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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 4, 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, Amanda Martin, Troy Hughes, Jason Orthner, Mike Jenkins, Mike Jenkins also as proxy for Jason Biggs, Jodi Lehmkuhl for Kyle Gradinger, Brian Beeler II Support Staff and Colleagues: Steve Hewitt, Jon Dees, Shayne Gill, Barley Fields, Strat Cavros, Larry Salci, Tammy Krause, 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

Metro-North Dual Mode Locomotive Procurement:

On 3-21-23 – Ray Hessinger provided the following update. He also asked that – from now on – this be put on the second Executive Board meeting agenda each month due to the timing of him receiving updates from Metro-North.

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- *Siemens is preparing a Change Offer for Bench Test Equipment (BTE) per Metro North’s direction.*
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- *MNR is reviewing Change Offer COR-10 Maximum Weight Increase – Phase 1 – DEF tank.*
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- *FAI execution and planning continued through the month of February with motor and gear box FAI, coming up in March 2023.*
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- *Monthly Quality Meeting took place during the face-to-face project meeting on February 22nd.*
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- *Metro North and Siemens are planning a pre-FAI current collector shoe review meeting with Schunk in NYC on March 28th and 29th.*
-
- *System Test progressed with ultra cap rack and alternator start testing.*
-
- *SMI submitted 34 FDR documents to MNR and received comments back from MNR on all of them, 28 topics are closed.*

Next Update – 4-18-23

Amtrak Vehicle Procurements:

As of 3-7-23:

On the Acela – Work is progressing well with one trainset now in production.

On the Charger Locomotives – There are thirty locomotives – twenty-eight have been shipped. Two are to be shipped in the next few weeks. There are twenty in service. They are operating on the Empire Builder, the City of New Orleans and the Coast Starlight.

On the new Airos – they continue with Final Design Review and the first shell is now in production.

Next Update – 4-18-23

Status CRISI Grant Application:

On 12-13-22, Tim Ziethen reported that the CRISI Grant for funding for the NGEC 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 appropriate

4.

Approval of the Minutes from the 3-21-23 Meeting– Ray Hessinger, NYSDOT:

On a motion by Troy Hughes, MODOT, and a second by Amanda Martin, Iowa DOT, the minutes from the 3-21-23 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 (4-4-23):

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 emergency egress demo occurred on October 25 with Amtrak and FRA in attendance and the Car Complete FAI for Cab Car is tentatively scheduled for July.

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 May of 2023 once all necessary agreements are in place.

6 and 7.

Technical subcommittee recommended work plan priorities and implementation – George Hull/Steve Hewitt:

Steve Hewitt was asked to summarize what had occurred at the 3-30-23 technical subcommittee call, and what it was recommending.

Steve summarized that, as requested by the Executive Board on 3-21-23, the subcommittee discussed prioritizing the work plan as presented by Tammy Krause at the Annual Meeting.

The Board believes that the work of the NGEC should continue through this time of uncertainty over future funding of the NGEC. These last 6 months of the current grant agreement should be maximized without incurring additional expenses. The work of the technical working groups, which is voluntary, and a key part of what makes the NGEC successful, should continue. The question the Board posed to the Technical subcommittee is to prioritize the activities to be undertaken over the next 6 months.

After much discussion, the Technical subcommittee agreed to recommend to the Executive Board that, in the absence of any compelling vehicle procurement in need of a specific spec update, the subcommittee should begin review of the support and administrative documents (305-800 and 305-900 series) that have not been looked at for a dozen years as well as a review of the APTA press Standards as they relate to the PRIIA specifications.

The subcommittee also recommends that the next specification update will be the Charger Locomotive (Diesel-Electric Locomotive) and that, basically, along with the administrative updates, the specification updates will begin from the oldest to the newest with the exception of the Dual Mode Locomotive spec which will be looked at after the current procurement is complete and a lessons-learned review can take place.

It is felt that the Charger locomotives have been in service for quite some time and there are many lessons-learned that can be looked at as a part of the update.

