



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

SECTION 305 NGEC Executive Board

MINUTES

MAY 17, 2022,

11:30 EASTERN

CONFERENCE CALL

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

DECISIONS MADE

1.

Welcome – George Hull, Vice Chair, S305 NGEC Executive Board:

In the absence of Chairman Ray Hessinger, NYSDOT, Vice Chair George Hull, Amtrak, 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 (5-3-22).

Steve also reported that Ray Hessinger is again unavailable today due to a medical procedure. He expects to be back on schedule for the June meetings.

Reminder: The 5-31-22 Executive Board meeting is canceled due to the Holiday weekend and some schedule conflicts.

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 450 electronic copies have been distributed.

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.

Next Update: As Appropriate

CtDOT Rail Car Procurement as of 5-17-22:

Marci Petterson, CtDOT, has reported to Steve Hewitt that the Connecticut Coach Car procurement is no longer in the cone of silence. The original RFP has been rescinded and a new RFP has been released.

Next Update: As appropriate

Amtrak Vehicle Procurements as of 5-17-22:

On 5-12-22, George Hull reported to the Technical subcommittee the following:

On the Acela 21: Working through the qualification – anticipated revenue service in Fall of 2023.

On the Charger Locomotive: This is going well. There are 6 locomotive in service. 3 are on the Empire Builder and “a couple more will soon be running on the City of New Orleans”.

On the Intercity Trainset (ICT): Preliminary Design Review is finished, and work is beginning on Intermediate Design Review. First Article Inspections (FAI's) on several items will begin in the next few months.

Next Update 6-14-22

Metro-North Dual Mode Locomotive Procurement as of 5-12-22:

On 5-12-22, Ray Hessinger, NYSDOT, reported to the Technical subcommittee that Metro-North and Siemens have completed the Preliminary Design Review phase and are entering into the Final Design Review phase.

Next Update 6-14-22

4. Approval of the Minutes from the 5-3-22 NGEN Executive Board Meeting:

On a motion by Jason Biggs, WSDOT, and a second by John Oimoen, IDOT, the minutes from the Executive Board Meeting held on 5-3-22 were approved as submitted.

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

Kyle Grading, Caltrans, provided the following update for inclusion in the minutes (5-12-22):

The Cab Car shell final design has been approved and the cab cars 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 with Galley open items expected to close in June.

The Cab Car Collision and Corner Post Appendix F testing is complete, and the test report is in review with FRA and the states. The revised cab car Compression test report is also in review. The Cab Car Coupler and Carrier FAI is scheduled for June.

108 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. IDOT coaches are currently in revenue service and Caltrans plans on a July revenue start.

6. Update: Document Control Management – Tammy Krause:

Tammy Krause provided the following update for inclusion in today's minutes (5-17-22):

The revised DMU specification has been provided to Steve Hewitt. He will now be able to provide the revised version to requestors.

The Technical Writer is currently updating the Document Control Procedures to reflect the new and improved DCR form and the ability to update the Review Panels. I will be sending this to Ray Hessinger for approval signature as soon as I get it.

The Material Working Group met under the direction of Michael Gill, and he will be scheduling the group meetings going forward.

The Electronics on Trains Working Group is now under the leadership of Ken Martin and their next meeting is 6-14-22 @ 2:00pm.

I am updating the Document List to include the revised version of the DMU specification and the Document Control Procedures (305-100).

**7.
Treasurer's Report:**

In the absence of the NGEC Treasurer, Tim Ziethen, this item was tabled.

**8.
Website Refresh – Steve Hewitt:**

Steve Hewitt reported that he has been working with AASHTO to get together with their website team to see what they will need in the SOW to be able to put out an RFI. After several FASC and Executive Board discussions, Chairman Hessinger determined there we are at the point where we need input from AASHTO on what we need to include in the SOW if we are to proceed with an RFI.

Rebecca Anger and Steve Hewitt are working on a date and time for a call with AASHTO and Ray Hessinger and Steve Hewitt to discuss the SOW. Steve Hewitt and Ray Hessinger have provided responses to a set of questions relayed to them by AASHTO.

There is a tentative date of 5-23-22 for the meeting – no time has yet been set.

**9.
Requesting new funding for the NGEC – Arun Rao, WisDOT:**

Arun Rao, the Wisconsin DOT representative on the NGEC Executive Board, and also the Chair of the States for Passenger Rail Coalition, Inc. (SPRC) reported that SPRC is, and has been for a long time, a strong advocate of the NGEC and for it to be funded. SPRC is a states' organization represented by 23 states and Joint Power Authorities. It is a coalition that advocates to Congress for states interests in passenger rail. It is not to be confused with SAIPRC which has less state members and also is represented by Amtrak and FRA. This is similar to the NGEC, and it also cannot advocate.

SPRC has been advocating for funding for the NGEC for quite some time. While SPRC will support whatever efforts the NGEC puts forth for funding, such as a CRISI grant, it believes that it would be more appropriate to fund the NGEC through the appropriations process rather than through a discretionary Grant. The NGEC's original funding came through the appropriations process and should again.

In testimony to the House Appropriations THUD subcommittee for its recent hearing, among other items, the SPRC advocated for funding in the 2-23 Appropriations for the NGEC. SPRC also included that same language in a letter to the Senate Appropriations THUD subcommittee.

SPRC believes that the work of the NGEC is critical to advancing next generation intercity passenger rail equipment. Developing and maintaining specifications is of utmost importance.

Arun also mentioned that the NGEC Chair (Ray Hessinger) is also a member of the SPRC Executive Committee.

