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

SECTION 305 NGEC Executive Board

MINUTES

APRIL 18, 2023

11:30 EASTERN

CONFERENCE CALL

FACILITATOR	<i>Ray Hessinger, Chair S305 NGEC Executive Board</i>
ATTENDEES	Board Members: Ray Hessinger, George Hull, Tim Ziethen, John Oimoen, Jeff Gordon, John Oimoen also as proxy for Amanda Martin, Troy Hughes, Mike Jenkins, Richard Kedzior, Jodi Lehmkuhl for Kyle Gradinger, Brian Beeler II Support Staff and Colleagues: Steve Hewitt, Larry Salci, Shayne Gill, Barley Fields, Strat Cavros, Dave "Emeritus" Warner, Patrick Centolanzi
ABSENTEES	Board Members: Support: Richard Kedzior, Kyle Gradinger, Mike Murray, Joe Paul

DECISIONS MADE

1.

Welcome – Ray Hessinger, NYSDOT, Chair, NGEC Executive Board:

Chairman Ray Hessinger, NYSDOT, opened the meeting, and Steve Hewitt called the roll.

2.

Roll Call –Steve Hewitt, NGEC Program Manager:

Steve Hewitt called the roll and confirmed the presence of a quorum.

3.

Action items Review – Steve Hewitt:

Steve Hewitt provided a brief review of action/ongoing tracking items not on today's agenda.

Industry Participation:

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

2023 NGEC two-pager Handout Flyer:

The 2023 version of the two-page educational flyer is now available electronically or in hard copy by request from Steve Hewitt. It is also posted on the NGEC website www.ngec.org.

To date: 330 copies have been distributed.

VIA Rail Equipment Procurement:

VIA Rail gave a detailed presentation during the 2023 NGEC Annual Meeting. The presentation is available on the NGEC website or, by request from Steve Hewitt.

Next Update - 2024 – NGEC Annual Meeting or as appropriate

Connecticut DOT Rail Car Procurement:

As of 1-5-23 proposals were due by the end of the month (January). At that point they will enter the "cone of

silence.”

Next Update – As appropriate

Status CRISI Grant Application:

On 12-13-22, Tim Ziethen reported that the CRISI Grant for funding for the NGEN was submitted on time (early). He thanked the Board for its feedback – especially in light of the short turnaround time.

Tim has requested a count on the number of support letters received and included with the application package.

Tim added that the Amtrak grants office was impressed with the number of support letters and the enthusiasm for this application.

The grants office also noted that the application was a strong and well put together document.

As reported today by Jeff Gordon, FRA, it is now anticipated that the timeline for announcing which CRISI Grant applications is approved is August-September 2023.

Next Update: As available

4.

Approval of the Minutes from the 4-4-23 Meeting– Ray Hessinger, NYSDOT:

On a motion by John Oimoen, IDOT, and a second by Troy Hughes, MODOT, the minutes from the 4-4-23 Executive Board Meeting were approved as presented.

5.

Update: Multi-state Venture Car Procurement – Jodi Lehmkuhl for Kyle Grading, Caltrans:

Jodi Lehmkuhl, Caltrans, provided the following update for inclusion in today’s minutes (4-18-23):

The remaining Cab Car FDR submittals are in the final closure stage and the Cab Car dynamic framing representative approach has been submitted to FRA for review, with comments from FRA under review. IDOT Café Car system level FDR reviews are nearly closed.

The Cab Car Collision and Corner Post Appendix F test reports are approved. The Cab Car Complete FAI for Cab Car is tentatively scheduled for July, to be followed by the FRA Sample Car Inspection.

127 cars are in production or have been produced at Siemens Sacramento Facility. IDOT coaches are currently in revenue service and Caltrans is targeting revenue start in first half of 2023 once all necessary agreements are in place.

John Oimoen, IDOT, added that the Mid-West had achieved an important milestone last week (week of 4-10-23), 44 cars were accepted into revenue service – this means that they have completed one half of the 88 car order! This is great news and shows major progress as they are experiencing issues with the legacy cars and welcome the new Venture cars. John noted that by the end of this week 6 more will be entered into revenue service for a total of 50. A great achievement!

6.

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

Ray Hessinger reported that production on car shells one and two is progressing ahead of schedule with car shell one being ready for first FAI inspection.

Metro-North and Siemens closed the FDR on third rail current collection.

7.