Jeff Gordon, FRA, stated that he has no disagreement with what Steve Hewitt summarized as the background and recommendation of the subcommittee, but wanted to add some "food for thought". He noted that most PRIIA specs have been used at this point, including the single level car, the Charger locomotives, and, to some extent, the Bi-Level spec. The question now is how to adapt final versions of the specs for the Chargers or other vehicles as used by Amtrak. The specs were used as a baseline with other changes occurring including design changes. There is a lot of good information that can be gleaned and many lessons-learned. The NGEC should take advantage of what Amtrak has learned as well as reflecting states experiences with these vehicles as they have entered into service.

What he is suggesting and what the technical subcommittee is recommending is "aligned". What Jeff is suggesting is more "strategic."

Ray Hessinger commented "I agree wholeheartedly – we should always look at how the specs have been used and what has occurred as a result of the procurement" including "production and in-service life of the equipment."

Larry Salci added some background to the genesis of the NGEC work which began with the Bi-level spec – derived from a baseline spec. He agreed with Jeff's thoughts and noted that a lot has been learned. There are also technical changes that have taken place and things like customer options in the later chapters of the specs should be looked at.

Tammy Krause commented that, in the beginning, PRIIA specs were developed with a requirement that ARRA funds

used on equipment can only utilize PRIIA specs. Since then, specs have been used by others, outside of ARRA funding and not under that requirement. When we have given the specs to such entities, they were asked to provide their input on changes made during the procurement so that the NGEN could examine the changes to see if they improved the specs and update them accordingly.

Steve Hewitt added that it is more than Amtrak, that has used the PRIIA specs as a baseline even though not required to. He noted that VIA Rail used them, All Aboard Florida used them, Metro-North, Connecticut DOT and many others across the country and beyond have used the PRIIA specs, free of charge, as a baseline. All users have made changes to the baseline, and following up with them to see how the changes compared to the PRIIA specs and how they might improve them, was always the intent and should be a part of the updates that are to be done.

As discussion concluded, Ray Hessinger determined that there is a sense of the Executive Board that the Technical subcommittee's recommendation as described by Steve Hewitt, stands.

It was also agreed that Jeff Gordon will present his suggestion to the Technical subcommittee on 4-1-3-23, that the NGEN should take advantage of what Amtrak and others who have used PRIIA specs as a baseline and have made changes to them – including design changes - have learned. The input of the lessons learned should be a part of the review and update of existing PRIIA specifications.

**8.
FASC Update and Treasurer's Report – Tim Ziethen:**

Treasurer's Update – Tim Ziethen:

Balance/Spend Rate Through January 2023

Total Initial Grant Amount: \$1,250,000.
Expenses Incurred through January 2023: \$1,102,615.05
Balance remaining: \$147,384.95.
Estimated spend at current rate for balance of the Grant: \$116,064.74
Current Spend Rate per month (as info and used in calculating): \$14,508.09.
Estimated Balance at the end of the Grant Period: \$31,320.00

Forecast:

Remaining Funds through January 2023: \$147,384.95
Balance Run Rate: \$31,320.21
Carry Forward in Balance: \$15,008.00
Available: \$46,328.21

Expenses Above Run Rate:

Larry Salci: Tech Review: \$19,131.35
Casamar/TLK: \$17,346.30
Website Refresh: \$10,000.00
Annual Meeting Travel/Misc.: \$3,000.00

Forecast Above Run Rate: \$ 49,477.65

Balance Favorable/Unfavorable: \$ (3,149.44)

Tim commented that, if approved, there is a pre-award process that would need to be taken in order to continue the NGEN activities without a gap. The process to apply for a pre-award funding if the grant is awarded will need to be determined.

Tim noted, also, that he has asked the Amtrak Grants office to look into how to address an overspend of the current grant if that occurs.

Jeff Gordon, FRA, reported information that the Committee may not know but will need to be aware of. The FRA put up on its website a notice that the CRISI Grant award announcements will not be forthcoming until the August-September period. This is a change from what was initially understood to be May-June.

Tim Ziethen commented "selection and pre-award work will take some time and now the need is more real than previously thought".

Ray Hessinger emphasized "there is a 100% likelihood that we will have a funding gap". Ray added his concern that, even if the NGECC does not overspend, it can't spend the balance once the grant period ends (9-30-23).

