



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

SECTION 305 NGEC Executive Board

MINUTES

APRIL 5, 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, Arun Rao, Amanda Martin, Jason Orthner, Momo Tamaoki for Kyle Gradinger, Brian Beeler II Support Staff and Colleagues: Jon Dees, Joe Paul, Tammy Krause, Larry Salci, Steve Hewitt, Dave "Emeritus" Warner, Shayne Gill, Strat Cavros, Rebecca Anger
ABSENTEES	Board Members: Ron Pate, Kyle Gradinger, Mike Jenkins, John Oimoen Support: Michael Kraft, Patrick Centolanzi, Gurleen Boparai, Mike Murray, 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:

Following the roll call, Steve Hewitt confirmed the presence of a quorum.

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 (4-5-22).

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 125 hard copies and 425 electronic copies have been distributed.

Metro-North Dual Mode Locomotive Equipment as of 3-22-22:

Metro-North and Siemens are still in the Preliminary Design Review phase. There are only a few open items left to resolve, and they continue to move forward.

Next Update: 4-19-22

Amtrak Vehicle Procurements – as of 3-22-22:

On the Acela: They continue to work on the qualification efforts with FRA. One trainset is in Philadelphia for APTA's meeting and can be seen there.

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

On the Charger Locomotives: Amtrak continues to deliver units. There are two in service between Chicago and Seattle – and things are going well.

Next Update: 4-19-22

VIA Rail Equipment Procurement:

On 2-25-22 – during the 12th 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

CtDOT Rail Car Procurement as of 4-5-22:

The “cone of silence” period continues.

Next Update: As appropriate

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

One of the critical action items coming out of the Annual Meeting was the need to seek a source of funding. To date, the FRA has not responded to the NGEC’s request for funding out of the FRA budget or any other potential pocket of money.

Given that, and the fact that the NGEC has only enough funding to get it about 3 or 4 months past the grant agreement end date of 9-30-23, it is time that the Committee looks for another source. One suggestion that came up after the Annual Meeting, was a suggestion that the more viable path forward may be for the NGEC to seek a grant in the next round of CRISI Grants. Ray believes that with the partnership the NGEC has with members of the industry, states, Amtrak, and FRA there should be strong support for the Committee to receive a grant under CRISI. The ask is relatively small, and the benefits are huge.

On 3-22-22, the Executive Board agreed to explore a CRISI Grant as a possible funding option. Chairman Hessinger asked the FASC to take the lead on this.

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.

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.

4. Approval of the Minutes from the 3-22-22 NGEC Executive Board Meeting:

On a motion by Jeff Gordon, FRA, and a second by Amanda Martin, Iowa DOT, the minutes from the Executive Board Meeting held on 3-22-22 were approved as submitted.

5. Multi-State Rail Car Procurement – Momo Tamaoki for Kyle Grading, Caltrans:

Momo Tamaoki, Caltrans, provided the following update for inclusion in the minutes (4-5-22):

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. 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 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 has been submitted for review. The cab car compression test report review is complete, and the revised test report is in review. FAIs will continue for café and cab car subsystems.

103 cars are in production or have been produced at Siemens Sacramento Facility. Revenue Service relevant FMIs are in progress and open items related to Conditional Acceptance are being addressed.

**6.
FASC Update and Treasurer's Report - Tim Ziethen:**

On 4-5-22, Tim Ziethen provided the following update:

Balance/ Spend Rate:

Total Initial Grant Amount: \$1,250,000.
Amount Spent through January: \$912,469.91
Balance remaining: \$ 337,530
Current Spend Rate per month (as info and used in calculating): \$14,257
Estimated Balance at the end of the Extension Period (Contingency): \$52,000

Steve Hewitt asked if Tim thought the Annual Meeting expenses, not yet included in the update, would have much of an impact on the monthly expense average and the final contingency amount.

Tim said that historically there has not been that big of an impact, but with the meeting this year and in 2023, it will have some impact on the final contingency amount.

Status – Developing SOW for Website Refresh

Steve Hewitt has provided Tim Ziethen with a DRAFT Statement of Work which Tim reported that he is reviewing it and will send his edits soon. Tim noted that this could be taken up on the next FASC call 4-27-22.

Steve agreed and commented that, if he received Tim's edits soon enough in advance of the next call, it would be possible to send to all FASC members for comments and then on to AASHTO. Either way, it should be finalized at least on the next FASC call on April 27th so AASHTO can go out with an RFI.

Status – Developing Request for NGEN CRISI Grant – Process

Tim Ziethen reported that he has had two calls with the Amtrak Grants Officer. The FRA has not yet released the details for this round, and likely won't for a couple of months. In the meantime, Amtrak Grants and Tim are looking at last year's process, and Tim is waiting for internal confirmation as to whether he can distribute a copy or parts of a copy of an Amtrak submittal from last year to use as an example.

Tim noted that they (Tim and Amtrak Grants Officer) believe it is an appropriate application and process for those funds (CRISI) based on successful Grant applications from last year's program.

