



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

SECTION 305 NGEC Executive Board

MINUTES

AUGUST 9, 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, Tim Ziethen, Troy Johnson for Jeff Gordon, John Oimoen, Jason Orthner, Amanda Martin, Jason Biggs for Ron Pate, Troy Hughes, Mike Jenkins</i> Support Staff and Colleagues: <i>Steve Hewitt, Dave "Mr. Emeritus" Warner, Tammy Krause, Strat Cavros, Jon Dees, Joe Paul</i>
ABSENTEES	Board Members: <i>Ron Pate, Brian Beeler II, Kyle Gradinger, Jeff Gordon</i> Support: <i>Michael Kraft, Patrick Centolanzi, Rebecca Anger, Shayne Gill, Larry Salci</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 (8-9-22).

Industry Participation:

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

Three new members were added the week of 8-1-22.

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 580 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

NGEC 2023 Annual Meeting – date and 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**).

Steve Hewitt sent a "Save the Date" notice out to all NGEC members via Outlook calendar on 8-8-22.

4. Approval of the Minutes from the 7-12-22 NGEC Executive Board Meeting:

On a motion by John Oimoen, IDOT, and a second by Troy Hughes, MODOT, the minutes from the Executive Board Meeting held on 7-12-22 were approved as submitted.

5. Update: Multi-State Rail Car Procurement – Steve Hewitt for Kyle Gradinger, Caltrans:

Kyle Gradinger was unavailable, so Steve Hewitt read into the record the most recent report provided by Caltrans to the Technical subcommittee on 8-4-22:

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 system level FDR reviews are nearly complete.

The Cab Car Collision and Corner Post Appendix F testing is complete, and the Rev B test report has been submitted for review. The second revision of the Cab Car FMECA is in review and FAIs are planned through the end of 2022.

116 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:

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 the week of 7-11-22.

On 8-4-22, Marci Petterson reported to the Technical subcommittee that CTDOT has received 137 questions which they are in the process of going through.

7. Update: Metro-North Dual Mode Locomotive Procurement as of 8-9-22 – Ray Hessinger:

Siemens and Metro-North continue in the Final Design Review (FDR) stage. FDR documents are being exchanged and reviewed between Siemens and Metro-North.

8. Update: Amtrak Vehicle Procurements as of 8-9-22 – George Hull:

On the Acela:

They are continuing to work through qualification and testing. Trainset #4 has been delivered and Trainset #5 is expected to be delivered by the end of the month (August).

On the Charger Locomotives:

Progress continues with 12 units having been delivered. They are currently in service on the Empire Builder, the City of New Orleans and soon to be in service on the California Zephyr. "So far, so good".

On the Intercity Trainset (ICT):

They continue through the Intermediate Design Review process and are "on track as well".

9. Update: Document Control – Tammy Krause:

Tammy Krause provided the following update for inclusion in today's (8-9-22) Minutes:

I have received 173 document change requests for the Bi-level specification. I have also received a request for the word document for the Communications chapter, it needs an entire rewrite. This has been discussed with the leader (Ken Martin) of the Electronics on Trains Working Group.

The Electronics on Trains Working Group will meet today at 3:00pm and I will bring up the Communications chapter.

I continue to meet regularly with the Technical Writer about document control. Our new focus is the bi-level and proposed changes.

Ray Hessinger asked if Tammy has begun to look at the Metro-North Dual Mode Locomotive specification' format changes for application across all NGEN specifications. This would not be a series of Technical changes – they would be administrative changes that improve the order and formatting of the specs.

Tammy stated that she had started talks about that with the Technical writer some time ago but has not come back to it. She will talk to Camren about it on their next regularly scheduled call.

Steve Hewitt noted that in past years around 6 month after the Annual Meeting, Tammy is asked to provide a "mid-year" progress report on the Document Control work plan as presented at the Annual Meeting. Steve asked Tammy if she could prepare a progress report for the next Board meeting – 8-23-22. Tammy agreed and Chairman Hessinger agreed and asked Steve to put it on the 8-23-22 Executive Board agenda.