Update: Amtrak Vehicle Procurements – George Hull, Amtrak:

On the new Acela:

Work continues on completing qualification and acceptance. Trainset #6 is to be delivered to Amtrak property this week.

On the Charger Locomotives:

Twenty-two are available for service and six are ready to come from the factory.

There was good news on issues related to the ATC cab signal and they will be able to begin operating on additional service lines (currently on the Empire Builder, City of New Orleans, and the Coast Starlight).

On the Airo trainset:

Final Design Review (FDR) has begun.

The first car shell is complete.

8.

Overview/summary 4-13-23 Tech subcommittee document management discussion - Joe Paul/Steve Hewitt:

Document Control Update – Steve Hewitt:

Steve Hewitt reported that Tammy Krause will be out until early May. She anticipates that she will next be available for the 5-2-23 Executive Board call.

In her absence, she provided an update/work plan for Steve Hewitt to report to the technical subcommittee.

On the Bi-level specification update (technical writer's incorporation of the adopted changes):

The timeline for completion remains on schedule for May 2023.

On the work plan for the next six months:

The PRIIA sub specifications – reference specs/drawings (305-900 and 305-800 series) are all going to be reviewed by the technical working groups. Tammy planned to send them out to the working group team leaders by the end of the day on 4-13-23. She has set 5-20-23 as the deadline for comments from the working groups after their review and has asked that they use the DCR form for submitting their comments.

After these are reviewed, she planned to send out the APTA standards for review. However, following the technical subcommittee call on 4-13-23, industry member Paul Jamieson contacted Steve Hewitt to volunteer to give some time to review of the APTA PRESS standards in relation to the PRIIA specs. Steve welcomed Paul's willingness to begin the review and sent a message to Tammy to let her know. Therefore, work on both items can begin simultaneously. Although the working groups will not receive them until after they review the 305-900 and 305-800 series)

Discussion: Review of changes made to PRIIA specs used by other entities – Steve Hewitt

The subcommittee had a discussion revolving around the need to review changes made to PRIIA specs used by various entities as a baseline.

Some entities using PRIIA specs as a baseline: Amtrak, Brightline, VIA Rail, Connecticut DOT, Metro-North, the Mid-West states, Caltrans, WSDOT, NCDOT and others.

Steve Hewitt noted that he is sure some were missed, but emphasized the point that PRIIA specs have been in high demand and were provided to entities upon request - for free. There should be a willingness to share the changes with the NGECC as initially intended.

The subcommittee agreed that the first step is to develop a plan to follow-up with those entities.

It was suggested that a starting point may be to get the Amtrak Charger spec as a first cut. The tech subcommittee work plan identified the Charger as being next one in the queue for an update – so it makes sense to start there.

It was also noted that the NGECC program placed the responsibility on the entity using the spec to note what changes have been made, and the NGECC, through its document management procedures (305-100) would compare those changes to the PRIIA spec and update where it is deemed to be appropriate. Changes submitted by the entities should be using the DCR form.

This will take time and the effort should come under Document Control/Management. Tammy Krause is the NGECC Document Control Manager. She is not available until early May, but efforts should begin in developing a plan which should utilize the NGECC Document Management Procedures (305-100).

Joe Paul appreciated the comments and the good discussion and concluded that this is a conversation that needs to continue and should be on the agenda for the next meeting. It is not "an overnight event" but it is a way to take advantage of what has already been done.

Developing a work plan that incorporates the PRIIA Document Management Process - Steve Hewitt

It was agreed that this will be an agenda item on the next subcommittee call, and future calls are most likely to develop a work plan and timeline to accomplish the task.

More than likely this will need to be included in the SOW for the new grant agreement if a CRISI Grant is awarded or if other federal funds are allocated. It is not an effort that will be completed before the end of the current performance period.

Joe Paul and Ray Hessinger concurred with Steve Hewitt's summary. Joe adding that there was a long discussion on the subcommittee call and that Steve Hewitt had covered a lot of it.

9.