Tim noted that since it is a couple of months away before we will see the details, timing is a concern. The program will be highly competitive, and the NGEN has a short window with its existing funds. Therefore, he has asked the Amtrak Grants Office to consider other potential funding opportunities and he asks that FRA also consider other avenues or vehicles – even if only short-term pending the timing of a CRISI Grant.

Shayne Gill, AASHTO, asked who the Grant applicant would be?

Tim responded that it would be Amtrak.

Shayne also asked if FRA would require a non-federal match?

Tim responded that they are asking for clarification on that.

Ray Hessinger responded that if a match was to be required, he believed the NGEC could quantify the significant use of volunteer hours to make up a soft match. This would mean that volunteer hours and the costs would need to be tracked, but it is something that could be considered if a non-federal match is required.

He believes there is significant value emanating from the work of the NGEC, for a minimal amount of federal funding.

Ray also noted that NYSDOT has a similar grant program - "a smaller version of CRISI" - for the state's freight program, so there is some familiarity he has with it.

He added that "the amount of money the NGEC will ask for is a lump of change" in comparison to the million or tens of millions being asked for in most CRISI apps.

Strat Cavros, AASHTO, commented that due to non-federal share in cooperative agreements they are well versed in the area of soft match.

Tim Ziethen added that the new terms for the CRISI Grant Program may not require it.

Ray Hessinger added that it is important to get all of these questions well in hand in advance to be ready to submit.

Tim Ziethen also raised the issue of how much the NGEC would be asking for. Is it simply the amount the Committee uses per year now? (about \$180,000 per year) This would be about \$1 million over five years to carry out the current activities or are we looking for something more to accommodate additional work?

Steve Hewitt asked where the recommendation would come from – the FASC?

Ray Hessinger responded that he believes both the Technical subcommittee and the FASC will need to provide input to the Board as to the amount to be requested.

Tim Ziethen also noted that the application would be required to identify one or more of, he believes, three criteria – two of which are safety and efficiency. There can be more than one, but the NGEC will need to decide on its approach.

7.
Update: Document Control Management – Tammy Krause:

Tammy Krause provided the following update for inclusion in today's minutes (4-5-22):

Document control has almost completed the DMU specification revision. The Technical Writer had a few questions about one of the changes and is now just finishing it up.

The Bi-Level DCR form was sent out to the TSC members, the original was an Adobe pdf that was difficult to manipulate. This form will be easier for the TSC members to use.

The Materials Working Group member request was issued, and I have already had some responses. I am planning on an initial meeting on 4-13-22 to start the groups' activities and hopefully choose a chairperson. That is my update.

Tammy explained that on the last Technical subcommittee call (3-31-22) it was determined that the best way to approach the carbody materials issue was to establish a special (temporary) working group. She has been asked to get it organized and started, but expects the working group to name a team leader or get a volunteer team leader from those who respond. The email announcement calling for volunteers to participate on the working group went out this morning and she has already received several responses of interest. Tammy believes this will be a popular working group.

8.
APTA Whitepaper on Hydrogen & Battery Electric Passenger Rail Requirements- Dave Warner:

Dave Warner (Mr. Emeritus) provided the following overview of the APTA effort to develop Alternate Fuel Safety Standards:

APTA has begun an effort to develop an "Alternate Fuel Safety Standard." The current approach incorporates six key tasks: Consolidate critical safety issues from the industry, Leverage worldwide best practices, Publish APTA white paper of industry best practices, Convert white paper to a Recommended Practice, Consolidate experience and expand the

Recommended Practice to a Safety Standard and finally Introduce Safety Standard to the industry. This is obviously a far-reaching, ambitious, and necessary effort, and one which actually transcends the passenger railroad APTA oversight to include the rubber-tired world.

With the agenda for this meeting, PRIIA Manager Steve Hewitt sent out a presentation APTA gave to the Rail Safety Advisory Committee (RSAC) last July on Alternative Fuel Technology. Sound familiar? The tasks listed above are contained in that presentation. Many PRIIA member organizations are also APTA members, and I encourage you all to participate in this effort. The next meeting is being held on Tuesday, April 19 via Microsoft Teams. If you would like the invitation, please contact Emeritus Dave at David.warner@stvinc.com

10.

Other – all:

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

Next meeting – 4-19-22

Decisions/Action Items

Treasurer's Report:

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NGECE Website Refresh:

Status – Developing SOW for Website Refresh

Steve Hewitt has provided Tim Ziethen with a DRAFT Statement of Work.

On 4-5-22, Tim Ziethen reported that he is reviewing the DRAFT SOW and will provide Steve Hewitt with his edits.

Once approved by the FASC, the SOW will be sent to AASHTO. AASHTO will put out the RFI.

