



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

SECTION 305 NGEC Executive Board

MINUTES

JULY 12, 2022,

11:30 EASTERN

CONFERENCE CALL

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

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 (7-12-22).

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 575 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

4.

Approval of the Minutes from the 6-28-22 NGEC Executive Board Meeting:

On a motion by John Oimoen, IDOT, and a second by Amanda Martin, Iowa DOT, the minutes from the Executive

Board Meeting held on 6-28-22 were approved as submitted.

5.

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

Kyle Grading provided the following update for inclusion in the minutes (7-12-22):

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 being addressed.

The Cab Car Collision and Corner Post Appendix F testing is complete, and the test report has been reviewed and Siemens is addressing the final comments. FRA comments to the Compression Test report have been addressed. The Final FAI Cab Car Shell Report is in review.

113 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 is planning revenue start once necessary agreements are in place.

6.

Update-Connecticut DOT Rail Car Procurement – Steve Hewitt:

Marci Petterson, CtDOT, reported to the Technical subcommittee (TSC) on 6-9-22 that a pre-proposal meeting was scheduled for 6-10-22. Marci had previously announced (on 5-12-22) that Connecticut's Initial Coach Procurement RFP was rescinded, and a new RFP was released on 5-11-22.

On 7-7-22, Marci Petterson reported to the TSC that the pre-proposal meeting was held as scheduled and that the first round of questions are due this week. (week of 7-11-22)

7.

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

Siemens has submitted some final design review documents to Metro-North and they have started meeting to consider the documents submitted to date.

8.

Update: Amtrak Vehicle Procurements – George Hull:

On the Charger Locomotive:

Progress continues. Amtrak continues to take delivery. 8 units are now in service.

On the Intercity Trainset (ICT):

Intermediate Design Review is underway. There is a hard mock-up review taking place with various groups (states, FRA, the Access Board) meeting in Philadelphia each day beginning today (Tuesday 7-12-22).

On the Acela 21:

They expect to get Trainset #4 out of the factory next week. Testing and qualification continues.

9.

Update: Document Control – Tammy Krause:

Tammy Krause provided the following update for inclusion in today's (7-12-22) Minutes:

The Bi-Level Specification proposed update has started receiving DCRs. I have received 23 from one person and a second person is still working on them. I will organize them to send to the appropriate Technical Subcommittee Working Groups.

I continue working with the Technical Writer on the update to the document 305-100, specifically updating the specification review group members.

The Carbody Materials Working Group's next meeting is scheduled for 7-21-22. They are continuing to work on Chapter

4 – Carbody, of the Single Level Specification.

The Electronics on Trains Working Group will be meeting on Tuesday 7-12-22 (today).

10.

NGEC 2022 Annual Meeting – Date/Time/Location – Steve Hewitt:

The 2023 NGEC Annual Meeting will be held a bit earlier than in past years. This year it will be held on February 3rd. The location is, once again, the Hyatt Regency Capitol Hill, Washington, DC, Capitol Room B. The time for the meeting will likely be the same as last year (8:00am Registration – Meeting 8:30am – Noon Eastern).

Other related meetings will take place, as usual in conjunction with the AASHTO Council on Rail Transportation – all will take place at the Hyatt:

Schedule:

1-31-23 States for Passenger Rail Coalition (SPRC)
2-1-23 AASHTO Council on Rail Transportation – General Session
2-2-23 States Amtrak Intercity Passenger Rail Committee (SAIPRC)
2-3-23 The Next Generation Corridor Equipment Committee (NGEC)

Steve will provide more information as the meeting date draws closer. He will send a save the date notice soon.

11.

FASC Update and Treasurer’s Report – Tim Ziethen:

As Tim Ziethen was not available for this call, the following is the last Treasurer’s Balance and spending report provided:

Balance/ Spend Rate through April 2022:
Total Initial Grant Amount: \$1,250,000.
Amount Spent through April \$912,469.91
Balance remaining: \$ 337,530
Estimated Spend at current rate for balance of the Grant – \$231,522.22
Current Spend Rate per month (as info and used in calculating): \$13,618.95
Estimated Balance at the end of the Extension Period (Contingency): \$106,007.87

a. Website Refresh – RFP response/next steps – Ray:

Ray Hessinger reported that the website refresh RFP was issued and AASHTO received a response proposal from one vendor. Ray and Steve Hewitt have reviewed the proposal and it was previously sent to Tim Ziethen as well.

Steve Hewitt noted that he distributed the proposal documents to all Board members on Friday 7-8-22 along with this meeting agenda.

Ray and Steve noted that the usual next steps would be for the FASC to review the proposal and make a recommendation to the Executive Board. However, Ray commented that with the uncertainty surrounding the timing of Tim Ziethen’s return, (it was initially thought he would be back on 7-6-22) and when the next FASC call will take place, it would make more sense to go directly to an Executive Board review and consideration.