10. Website Refresh Agreement – Status – Strat Cavros, AASHTO:

Strat Cavros, AASHTO, reported that the agreement is with the AASHTO executive Director for signature. As soon as it is signed, AASHTO will get it to the contractor to begin performance.

11. FASC Update and Treasurer's Report – Tim Ziethen:

Total Initial Grant Amount: \$1,250,000.
Expenses Incurred through May 2022: \$971,410.38
Balance remaining: \$ 278,589.52
Current Spend Rate per month (as info and used in calculating): \$14,285
Estimated Balance at the end of the Extension Period (Contingency): \$50,000

Steve Hewitt mentioned that the above update does not include the cost of the website refresh. The cost is a "not to exceed" amount of \$12,300. This would lower the contingency/remaining funds at the end of the grant period reflective of the website refresh costs.

a. By-Laws Update Status – Steve:

Steve Hewitt reported that he and John Oimoen, IDOT, FASC second vice chair, will meet to discuss the By-Laws on 8-10-22 at 10:30am Eastern.

One most likely recommended change will be language that identifies additional permissible activities to increase the NGEN's visibility.

b. Review of the NGEN 2022 two-pager for developing the 2023 version:

This effort should begin in a couple of months with Steve Hewitt taking a first look and making recommendations.

Steve Hewitt asked Troy Hughes, MODOT, if Missouri DOT would, once again, handle the graphic arts and printing of the 2023 version. MODOT has been kind enough to do this for the NGEN for at least the last three years. Troy stated that they would be happy to take it on again. Steve Hewitt expressed his appreciation and that of the NGEN for MODOT's work on the two-pager.

c. Funding Efforts/Next Steps – Tim:

Tim Ziethen reported that he has submitted a DRAFT CRISI application internally to the Amtrak grants office. He expects it will be at least a week before "it gets out the door." He is asking the grants office for confirmation that he can share the DRAFT with "us" and expects the answer will be yes. "It is moving forward".

Tim also noted that he has had internal discussions about potential options and/or funding sources other than CRISI. While right now it seems CRISI may be the best avenue, they continue to look for other possibilities.

**12.
Other – all:**

- Steve Hewitt reminded Ray Hessinger of the need to reach out to Wisconsin DOT (Lisa Stern) to find out about WisDOT's representation on the NGEN Executive Board and on the FASC and Review Panels. Arun Rao was very active with the NGEN, and it needs to be determined the extent of WisDOT's continued involvement now that Arun has left state service for a position with Amtrak.

Chairman Hessinger agreed that he will reach out to Lisa Stern, WisDOT.

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

Next meeting – 8-23-22

Decisions/Action Items

Treasurer's Report:

Balance/ Spend Rate through May 2022:

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

Expenses Incurred through May 2022: \$971,410.38

Balance remaining: \$ 278,589.52

Current Spend Rate per month (as info and used in calculating): \$14,285

Estimated Balance at the end of the Extension Period (Contingency): \$50,000

(Note – the contingency amount will change due to the website refresh contract which will be a "not to exceed" amount of \$12,300.)

2022 NGEN 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 455 electronic copies have been distributed.

NGEN Website Refresh as of 8-9-22:

The agreement between AASHTO and iEngineering (contractor) is with the AASHTO Executive Director for signature. Once signed, it will be sent to the contractor and the performance will begin.

Update – Multi-State Rail Car Procurement as of 8-9-22:

Caltrans provided the following update on 8-4-22 to the NGEN Technical subcommittee and, in the absence of Caltrans on the Executive Board call, it was read into the record for inclusion in the minutes of 8-9-22 by Steve Hewitt:

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 Cab Car system level FDR reviews are nearly complete.

he Cab Car Collision and Corner Post Appendix F testing is complete, and the Rev B test report has been submitted for review. The second revision of the Cab Car FMECA is in review and FAIs are planned through the end of 2022.

116 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 8-9-22:

On 8-4-22, Marci Petterson reported to the Technical subcommittee that CTDOT has received 137 questions which they are in the process of going through.

Next Update – as appropriate

Metro-North Dual Mode Locomotive Equipment as of 8-9-22:

Siemens and Metro-North continue in the Final Design Review (FDR) stage. FDR documents are being exchanged and reviewed between Siemens and Metro-North.