Update – Multi-State Rail Car Procurement:

Momo Tamaoki, Caltrans, provided the following update for inclusion in the minutes (4-5-23):

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103 cars are in production or have been produced at Siemens Sacramento Facility. Revenue Service relevant FMIs are in progress and open items related to Conditional Acceptance are being addressed.

Status: – Connecticut DOT Rail Car Procurement as of 4-5-22:

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

Next Update – as appropriate

Metro-North Dual Mode Locomotive Equipment as of 4-5-22:

Metro-North and Siemens are still in the Preliminary Design Review phase. They have only a few open items left to resolve, and they continue to move forward.

Next Update: 4-19-22

Update: Amtrak Vehicle Procurements – 4-5-22:

On the Acela: They continue to work on the qualification efforts with FRA. One trainset is in Philadelphia for APTA’s meeting and can be seen there.

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Next Update: As Appropriate

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

One of the critical action items coming out of the Annual Meeting was the need to seek a source of funding. To date, the FRA has not responded to the NGECE’s request for funding out of the FRA budget or any other potential pocket of money.

Given that and the fact that the NGECE has only enough funding to get it about 3 or 4 months past the grant agreement end date of 9-30-23, it is time that the Committee look for another source. One suggestion that came up after the meeting, was a suggestion that the more viable path forward may be for the NGECE to seek a grant in the next round of CRISI. The Chair believes that with the partnership the NGECE has with members of the industry, states, Amtrak, and FRA there should be strong support for the Committee to receive a grant under CRISI. The ask is relatively small, and

the benefits are huge.

On 3-22-22 Chairman Hessinger emphasized "absent the FRA coming to us to say yes we will fund you out of some pocket, we need to pursue this path".

Action/Status – 4-5-22:

Tim Ziethen reported that he has been working with the Amtrak Grants Officer on the timing and process for a CRISI Grant application.

The FRA has not yet released details of the new CRISI Grant, but Amtrak may be able to provide the NGEC with a copy or part of a copy of a successful CRISI Grant form last year's program pending internal approval.

The view from the Amtrak Grants Office is that the NGEC (with Amtrak as the applicant) should qualify for the program.

With many questions in need of clarification, the NGEC will get those in hand in advance to be as prepared as possible once the program details are announced.

Tim Ziethen noted that since it is a couple of months away before FRA releases the details, timing is a concern. The program will be highly competitive, and the NGEC has a short window with its existing funds. Therefore, he has asked the Amtrak Grants Office to consider other potential funding opportunities and he asks that FRA also consider other avenues or vehicles – even if only short-term pending the timing of a CRISI Grant.

As of 4-5-22, there is nothing new on FRA responding to the NGEC's initial request for funding from its budget or any other potential pocket of money.

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

2022 Priorities:

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 IJJA 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.

Tammy Krause has prepared an action plan and timeline for the Chair's priorities and discussed each item on 3-22-22. The timeline was distributed to all Executive Board members.

Action – 3-22-22:

One specific action that is needed in support of the priority of dealing with car body materials is to determine whether a focused working group should be established. This was an agenda item on the 3-31-22 NGEC Technical subcommittee call, and it was determined that a temporary carbody materials working group would be established

Update as of 4-5-22:

The Technical subcommittee has begun work on the priority areas and is following an action plan and timeline as

presented by Document Control Manager Tammy Krause.

The carbody materials working group is being organized and will address issues related to carbody materials. Once its work is complete it will present its findings and recommendations to the full Technical subcommittee.

An email has gone out (4-5-22) calling for volunteers to participate on this working group. Responses are being sent to Tammy Krause – and there have been quite a few already.

APTA Effort on Developing Alternate Fuel Safety Standards:

On 4-5-22, Dave Warner provided an overview on the APTA efforts to develop Alternate Fuel Safety Standards. He also included a PowerPoint presentation that Steve Hewitt distributed prior to the call.

Dave emphasized that “Many PRIIA member organizations are also APTA members, and I encourage you all to participate in this effort. The next meeting is being held on Tuesday, April 19 via Microsoft Teams.”

NGEC members, if you would like the invitation to the April 19th meeting or more information, please contact Emeritus Dave at David.warner@stvinc.com.

NGEC Executive Board Meeting

4-5-22

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 3-22-22 NGEC Executive Board Meeting | Ray Hessinger |
| 5. FASC Update and Treasurer’s Report | Tim Ziethen |
| Balance and Spend Rate | |
| Status – Developing SOW for Website Refresh | |
| Status – Developing Request for NGEC CRISI Grant - Process | |
| 6. Update – Multi-state Rail Car procurement | Kyle Gradinger |
| 7. Update: Document Control | Tammy Krause |
| - DMU Technical Writing status | |
| - Kicking off the Bi-Level Specification | |
| - Results of Technical subcommittee discussion on Carbody materials – next steps | |
| 8. APTA Whitepaper on Hydrogen & Battery Electric Passenger Rail Requirements | Dave Warner |
| 9. Other | All |
| 10. Adjourn | Ray Hessinger |

Next Meeting – 4-19-22