



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

## SECTION 305 NGEC Executive Board

MINUTES                      SEPTEMBER 6, 2022,                      11:30 EASTERN                      CONFERENCE CALL

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

### DECISIONS MADE

**1. Welcome – Tim Ziethen, Treasurer, S305 NGEC Executive Board:**

Chairman Ray Hessinger, NYSDOT, will either be late or not available for this call and asked NGEC Treasurer, Tim Ziethen to chair the meeting in his absence (Vice Chair George Hull is not available)

Tim opened the meeting and asked Steve Hewitt to call the roll.

(Note: Ray Hessinger joined the call around agenda item 7 and assumed the Chair, thanking Tim Ziethen for running the meeting in his absence.)

**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 (8-23-22).

**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 581 copies have been distributed.

**VIA Rail Equipment Procurement:**

On 2-25-22 – during the 12<sup>th</sup> 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 3<sup>rd</sup>**. **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.

**Update-Connecticut DOT Rail Car Procurement – Steve Hewitt:**

As of 8-18-22, Answers to the first-round questions were to be released by addendum 8-19-22. There were 137 questions.

**Next Update – as appropriate**

**4.**

**Approval of the Minutes from the 8-23-22 NGEC Executive Board Meeting – Tim Ziethen, Amtrak:**

On a motion by John Oimoen, IDOT, and a second by Amanda Martin, Iowa DOT, the minutes from the Executive Board Meeting held on 8-23-22 were approved as submitted.

**5.**

**Update: Document Control as of 9-6-22 – Tammy Krause:**

Tammy Krause provided the following for inclusion in today's (9-6-22) Minutes:

*My update today is very simple, all I have worked on since the last EB meeting was the Bi-Level DCRs. They have been sent to the Working Group Leaders.*

**6.**

**Update: Metro-North Dual Mode Locomotive Procurement – Steve Hewitt for Ray Hessinger:**

As reported to the Technical subcommittee on 9-1-22:

The first session meetings were held in Sacramento, Ca. and in Germany.

Siemens is updating documents based on Metro-North comments.

Metro-North reviewed mock-ups of 2 items: cab control and the emergency exit in the front of the cab.

**7.**

**Update: Multi-State Rail Car Procurement as of 9-1-22:**

Having neglected to put this item on the agenda, Steve Hewitt asked the Chair to let him provide to the Executive Board the most recent update on this procurement as provided by Caltrans to the Technical subcommittee on 9-1-22>

*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 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 approved. The second revision of the Cab Car FMECA has been approved. The Sample Car Inspection for cab car is tentative for early 2023.*

*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.*

**8.**

**Update: Amtrak Vehicle Procurement Updates – Joe Paul, Amtrak:**

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As of 9-16-22:

On the Charger Locomotives:

Progress continues with 13 or 14 commissioned into service.

They are running on the Empire Builder and the City of New Orleans. They had been running on the California Zephyr for a few weeks as well but are having a few bugs fixed before resuming.

On the Intercity Trainset (ICT):

They are close to done with Intermediate Design Review and are moving on to FDR.

On the Acela: **(this update is from 9-1-22 Technical subcommittee call)**

They have received Trainset 4 and the next one is expected mid-month (September).

They are continuing to go through the qualification process and preparing to submit to FRA.

## **9.**

### **Website Refresh - Status – Steve Hewitt:**

Steve Hewitt reported that the website refresh kick off meeting with iEngineering took place on 8-23-22. Participants included Steve Hewitt and Ray Hessinger as well as the AASHTO team of Shayne Gill, Strat Cavros, Rebecca Anger and David Dubov and representatives of iEngineering.

iEngineering was given the points of contact (me for the NGEC) and others from AASHTO and have proceeded with their effort. All documents that we post will continue to be posted and those that are on the site currently will remain available. The intent is that the overall organization of the site be improved and navigation made more user friendly. We are excited about this refresh and believe it will help raise visibility for the NGEC if it is attractive to more users.

Steve Hewitt added that the website will have its own domain name and will no longer be a part of the AASHTO web domain. This will make it easier to find the NGEC site.

Tim Ziethen added that he had joined the call-in listening mode and felt that it went very well. The vision and impression was well received. There was good feedback, and the project is up and running.

## **10.**

### **FASC Update and Treasurer's Report – Tim Ziethen:**

#### **Balance and Spend Rate:**

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

Expenses Incurred through June 2022: \$1,017,901.39

Balance remaining: \$ 232,098.61

Current Spend Rate per month (as info and used in calculating): \$14,752.19

Estimated Balance at the end of the Extension Period (Contingency): \$10,815.70

#### **Funding Efforts – Status CRISI Grant Application (NOFO is out) – Tim:**

Tim Ziethen reported that he has built/created a CRISI Grant application and it is with the Amtrak internal committee for review. The committee is expected to meet this Friday, 9-9-22, to discuss this and other proposed applications.

The DRAFT application is also with the Amtrak law department for review regarding scope and matching funds etc.

Tim has asked the legal department to let him know when he can share the DRAFT with the NGEC Executive Board for review and comment.

Ray Hessinger noted that he was anxious to see the draft and to have it shared with the Board members for input.

Steve Hewitt added that the industry and individual states have been made aware of the anticipated application and the need for letters of support once it is approved and submitted. The NGEC itself cannot weigh in, but industry members, other organizations and individual states can.

Tim Ziethen added that this is something also being discussed internally at Amtrak – “how best can we leverage

interest”.