The SPRC recently updated its policy principles and will be sending that document to Congress. In the Policy Principles document the NGEC is included. Arun read into the record the NGEC language that is included in the SPRC Policy Principles:

New Funding for the PRIIA 305 Next Generation Corridor Equipment Pool Committee (NGEC): *It is critical that new funding is provided to the NGEC to continue the development and maintenance of standardized next generation passenger rail vehicle specifications, to help lower operating and maintenance costs, extend vehicle life expectancy, reinvigorate the US Rail manufacturing, and supply industry, and enhance workforce development. The*

new funding will enable the NGEN to continue exploring emerging technologies (such as zero emission/climate friendly propulsion alternatives) and develop additional next generation specifications that cover the full spectrum of intercity passenger rail services in the United States (U.S). Amtrak, States, and private entities all across the US and Canada are using NGEN specifications in procuring new passenger rail equipment. The new Charger Locomotives and Venture passenger rail cars are delivering positive results for the traveling public with enhanced accessibility, modern amenities, and improved reliability.

Steve Hewitt followed Arun's comments to provide a status on the CRISI Grant Application. Nothing more has been done as Tim Ziethen, NGEN Treasurer and FASC Chair has been out on medical leave, and his input is critical to the application. Once he has returned, we will continue the process.

Steve Hewitt also reported that he was informed by FRA that their representatives (Jeff Gordon and Mike Murray) will be recusing themselves from funding discussions in the FASC and Executive Board meetings. They requested that any such funding discussions be put at the end of those meeting agendas so that they can step off the call at that point. This will avoid any perceived conflict of interest issues. This will especially pertain to a potential CRISI Grant as they would likely be a part of the FRA review team once the application has been submitted.

**10.
Other – all:**

With no other business forthcoming, George Hull adjourned the meeting at 11:50am Eastern.

Next meeting – 6-14-22

Decisions/Action Items

Treasurer's Report:

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

No update provided on 5-17-22

2022 NGEN Backgrounder educational document:

The 2022 version of the two-page educational flyer remains available in both electronic and hard copy.

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NGEN Website Refresh as of 5-17-22:

Steve Hewitt reported that he has been working with AASHTO to get together with their website team to see what they will need in the SOW to be able to put out an RFI. After several FASC and Executive Board discussions, Chairman Hessinger determined there we are at the point where we need input from AASHTO on what we need to include in the SOW if we are to proceed with an RFI.

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Update – Multi-State Rail Car Procurement as of 5-17-22:

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Status: – Connecticut DOT Rail Car Procurement as of 5-17-22:

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Next Update – as appropriate

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Next Update: 6-14-22

Update: Amtrak Vehicle Procurements as of 5-17-22:

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Next Update: 6-14-22

Update: Document Control Management as of 5-17-22:

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I am updating the Document List to include the revised version of the DMU specification and the Document Control Procedure.

VIA Rail Equipment Procurement:

On 2-25-22 – during the 12th NGECE 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

Exploring 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.

Status: Developing a CRISI Application as of 5-17-22:

There has been no change to the status update as of 5-17-22 due to the Treasurer being on medical leave.

The FASC met on 4-27-22 and are awaiting an update from Tim Ziethen who has been out for the last few weeks. His last update was to this body on 4-5-22 and is included in these minutes:

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 will not 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 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.

Status: Exploring Other Funding Options:

On 5-17-22, Arun Rao, the Wisconsin DOT representative on the NGEC Executive Board, and also the Chair of the States for Passenger Rail Coalition, Inc. (SPRC) reported that SPRC is, and has been for a long time, a strong advocate of the NGEC and for it to be funded. SPRC is a states' organization represented by 23 states and Joint Power Authorities. It is a coalition that advocates to Congress for states interests in passenger rail. It is not to be confused with SAIPRC which has less state members and also is represented by Amtrak and FRA. This is similar to the NGEC, and it also cannot advocate.

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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:

Priority Area: 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.

Action as of 5-17-22: Bi-Level Car Specification Review/Update is underway. A new DCR form has been adopted and is now being used.

Priority Area: 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.

Action as of 5-17-22: The Carbody Materials Working Group held its first meeting on 5-11-22. The team leader is Michael Gill, SNC Lavalin/Atkins.

Priority Area: 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.

Action as of 5-17-22: Dave Warner gave a zero emissions presentation during the Annual Meeting and followed that up with a presentation to the Executive Board on APTA's effort to develop Alternate Fuel Safety Standards

Priority Area: 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 as of 5-17-22 -This is included in the DCM action Plan and will likely follow the Bi-Level Car Specification update.

Priority Area: Review/update NGEC Reference and Drawings series 305-900 and 305-800.

Action as of 5-17-22: This item is on the DCM action plan for 2022 – no activity to date.

Next Meeting – 6-14-22

NGEC Executive Board Meeting

5-17-22

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 | George Hull |
| 2. Roll Call | Steve Hewitt |
| 3. Action Items Status Review | Steve Hewitt |
| 4. Approval of Minutes from 5-3-22 | George Hull |

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| 5. Update – Multi-state Rail Car procurement | Kyle Gradinger |
| 6. Update: Document Control | Tammy Krause |
| 7. Treasurer’s Report | Tim Ziethen ? |
| 8. Update: Website Refresh | Steve Hewitt |
| 9. Requesting new funding for the NGEC | Arun Rao |
| 10. Other | All |
| 11. Adjourn | George Hull |

Next Meeting – 6-14-22