Steve Hewitt agreed, and added that all FASC members are also on the Executive Board so this process would not bypass anyone who should be in the review loop and there is a certain need to complete the process and respond to the vendor.

Ray asked if an electronic vote could be taken by the Board. Steve Hewitt stated that this is allowed in the By-Laws and has been done in the past.

Ray suggested that the Board members review the documents (technical and cost proposals) submitted in response to the RFP and cast their vote yes or no on the response proposal and send the vote to Ray and to Steve Hewitt.

Ray asked if this was a reasonable approach. John Oimoen, IDOT, stated that he thought it was reasonable and he agreed with it.

Jeff Gordon asked if this vendor is the same on that does the AASHTO website currently? Ray said it does work with AASHTO. Ray added that AASHTO (Strat Cavros) would be better able to answer to what extent.

Jeff seemed OK with the response and did not ask Strat (who was on the call) to elaborate.

Jeff followed with the question of website maintenance. He noted the proposal does not say anything about it. He asked will the functionality be the same as it currently is where Steve Hewitt sends items to AASHTO and AASHTO posts them and maintains the site?

Steve Hewitt responded that during the development of the RFP, he responded to an AASHTO clarifying question on this and he told them the intent was to not change this process at all. There is no plan to have the vendor maintain the site. The functionality is to remain the same as it is now.

b. By-Laws Update Status – Steve:

Steve Hewitt reported that he and John Oimoen, IDOT, have not yet connected to discuss the By-Laws and changes that have been discussed such as:

Background:

On the last call, 6-28-22, Ray Hessinger noted that he and Steve Hewitt had been talking about the fact that there is no other Amtrak person assigned to the FASC, and with Tim being out for several months there has been no way to move forward with the work of this subcommittee. Amtrak is the grant recipient and manages the NGENC finances as well as being the proposed applicant for new funding.

Ray and Steve talked about proposing a By-Laws change that would require that that Amtrak hold the position of Chair and one of the two Vice Chairs of the FASC. The NGENC Technical subcommittee currently operates with an Amtrak chair and vice chair as well for similar reasons and has from day one.

Without a second Amtrak representative, and best case would be as an officer, the FASC cannot even have a quorum on its calls, so it is even more problematic not having an Amtrak representative to back up the chair. The Chair of FASC is also the NGENC Treasurer – and without back-up the monthly Treasurer's update on the NGENC's finances (balance and spending) has also been on hold. Presumably, a second Amtrak representative would be able to provide this information to the FASC and the Executive Board.

The timing to begin this process is right, as it is approaching the time when the FASC would usually start its' annual By-Laws review.

It was already expected that a change would be recommended that would expand the NGENC's approved activities to raise its visibility.

George Hull, Amtrak, agreed that the issue of increased Amtrak representation on the Finance and Administrative Subcommittee (FASC) needs to be addressed. He also noted that there has been some reorganization within Amtrak. Where, initially mechanical finance was under the Mechanical Department - all finance has rolled up under Amtrak' Finance Department. George added that "we need to get aligned either within mechanical or moved to the service finance group". George will discuss with Tim and will report back on this, but he does understand it needs to be addressed.

Following the call, George let Steve Hewitt know that he talked to Tim Ziethen, and he should be back to work next week (7-18-22) and that Tim will reach out to Steve.

John Oimoen, IDOT, will send Steve some dates of availability and Steve will arrange a call with John to begin looking at these items and begin the By-Laws annual review.

c. Funding Efforts/Next Steps – Tim:

Ray reported that the effort to find new funding for the NGENC continues to be a priority.

A critical step is to prepare a CRISI Grant application. Since Amtrak is to be the applicant, this process has been on hold as well with Tim Ziethen being the contact working with the Amtrak Grants Office.

Steve Hewitt added that to date the request by the States for Passenger Rail Coalition (SPRC) for the House and Senate THUD subcommittees to include an appropriations for funding the NGENC has not been successful. It is not in the current bill.

This makes applying for a CRISI Grant even more critical and, even if not awarded it may open doors to either FRA or Amtrak finding another way to provide new funding.

Ray Hessinger reported that the NYSDOT Commissioner will be meeting in the near future with Amit Bose, FRA Administrator, and on the list of items included by Ray in the Commissioner's discussion points is the discussion of the FRA and new funding for the NGEC.

He will let the Board know the results of this discussion once it has taken place.

**12.
Other – all:**

- Steve Hewitt and Ray Hessinger raised the issue of Wisconsin DOT representation on the NGEC Executive Board. As most, if not all, on the call were aware, Arun Rao, the current Wisconsin DOT member on the Board, is leaving state service and taking a position with Amtrak.