Next Update: 9-6-22

Update: Amtrak Vehicle Procurements as of 8-9-22:

On the Acela:

They are continuing to work through qualification and testing. Trainset #4 has been delivered and Trainset #5 is expected to be delivered by the end of the month (August).

On the Charger Locomotives:

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On the Intercity Trainset (ICT):

They continue through the Intermediate Design Review process and are "on track as well".

Next Update: 9-6-22

Update: Document Control Management as of 8-9-22:

Tammy Krause provided the following update on 8-9-22:

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The Electronics on Trains Working Group will meet today at 3:00pm and I will bring up the Communications chapter.

I continue to meet regularly with the Technical Writer about document control. Our new focus is the bi-level and proposed changes.

Ray Hessinger asked if Tammy has begun to look at the Metro-North Dual Mode Locomotive specification' format changes for application across all NGEN specifications. This would not be a series of Technical changes – they would be administrative changes that improve the order and formatting of the specs.

Tammy stated that she had started talks about that with the Technical writer some time ago but has not come back to it. She will talk to Camren about it on their next regularly scheduled call.

Steve Hewitt noted that in past years around 6 month after the Annual Meeting, Tammy is asked to provide a "mid-year" progress report on the Document Control work plan as presented at the Annual Meeting. Steve asked Tammy if she could prepare a progress report for the next Board meeting – 8-23-22. Tammy agreed and Chairman Hessinger agreed and asked Steve to put it on the 8-23-22 Executive Board agenda.

Next Update - Mid-Year Progress Report – 8-23-22

VIA Rail Equipment Procurement:

On 2-25-22 – during the 12th NGEN 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 8-9-22:

Exploring Funding options:

Tim Ziethen reported that he has submitted a DRAFT CRISI application internally to the Amtrak grants office. He expects it will be at least a week before "it gets out the door." He is checking with the grants office to get confirmation that he can share the DRAFT with "us" and expects the answer will be yes. "It is moving forward".

Tim also noted that he has had internal discussions about potential options and/or funding sources other than CRISI. While right now it seems CRISI may be the best avenue, they continue to look for other possibilities.

By-Laws Review and change recommendations:

John Oimoen, IDOT, and Steve Hewitt will talk on 8-10-22 at 10:30 AM Eastern begin looking at the By-Laws and the discussed changes while beginning the 2022 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 8-9-22: 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.

As of 8-9-22, Tammy Krause has received 173 DCRs and a request for the word document for the Communications chapter, in order to do an entire rewrite. This has been discussed with the leader (Ken Martin) of the Electronics on Trains Working Group and will be further discussed at that groups next meeting 8-10-22.

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 8-9-22: The Carbody Materials Working Group has been established and organized and has begun to meet. 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 8-9-22:

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 8-9-22 -This is included in the DCM action Plan and will likely follow the Bi-Level Car Specification update. Tammy Krause initially discussed this with the Technical writer and will again on their next call.

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).

A "Save the Date" notice went to the calendars of all NGEC members on 8-8-22 via Outlook.

Wisconsin DOT Representation on the NGEC Executive Board:

Ray Hessinger will contact Lisa Stern, WisDOT to discuss the state's continued involvement with the NGEC now that Arun Rao has left state service for a position at Amtrak.

Next Meeting – 8-23-22

NGEC Executive Board Meeting

8-9-22

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 7-12-22 | Ray Hessinger |

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| 5. Update – Multi-state Rail Car procurement | Kyle Gradinger |
| 6. Update – Connecticut Rail Car Procurement | Steve Hewitt |
| 7. Update – Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 8. Update – Amtrak Vehicle Procurements | George Hull |
| 9. Update: Document Control | Tammy Krause |
| 10. Website Refresh Agreement – Status | Strat Cavros |
| 11. FASC update and Treasurer’s Report | Tim Ziethen |
| a. By-Laws Update status | Steve |
| b. Review of 2022 two-pager for developing a 2023 version | Steve |
| c. Funding efforts/next steps | Tim |
| 12. Other | All |
| 13. Adjourn | Ray Hessinger |

Next Meeting – 8-23-22