FASC Update and Treasurer's Report – Tim Ziethen:

Treasurer's Update – Tim Ziethen:

Balance/Spend Rate Through February 2023

Total Initial Grant Amount: \$1,250,000.
Expenses Incurred through January 2023: \$1,129,071.67
Balance remaining: \$120,928.33.
Estimated spend at current rate for balance of the Grant: \$102,642.88
Current Spend Rate per month (as info and used in calculating): \$14,663.27.
Estimated Balance at the end of the Grant Period: \$18,285.45

Forecast:

Remaining Funds through January 2023: \$120,928.33
Balance Run Rate: \$18,285.45
Carry Forward in Balance: \$15,008.00
Available: \$33,293.45

Expenses Above Run Rate:

Larry Salci: Tech Review: \$19,131.35
Casamar/TLK: \$17,346.30
Website Refresh: iEngineering has been paid.
Annual Meeting Travel/Misc.: Some Annual Meeting costs – travel have been received and accounted for.

Forecast Above Run Rate: \$ 36,477.65

Balance Favorable/Unfavorable: \$ (3,184.20)

Gap Funding and Bridge Funding – Status of discussions:

Tim noted that there is a management risk going forward in that billing is usually running 60 days behind, and will, therefore, go past the performance period (9-30-23).

Tim reported that he had a productive conversation last week with Jeff Gordon and Mike Murray, FRA, including the fact that the CRISI Grant process being further out than initially expected and resulting in announcements not coming until possibly early Fall 2023 and the end of the year for funding availability if a Grant is awarded.

As part of the conversation, Jeff and Mike shared with Tim that given all of the information regarding the CRISI process, it may be that Amtrak could fill in with bridge funds while waiting for CRISI Grant or other funding options.

Tim had several clarification questions regarding potential funding sources/ funding from secondary sources.

Tim met with the Amtrak Grants office and they are going through the process with the internal "folks" about what Amtrak could do and confirm if there is an be an option how to do it.

Once funding is resolved, the issue then becomes the need for a vehicle for that funding.

The Grants office is looking at the possibility of submitting for FRA approval, another no-cost extension of the current Grant Agreement for one year. This could serve as the vehicle to expend funds beyond the current performance period and could be a vehicle for bridge funding if it is found. Amtrak will submit for a possible interim measure while also looking at other potential funding options.

Tim added "there are a lot of housekeeping questions taking place behind the scenes."

Tim added that he is also reaching out to Amtrak Legal regarding the legal aspects of possible options.

"There are a lot of moving parts...my message is - no change, be ready to ramp down quickly, if need be, but I remain optimistic that something will happen."

Tim asked Jeff Gordon if he had anything to add to Tim's summary of their conversation. Jeff stated that Tim had expressed it well and clearly. Jeff only added that "I have nothing to say about the same or new Grant or bridge part."

Ray Hessinger asked if there were any questions or comments from Board members. None were forthcoming.

**10.
Other – all:**

With no other business forthcoming, Ray Hessinger adjourned the meeting at 12:01pm Eastern.

Next Executive Board Meeting 5-2-23

Decisions/Action Items

Treasurer's Report – 4-18-23:

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Balance Favorable/Unfavorable: \$ (3,184.20)

Gap Funding and Bridge Funding – Status of discussions:

See discussion in agenda item 9.

Path Forward:

As of 4-18-23, Amtrak is looking into the possibility of providing bridge funding for the period between the end of the current Grant as well as other potential sources. Amtrak is also looking at the possibility of submitting for FRA approval, a 12 month no-cot extension of the current Grant agreement so as to have a vehicle for funding that may be secured to keep the NGENC funding while waiting for a CRISI Grant or other source to become available and be obligated.

2023 NGENC Backgrounder educational document:

The 2023 version of the two-page educational flyer is now available electronically or in hard copy by request from Steve Hewitt. It is also posted on the NGENC website www.ngenc.org.

To date: 330 copies have been distributed (hard/soft).

Status – Multi-State Rail Car Procurement as of 4-18-23:

The remaining Cab Car FDR submittals are in the final closure stage and the Cab Car dynamic framing representative approach has been submitted to FRA for review, with comments from FRA under review. IDOT Café Car system level FDR reviews are nearly closed.

The Cab Car Collision and Corner Post Appendix F test reports are approved. The Cab Car Complete FAI for Cab Car is tentatively scheduled for July, to be followed by the FRA Sample Car Inspection.

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the Mid-West had achieved an important milestone last week (week of 4-10-23), 44 cars were accepted into revenue service – this means that they have completed one half of the 88 car order! This is great news and shows major progress as they are experiencing issues with the legacy cars and welcome the new Venture cars. John noted that by the end of this week 6 more will be entered into revenue service for a total of 50. A great achievement!

