8-21.

Proposed changes:

On the front page:

Change the date to 2022

Add the NGEC website information on the top of page 1 in the green area.

Update the Timeline to include the TSSSA document released in September 2021 and update the DMU Revision to December 2021 and the Trainset Specification update to t to Spring 2022 unless completed sooner. It is ready to go before the Technical subcommittee, but that body will not meet again until 12-9-21 due to Veterans Day and Thanksgiving landing on the dates of the November subcommittee calls.

Also, to update the page 1 Timeline, it was suggested that we add the number of Charger locomotives that have been entered into service since the first one was delivered (July 2017) and the number of passenger rail cars that have been delivered since the first one in February 2020.

John Oimoen and Jennifer Bastian of IDOT have provided the following:

For the Midwest States -33 locomotives are in service.

For passenger rail cars, it was suggested that we add the number of coach cars delivered since the first which was delivered in February 2020.

For the Midwest states -42 cars have been delivered.

Steve Hewitt will reach out to Caltrans to get their numbers as well.

Note: In an email to Steve Hewitt (read following the call) Joe Paul, Amtrak, provided Steve Hewitt with the total number of Charger Locomotives deployed into state supported service in the Mid-West states; Washington State, and California:

Steve, regarding the number of Siemens SC-44 Charger Locomotives in service in State supported services the numbers are as follows:

Midwest States (IDOT, Michigan, Wisconsin, Missouri) – 33 locomotives

Washington (WSDOT) – 8 Locomotives

CALTRANS – 24 Locomotives

Total for the two-pager update: 65

Page two:

On the third set of Results change the first bullet to say:

"Standardized specifications ensure rolling stock designs suited for use across North America."

On the second bullet add a period (.) to the end of the sentence.

Previously, Jeff Gordon, FRA, suggested the use of a picture of the VIA Rail Trainset that has just been delivered (VIA Rail used NGEC specs as the base spec).

Steve Hewitt reported that he did not yet reach out to VIA Rail because several NGEC members have raised a concern with having the VIA Rail photo on the front page rather than a photo of equipment used in the US.

After some discussion, it was agreed by those on the FASC call on 11-10-21 was that it was more appropriate to use a photo of either the Charger or passenger cars that are to be used in the US rather than VIA Rail. Members are asked to review Midwest states pictures provided by IDOT and provide their thoughts on which one should be used for the front page.

The IDOT pictures were taken by Art Peterson and will be credited to him. (Photo(s) by Art Peterson).

Since there was not a quorum present on this call, no formal action was taken, but Tim Ziethen will apprise the Executive Board of these recommendations and request input.

Status: Raising Awareness of the NGEC:

Tim Ziethen reported that he has reached out to the Amtrak Deputy General Counsel who has, in turn, assigned Mike Alexis to work with Tim on issues related to the NGEC's ability to raise its public profile.

The questions for Amtrak Legal are:

- Can the NGEC advertise in Trade publications?
- Can it issue press releases?
- Can the NGEC participate at trade shows?
- Can the NGEC release unsolicited factual information to Congress?

Once Tim has answers to these questions, he will report back to the NGEC FASC and a plan will be developed for moving forward.

Annual By-Laws Review:

Steve Hewitt summarized the proposed By-Laws revisions that were approved by the FASC on 10-13-21 and submitted, in writing, to Executive Board members on 10-14-21.

Most proposed changes are benign and include minimal grammar or punctuation changes or wording or terminology changes for consistency throughout the document.

The only change of substance was to standardize quorum requirements throughout. This change would result in changing the quorum requirements for the Executive Board to be exactly the same as that of the two standing subcommittees (Technical and Finance and Administrative).

6
Consideration of Approval of the proposed By-Laws changes as approved by the FASC on 10-13-21 and submitted to the Executive Board on 10-14-21 – Ray Hessinger:

Due to the lack of a quorum for today's call (11-16-21), Chairman Hessinger tabled the vote on the proposed By-Law

changes until the next Executive Board call (11-30-21).

7.