Arun has been away over the last two weeks on vacation, but is due back over the next several days. Before going away he had informed Steve and Ray that Wisconsin DOT intends to remain involved with the NGEC, but he did not yet know who that representative would be.

Steve Hewitt and Ray will follow up with Arun once he has returned to work. Steve added that he was due back sometime this week and that his last day at Wisconsin DOT was 7-22-22 and he would begin with Amtrak on 7-25-22.

- Steve Hewitt raised the issue of the next Executive Board call scheduled for 7-26-22, noting that he is unavailable for the call, and will be out most of that week on personal business. He only learned of this today and sent Ray an email this morning about it but did not have a chance to discuss it.

After a brief discussion, it was agreed that it made sense to cancel the 7-26-22 call and get back on schedule on 8-9-22. Ray emphasized that this made it all the more important that members cast their vote on the RFP response proposal so as to keep that item moving forward.

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

Next meeting – 8-9-22

Decisions/Action Items

Treasurer's Report:

Balance/ Spend Rate through April 2022:

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

Amount Spent through April \$912,469.91

Balance remaining: \$ 337,530

Estimated Spend at current rate for balance of the Grant – \$231,522.22

Current Spend Rate per month (as info and used in calculating): \$13,618.95

Estimated Balance at the end of the Extension Period (Contingency): \$106,007.87

2022 NGEC Backgrounder educational document:

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.

NGEC Website Refresh as of 6-28-22:

There was one response proposal received. The documents have been distributed to the Executive Board members and

the Chair has called for an electronic vote. Votes are asked to be submitted to Ray Hessinger and Steve Hewitt by COB on 7-19-22.

Steve Hewitt will send an email today (7-12-22) to this effect informing all voting members of the decision to hold an electronic vote and that the deadline is COB on 7-19-22. Steve will also re-send the response proposal documents (technical and cost proposals).

Update – Multi-State Rail Car Procurement as of 7-12-22:

Kyle Gradinger, Caltrans, provided the following update for inclusion in the minutes of 7-12-22:

The Cab Carshell 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 being addressed.

The Cab Car Collision and Corner Post Appendix F testing is complete, and the test report has been reviewed and Siemens is addressing the final comments. FRA comments to the Compression Test report have been addressed. The Final FAI Cab Carshell Report is in review.

113 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 is planning revenue start once necessary agreements are in place.

Status: – Connecticut DOT Rail Car Procurement as of 7-12-22:

On 7-7-22, Marci Petterson reported that the pre-proposal meeting was held as scheduled and that the first round of questions are due this week. (week of 7-11-22)

Next Update – as appropriate

Metro-North Dual Mode Locomotive Equipment as of 7-12-22:

Metro-North and Siemens have closed the Preliminary Design Review (PDR) stage, and have moved to Final Design Review (FDR). Siemens has submitted FDR documents to Metro-North and they have started meeting to consider the documents submitted.

Next Update: 8-9-22

Update: Amtrak Vehicle Procurements as of 7-12-22:

On the Charger Locomotive:

Progress continues. Amtrak continues to take delivery. 8 units are now in service.

On the Intercity Trainset (ICT):

Intermediate Design Review is underway. There is a hard mock taking place with various groups (states, FRA, the Access Board) meeting in Philadelphia each day beginning today (Tuesday 7-12-22).

On the Acela 21:

They expect to get Trainset #4 out of the factory next week. Testing and qualification continues.

Next Update: 8-9-22

Update: Document Control Management as of 7-12-22:

Tammy Krause provided the following update for inclusion in today's (7-12-22) Minutes:

The Bi-Level Specification proposed update has started receiving DCRs. I have received 23 from one person and a second person is still working on them. I will organize them to send to the appropriate Technical Subcommittee Working Groups.

I continue working with the Technical Writer on the update to the document 305-100, specifically updating the specification review group members.

The Carbody Materials Working Group's next meeting is scheduled for 7-21-22. They are continuing to work on Chapter 4 – Carbody, of the Single Level Specification.

The Electronics on Trains Working Group will be meeting on Tuesday 7-12-22 (today).

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

Exploring funding options beyond 9-30-2023 and recommended By-Laws changes re: the FASC:

As of 7-12-22:

Exploring Funding options:

A critical step is to prepare a CRISI Grant application. Since Amtrak is to be the applicant, this process has been on hold as well with Tim Ziethen being the contact working with the Amtrak Grants Office.

Steve Hewitt added that to date the request by the States for Passenger Rail Coalition (SPRC) for the House and Senate THUD subcommittees to include an appropriations for funding the NGEC has not been successful. It is not in the current bill.