Tim Ziethen agreed there will be a funding gap and agreed that it is unlikely there will be funds remaining at the end of the grant period, but added that, Amtrak has looked into this previously, and the funds can be used if funds are remaining beyond the end of the grant period.

Strat Cavros, AASHTO, added "you can incur costs through 9-30-23 in performance of the grant".

Tim Ziethen commented "Available funding is what drives it", and Strat agreed.

Ray Hessinger stressed again, that, in light of the information provided by Jeff Gordon, the NGECC will need bridge funding to come into effect from some source in September.

Tim will make sure that Amtrak Grants is aware of the FRA update in the timing of the CRISI grant announcements and an understanding that there will clearly be a need for some bridge funding.

**9.
Other – all:**

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

Next Executive Board Meeting 4-18-23

Decisions/Action Items

Treasurer's Report – 4-4-23:

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Path Forward:

On 3-7-23, the Executive Board accepted the FASC Recommendations to:

Continue to monitor the current funding and expenditures closely.

Accept the reduced scope and budget for Casamar through 9-30-23.

Continue to look at alternate funding sources.

Make a hard decision no later than June 2023 based on what happens with the CRISI Grant application.

Request other Amtrak projects sources to fill the gap if there is a shortfall - possibly \$10-\$15,000.

Look for bridge funds or pre-award funding depending on the results of the CRISI Grant application.

On 3-29-23, Ray Hessinger added that if the CRISI grant is not approved, the Executive Board would reach out to FRA Administrator Bose immediately requesting direct funding. He told the FASC that the letter to Administrator Bose should be ready to go but not sent until the CRISI grants are announced.

On 4-4-23, Jeff Gordon reported that FRA has put out on its website that the May-June timeline for CRISI Award announcements has been changed to a timeline of August-September. This will clearly impact the "path forward".

Tim Ziethen will discuss this further with the Amtrak Grants Office.

2023 NGEC 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 NGEC website www.ngec.org.

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

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 emergency egress demo occurred on October 25 with Amtrak and FRA in attendance and the Car Complete FAI for Cab Car is tentatively scheduled for July.

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 May of 2023 once all necessary agreements are in place.

Next Update – 4-18-23

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 3-21-23

On 3-21-23 – Ray Hessinger provided the following update. He also asked that – from now on – this be put on the second Executive Board meeting agenda each month due to the timing of him receiving updates from Metro-North.

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On the Charger Locomotives – There are thirty locomotives – twenty-eight have been shipped. Two are to be shipped in the next few weeks. There are twenty in service. They are operating on the Empire Builder, the City of New Orleans and the Coast Starlight.

On the Airo trainsets– they continue with Final Design Review and the first shell is now in production.

Next Update – 4-18-23

Status - Document Control Management as of 3-21-23:

On 4-4-23 it was determined that there is a sense of the Executive Board that the Technical subcommittee's recommendation (as described above) stands.

It was also agreed that Jeff Gordon, FRA, will present his suggestion to the Technical subcommittee on 4-13-23, that the NGEC should take advantage of what Amtrak and others who have used PRIIA specs as a baseline and have made changes to them – including design changes - have learned. The input of the lessons learned should be a part of the review and update of existing PRIIA specifications.

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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 -4-18-23

NGEC Executive Board Meeting

4-4-23

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

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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 3-21-23 Exec Board Meeting | Ray Hessinger |
| 5. | Update: Multi State Venture Car Procurement | Kyle Gradinger |
| 6. | Update: Technical subcommittee recommended work plan priorities | George Hull |
| 7. | Update: Document Control | Tammy Krause |
| | - Timeline to complete Bi-Level technical writing. | |
| | - Implementation of the 2023 – work plan: | |
| 8. | FASC Update | Tim Ziethen |
| | - Balance/Spend Rate | |
| | - Review of anticipated expenses and budget through 9-30-23 | |
| | - Gap Funding and Bridge funding options | |
| | - Next steps/timeline | |
| 9. | Other | All |
| 10. | Adjourn | Ray Hessinger |

Next meeting 4-18-23