Update: Document Control Management – Tammy Krause:

Tammy Krause reported that there was nothing new to report on document control as the Technical subcommittee has not met since her last update. The DMU DCRs as approved by the Technical subcommittee are with Larry Salci who is preparing the Review Panel Report with Recommendations.

Steve Hewitt also reaffirmed those who are members of the DMU Review Panel:

Ray Hessinger, NYSDOT – Review Panel Chairman
Jeff Gordon, FRA
Brian Beeler II, NNEPRA for Maine DOT
Gurleen Boparai, Caltrans

Support:
Mike Kraft, Amtrak
Tammy Krause, Document Control Manager
Larry Salci, Review Panel Consultant
Steve Hewitt, NGECC Manager

Steve also noted that Mr. Salci has requested additional time to complete the report, thus the scheduled meeting of the DMU Review Panel on 11-17-21 has been canceled.

Larry Salci confirmed that he needs additional time. He noted that he over 50% of the Report completed. He reminded those on the call that along with 90 DCRs submitted by Stadler of which 1/2 were rejected over the carbody material issue, there was an initial submittal of 85 DCRs last November. So, there are two packages that he needs to review and include in his report.

Timeline:

Larry Salci expects to complete his DRAFT Report no later than Monday 11-29-21 and would like to have the DMU Review Panel meet on during the week of 12-6-21. This would enable the Executive Board to consider the Report and its recommendations when it meets on 12-14-21.

After some discussion, it was agreed that the DMU Review Panel meeting will be scheduled for 1:00pm Eastern on 12-7-21. Steve Hewitt will send a calendar appointment via Outlook to all members of the Panel.

8.

Other:

With no other business forthcoming, Chairman Ray Hessinger adjourned the meeting at 11:58am Eastern

Next meeting – 11-30-21.

Decisions/Action Items

Treasurer's Report:

Tim Ziethen provided the current Balance and Spend on 11-16-21:

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The FASC is in the process of finalizing updates to the two-pager for the 2022 version and will look to approve the changes out of the subcommittee on its next call - 12-8-21.

Annual By-Law Review/Update:

The FASC submitted proposed changes to the By-Laws to the Executive Board on 10-14-21. The Board was expected to vote on the proposed changes on 11-16-21, but due to the lack of a quorum on that date, the vote was tabled until the next call 11-30-21.

Update – Multi-State Rail Car Procurement:

Caltrans provided the following update to the Technical subcommittee on 10-28-21. Steve Hewitt read it into the record on 11-2-21:

Design review for the standard coach is complete. The Cab Car shell final design has been approved and the first 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 scheduled to resume in November and the compression test report is in work. The FAI for the cab Side Window is occurring this week in Canada.

Ninety-four cars are in production or have been produced at Siemens Sacramento Facility. IDOT and Caltrans cars are being prepared for Conditional Acceptance and revenue service while open items are being addressed.

Next Update: 11-30-21

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 11-2-21:

Metro-North and Siemens continue with the initial design review of various locomotive components for approval by Metro-North.

Next Update: 11-30-21

Update: Amtrak Vehicle Procurements – 11-2-21:

On the Acela 21 – The first one should be out of Hornell and in Wilmington, DE. tomorrow (11-3-21) for testing.

On the ACL 42 Locomotive – progress is continuing with the first two being shipped for testing on the corridor. Two others are awaiting resolution of PTC issues.

On the intercity passenger rail trains – they continue to be in the initial design review phase.

Next Update: 11-30-21

Update: Document Control Management 11-16-21:

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On 11-16-21, Steve Hewitt also reaffirmed those who are members of the DMU Review Panel:

Ray Hessinger, NYSDOT – Review Panel Chairman
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Steve also noted that Mr. Salci has requested additional time to complete the report, thus the scheduled meeting of the DMU Review Panel on 11-17-21 has been canceled.

On 11-16-21, Larry Salci confirmed that he needs additional time. He noted that he over 50% of the Report completed. He reminded those on the call that along with 90 DCRs submitted by Stadler of which ½ were rejected over the carbody material issue, there was an initial submittal of 85 DCRs last November. So, there are two packages that he needs to review and include in his report.