This makes applying for a CRISI Grant even more critical and, even if not awarded it may open doors to either FRA or Amtrak finding another way to provide new funding.

Ray Hessinger reported that the NYSDOT Commissioner will be meeting in the near future with Amit Bose, FRA Administrator, and on the list of items included by Ray in the Commissioner's discussion points is the discussion of the FRA and new funding for the NGEC.

Ray will let the Board know the results of this discussion once it has taken place.

By-Laws Review and change recommendations:

Background:

On the last call, 6-28-22, Ray Hessinger noted that he and Steve Hewitt had been talking about the fact that there is no other Amtrak person assigned to the FASC, and with Tim being out for several months there has been no way to move forward with the work of this subcommittee. Amtrak is the grant recipient and manages the NGEC finances as well as being the proposed applicant for new funding.

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raise its visibility.

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Following the call, George let Steve Hewitt know that he talked to Tim Ziethen, and he should be back to work next week (7-18-22) and that he (Tim) will reach out to Steve.

John Oimoen, IDOT, will send Steve some dates of availability and Steve will arrange a call with John to begin looking at these items and begin the By-Laws annual review.

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 IIJA for its western fleet, it makes sense for the NGEC to review and update the Bi-Level car specification.

Action as of 7-12-22: Bi-Level Car Specification Review/Update is underway. A new DCR form has been adopted and is now being used. As of 6-28-22, no DCRs have been received. A deadline for DCR submittals had been set for COB 6-30-22. Steve Hewitt will notify NGEC members that this deadline has been extended to COB on 7-11-22.

As of 7-12-22, Tammy Krause has received 23 DCRs from one person and a second person is still working on them. Once the DCRs are received, Tammy will organize them to send to the appropriate Technical Subcommittee Working Groups.

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 7-12-22: The Carbody Materials Working Group has been established and organized and has begun to meet. The next meeting is scheduled for 7-21-22. They are continuing to work on Chapter 4 – Carbody, of the Single Level Specification.

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 7-12-22:

Dave Warner initially 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

On 6-28-22, Dave Warner provided the following update:

The most recent meeting was held last Tuesday (6/21) as APTA continues work on the whitepaper which is aimed at determining criteria for FRA safety compliance. The hazard analysis of battery-electric requirements has been drafted, and is in the group-editing process. Hazard analysis of hydrogen requirements will begin later this month, focusing on the hydrogen handling and storage and use. All of the battery hazard analyses are also applicable, since a hydrogen fuel cell-powered vehicle is really a battery powered vehicle which carries its fuel.

Members from Sandia National Laboratory have joined the working group to assist with the hydrogen pieces of the puzzle.

The document has been placed under the PRESS program, which should facilitate the administrative efforts. The long-term goal is to develop a standard by 2026.

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 7-12-22 -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 7-12-22: This item is on the DCM action plan for 2022 – no activity on reviewing the reference documents per se, but Tammy Krause, Document Control Manager will be working with Jeff Gordon to create a new reference specification to address the Volpe Center information on CEM.

NGEC 2023 Annual Meeting – Date/Time/Location:

The 2023 NGEC Annual Meeting will be held a bit earlier than in past years. This year it will be held on February 3rd. The location is, once again, the Hyatt Regency Capitol Hill, Washington, DC, Capitol Room B. The time for the meeting will likely be the same as last year (8:00am Registration – Meeting 8:30am – Noon Eastern).

Wisconsin DOT Representation on the NGEC Executive Board:

Steve Hewitt and Ray Hessinger will discuss this with Arun Rao, who is leaving state service to take a position with Amtrak. He has reported that he believes WisDOT intends to remain involved with the NGEC and he will try to provide the name of the WisDOT representative before he leaves (7-22-22).

Next NGEC Executive Board call/meeting:

The 7-26-22 Executive Board call is canceled. The next call will take place on 8-9-22.

Next Meeting – 8-9-22

NGEC Executive Board Meeting

7-12-22

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 6-28-22 | Ray Hessinger |
| 5. Update – Multi-state Rail Car procurement | Kyle Gradinger |
| 6. Update – Connecticut Rail Car Procurement | Steve Hewitt |

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| 7. Update – Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 8. Update – Amtrak Vehicle Procurements | George Hull |
| 9. Update: Document Control | Tammy Krause |
| 10. NGECC 2023 Annual Meeting – Date/Time/Location | Steve Hewitt |
| 11. FASC update and Treasurer’s Report | Tim Ziethen |
| a. Website Refresh – RFP response/next steps | Ray |
| b. By-Laws Update status | Steve |
| c. Funding efforts/next steps | Tim |
| 12. Other | All |
| 13. Adjourn | Ray Hessinger |

Next Meeting – 7-26-22