Next Update – 5-2-23

Status: – Connecticut DOT Rail Car Procurement as of 1-5-23:

On 1-5-23, Marci Petterson, CtDOT reported that they expect to receive proposals by the end of January. At that point they will enter the “cone of silence.”

Next Update – as appropriate

Status - Metro-North Dual Mode Locomotive Equipment as of 4-18-23

Production on car shells one and two is progressing ahead of schedule with car shell one being ready for first FAI inspection.

Metro-North and Siemens closed the FDR on third rail current collection.

Next Update – 5-16-23

Status - Amtrak Vehicle Procurement as of 4-18-23:

On the new Acela:

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On the Charger Locomotives:

Twenty-two are available for service and six are ready to come from the factory.

There was good news on issues related to the ATC cab signal and they will be able to begin operating on additional service lines (currently on the Empire Builder, City of New Orleans, and the Coast Starlight).

On the Airo trainset:

Final Design Review (FDR) has begun.

The first car shell is complete.

Next Update – 5-16-23

Status - Document Control Management:

On 4-18-23, Steve Hewitt reported that Tammy Krause will be out until early May. She anticipates that she will next be available for the 5-2-23 Executive Board call.

In her absence, she provided an update/work plan for Steve Hewitt to report to the technical subcommittee.

On the Bi-level specification update (technical writer's incorporation of the adopted changes):

The timeline for completion remains on schedule for May 2023.

On the work plan for the next six months:

The PRIIA sub specifications – reference specs/drawings (305-900 and 305-800 series) are all going to be reviewed by the technical working groups. Tammy planned to send them out to the working group team leaders by the end of the day on 4-13-23. She has set 5-20-23 as the deadline for comments from the working groups after their review and has asked that they use the DCR form for submitting their comments.

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The subcommittee will also begin to develop a plan for reaching out to entities who have used the PRIIA specs as a baseline and have made changes. They will be asked to provide those changes to the NGEC to compare with the current PRIIA specs to update as appropriate.

The subcommittee will also develop a work plan for conducting these reviews and a timeline.

The NGEC Document Management Process will be used in the review and updates.

The likely first spec to begin to incorporate these "outside" entity changes will be the Charger as it is next in line for an update.

Next Update -5-2-23

VIA Rail Equipment Procurement:

VIA Rail gave a detailed presentation during the 2023 NGEC Annual Meeting. The presentation is available on the NGEC website or by request from Steve Hewitt.

Next Update: 2024 – NGEC Annual Meeting or As Appropriate

Status CRISI Grant Application:

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Tim has requested a count on the number of support letters received and included with the application package.

Tim added that the Amtrak grants office was impressed with the number of support letters and the enthusiasm for this application.

The grants office also noted that the application was a strong and well put together document.

It is now anticipated that the timeline for announcing which CRISI Grant applications are approved is

August-September 2023.

Next Update: As appropriate.

Updates: States and Amtrak – Charger Locomotive and Venture Cars Experience:

Detailed Updates were provided during the 2023 Annual Meeting.

Next Update: As appropriate

Next Meeting -5-2-23

NGEC Executive Board Meeting

4-18-23

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

- | | |
|---|-----------------------|
| 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 4-4-23 Exec Board Meeting | Ray Hessinger |
| 5. Update: Multi State Venture Car Procurement | Kyle Gradinger |
| 6. Update: Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 7. Update: Amtrak Vehicle Procurements | George Hull |
| 8. Overview/summary 4-13-23 Tech subcommittee document management discussion - | Joe Paul/Steve Hewitt |
| - Document Control Update – Steve Hewitt for Tammy Krause: | |
| Timeline for completion of the Bi-Level spec Rev D | |
| Implementing the initial phases of the 2023 work plan. | |
| Review of APTA Press standards as related to PRIIA specs. | |
| - Discussion: Review of changes made to PRIIA specs used by other entities | Joe Paul |
| - Developing a work plan that incorporates the PRIIA Document Management Process | Steve Hewitt |
| 9. FASC Update | Tim Ziethen |
| - Balance/Spend Rate | |
| - Review of anticipated expenses and budget through 9-30-23 | |
| - Gap Funding and Bridge funding options – with a sense of urgency as CRISI announcements | |

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- will not be forthcoming until August-September timeframe.
 - Next steps/timeline

10. Other

All

11. Adjourn

Ray Hessinger

Next Meeting: 5-2-23