Steve Hewitt added that the NOFO is out, and Ray Hessinger noted “we are on the clock”.

**11.**

**Other – all:**

Schedule: Steve Hewitt reported, that since the next call would conflict with the Rail meetings in Kansas City the week of 9-19-22, so Chairman Hessinger has canceled that meeting. The Next one will take place as scheduled on 10-4-22.

With no other business forthcoming, Tim Ziethen adjourned the meeting at 11:59am Eastern.

**Next meeting – 10-4-22**

**Decisions/Action Items**

**Treasurer’s Report:**

Balance/ Spend Rate through June 2022:

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**2022 NGECE Backgrounder educational document:**

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

To date 581 copies have been distributed.

**NGECE Website Refresh as of 9-6-22:**

The agreement has been executed and a kick-off meeting took place on 8-23-22. (see agenda item 9 for details). The performance period is 6 months, but the vendor expects to be completed sooner than that.

**Update – Multi-State Rail Car Procurement as of 9-1-22:**

*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 system level FDR reviews are nearly complete.*

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*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 8-18-22:**

On 8-18-22, Marci reported to Steve Hewitt that “Answers to the first-round questions will be released by addendum tomorrow”. (8-19-22)

**Next Update – as appropriate**

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**Metro-North Dual Mode Locomotive Equipment as of 9-1-22:**

As reported to the Technical subcommittee on 9-1-22:

The first session meetings were held in Sacramento, Ca. and in Germany.

Siemens is updating documents based on Metro-North comments.

Metro-North reviewed mock-ups of 2 items: cab control and the emergency exit in the front of the cab.

**Next Update: 10-4-22**

**Update: Amtrak Vehicle Procurements as of 9-6-22:**

As of 9-16-22:

On the Charger Locomotives:

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They have received Trainset 4 and the next one is expected mid-month (September).

They are continuing to go through the qualification process and preparing to submit to FRA.

**Next Update: 10-4-22**

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

Tammy Krause provided the following for inclusion in today's (9-6-22) Minutes:

*My update today is very simple, all I have worked on since the last EB meeting was the Bi-Level DCRs. They have been sent to the Working Group Leaders.*

**Next Update – 10-4-22**

**VIA Rail Equipment Procurement:**

On 2-25-22 – during the 12<sup>th</sup> NGEAC 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 9-6-22:

**Funding Efforts – Status CRISI Grant Application (NOFO is out) – Tim:**

Tim Ziethen reported that he has built/created a CRISI Grant application and it is with the Amtrak internal committee for review. The committee is expected to meet this Friday, 9-9-22, to discuss this and other proposed applications.

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The DRAFT application is also with the Amtrak law department for review regrading scope and matching funds etc.

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Ray Hessinger noted that he was anxious to see the draft and to have it shared with the Board members for input.

Steve Hewitt added that the industry and individual states have been made aware of the anticipated application and the need for letters of support once it is approved and submitted. The NGEC itself cannot weigh in, but industry members, other organizations and individual states can.

Tim Ziethen added that this is something also being discussed internally at Amtrak – “how best can we leverage interest”.

Steve Hewitt added that the NOFO is out, and Ray Hessinger noted “we are on the clock”.

**By-Laws Review and change recommendations:**

John Oimoen, IDOT, and Steve Hewitt presented a couple of recommended changes to the FASC on 8-17-22. They are related to permissible activities of the Committee.

FASC members were asked to review the proposed language between now and September’s FASC call, and Tim plans to talk to Amtrak legal to potentially add language regarding permissible (or not) expenditures from grant funds or from outside sources related to members attending trade shows etc.

Steve Hewitt was asked to talk to Chairman Ray Hessinger about the By-Laws discussion and also about a request from FRA to make more liberal use of the electronic voting procedures.

Ray acknowledged that discussion and noted that anytime that it made sense to do so, the electronic vote procedure would be used and noted that it was most recently used for approval of the website refresh proposal from iEngineering.

**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**

**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 9-6-22:** Tammy Krause has received 173 DCRs were received. No more will be accepted for this update. The DCRs are being distributed to the appropriate 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 9-6-22:** 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 9-6-22:**

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, 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 NGENC and applied across the board to all NGENC 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 9-6-22** -This is included in the DCM action Plan and will likely coincide with 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 NGENC Reference and Drawings series 305-900 and 305-800.

**Action as of 9-6-22:** 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 NGENC Annual Meeting will be held a bit earlier than in past years. This year it will be held on February 3<sup>rd</sup>. 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 NGENC members on 8-8-22 via Outlook.**

**Next Meeting -10-4 -22**

**NGEC Executive Board Meeting**

**9-6-22**

**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     | Tim Ziethen  |
| 2. Roll Call                        | Steve Hewitt |
| 3. Action Items Status Review       | Steve Hewitt |
| 4. Approval of Minutes from 8-23-22 | Tim Ziethen  |

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|---|--------------|
| 5. Update: Document Control                                       | Tammy Krause |
| 6. Update: Metro-North Dual Mode Locomotive Procurement           | Steve Hewitt |
| 7. Update: Amtrak Vehicle Procurements                            | Joe Paul     |
| 8. Website Refresh – Status                                       | Steve/Strat  |
| 9. FASC update and Treasurer’s Report                             | Tim Ziethen  |
| a. Balance and Spend Rate   | Tim          |
| b. Funding efforts/status CRISI Grant Application – (NOFO is out) | Tim          |
| 10. Other   | All          |
| 11. Adjourn   | Tim Ziethen  |

**Next Meeting – 10-4-22**