Next Steps/Timeline for DMU Review Panel Report with Recommendations

Timeline:

Larry Salci expects to complete his DRAFT Report no later than Monday 11-29-21 and would like to have the DMU Review Panel meet on during the week of 12-6-21. This would enable the Executive Board to consider the Report and its recommendations when it meets on 12-14-21.

After some discussion, it was agreed that the **DMU Review Panel meeting will be scheduled for 1:00pm Eastern on 12-7-21**. Steve Hewitt will send a calendar appointment via Outlook to all members of the Panel.

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The PowerPoint presentation was distributed and posted to the website.

Next Update: As appropriate

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 some 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

Technical subcommittee review of the Access Board Proposed Rulemaking regarding accessibility guidelines for Rail vehicles:

The intent of this effort is for states to submit their comments to the Access Board Docket on the Accessibility Requirement Guidelines Advance Notice of Proposed Rulemaking. Amtrak has submitted its comments already and will share them with the Executive Board. Once the comments have come back and there is a final Rule, the Technical

subcommittee (through its technical working groups) will compare them with the NGEC specifications to ensure compliance and make any necessary changes by utilizing the NGEC DCR process.

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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: as appropriate

Establishing Priorities and developing updated work plan for 2022 – Ray Hessinger:

Ray Hessinger opened the discussion commenting that this is ongoing and that to date he (and Steve Hewitt) have received input from Dave Warner suggesting that the Reference documents (305-800 and 305-900 series) should be a priority. These were adopted by the NGEC early on and apply across the Board to all specs. It is important that they are reviewed to ensure that they are up to date. Ray believes this should be the first priority for the next round of updates going into 2022.

He would also like to get input from Board members on any upcoming procurements that would identify which vehicle specification should be updated next.

Jeff Gordon, FRA, suggested that because of the extensive discussion around the DMU specification and the issue of car body materials, plus the fact that the Stadler DMU can also be considered a trainset – it may be that the Trainset specification should be reviewed and updated more completely.

Currently the Trainset specification is being updated to be consistent with changes previously made to the single level car specification where applicable and, in that process, it was discovered that the spec was not in the same format as the other PRIIA specifications. Therefore, the Trainset specification has been undergoing a re-write/re-formatting to make it consistent with all PRIIA specs. Several paragraphs were also being added to the specification.

Jeff suggested that since the Stadler DMU can be considered a trainset, and since the PRIIA trainset spec is in its Initial Release until the aforementioned re-write has been approved, now may be the time to open it up for a general review.

Ray Hessinger agreed that Jeff's point is valid. He again, mentioned that any upcoming procurements should be next up on the priority list. He has not yet heard of any and would like input as he develops the 2022 work plan and priority list.

Action:

Ray asked Steve Hewitt to keep this as a standing agenda item for the next few calls before figuring out the priorities for 2022.

Members are asked to provide input over the next few weeks.

Next Update-11-30-21

NGEC in-person Annual Meeting – Washington DC – Hyatt Regency on the Hill – 2-25-22.

AASHTO has announced that it will hold its Council on Rail Transportation (CORT) meeting in Washington, DC in-person the week of 2-21-22 at the Hyatt Regency Capitol Hill.

As it has done in the past, the NGEC will meet at that location on the morning of the 25th. More information to come.

Draft Agenda: 11-30-21 or 12-14-21

NGEC Executive Board Meeting

11-16-21

11:30 AM – 12:00 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 11-2-21 meeting | Ray Hessinger |
| 5. Treasurer's Report
Balance/Spend Rate
Status NGEC two-pager updates for 2022 edition
Overview FASC discussion on raising awareness of the NGEC
Annual By-Laws Review – Overview of FASC approved changes | Tim Ziethen |
| 6. Consideration of adoption of the proposed By-Laws changes | Ray Hessinger |
| 7. Update: Document Control | Tammy Krause |
| 8. Other | All |
| 9. Adjourn | Ray Hessinger |

Next call/meeting – 11-30-21