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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

MAY 30 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, Amanda Martin, Amanda Martin as proxy for Troy Hughes, Jeff Gordon, Jon Dees for Jason Orthner, Kyle Gradinger, Jason Biggs, Richard Kedzior, Kyle Gradinger, Brian Beeler II Support Staff and Colleagues: Steve Hewitt, Tammy Krause, Larry Salci, Strat Cavros, Patrick Centolanzi, Jodi Lehmkuhl, Mike Murray, Dave "Emeritus" Warner
ABSENTEES	Board Members: Mike Jenkins, Jason Orthner, Troy Hughes Support: Shayne Gill, Barley Fields, Joe Paul

DECISIONS MADE

1.

Welcome – Ray Hessinger, NYSDOT, Chair, 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:

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: 333 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 – 2-2-2024 – NGEC Annual Meeting

Metro-North Dual Mode Locomotive Procurement:

On 5-16-23, Ray Hessinger reported that Siemens and Metro-North have closed all Final Design Review items and are

performing FAIs on various components such as brakes, air compressors, and roofs. Car shells are scheduled to be done in the May-June timeframe.

Car Shells 301 and 302 are ready for blasting and are way ahead of schedule.

Ray also noted that they have identified the fact that Pueblo has no under running third rail so they cannot test third rail there. They are looking at options for testing the locomotive in third rail mode.

Next Update – 6-13-23

Connecticut DOT Rail Car Procurement:

As of 1-5-23 proposals were due by the end of the month (January) at which point they entered the “cone of silence.”

Next Update – As appropriate

NGEC CRISI Grant Application Status:

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.

The timeframe for announcing which CRISI Grant applications are approved has been pushed back from May-June to August-September 2023.

Next Update: As available

4.

Approval of the Minutes from the 5-2-23 and 5-16-23 meetings– Ray Hessinger, NYSDOT – NGEc Chair:

On a motion offered by Jason Biggs, WSDOT, and seconded by Amanda Martin, Iowa DOT, the minutes from the 5-2-23 and 5-16-23 meetings were approved.

5.

Update: Multi-state Venture Car Procurement – Kyle Gradinger, Caltrans:

Kyle Gradinger, Caltrans, provided the following update for inclusion in today’s minutes (5-30-23):

- *The remaining Cab Car FDR submittals are in the final closure stage with nearly all subsystems ready for approval. The Cab Car dynamic framing representative approach has been submitted to FRA, and additional requested simulations are now complete. 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 is tentatively scheduled for June or July, to be followed by the FRA Sample Car Inspection.*
- *129 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.*

6.

Update: Amtrak Vehicle Procurements – George Hull:

On the new Acela:

Work continues on testing and modeling for submittal for acceptance.

On the Charger Locomotives:

They are progressing well with thirty units delivered. They are waiting on documentation and should be able to expand to run them on additional service routes. They are currently running on the City of New Orleans, the Empire Builder, Coast Starlight.

On the Airo trainset:

They are progressing well, with the first car shell is nearly completed. Final Design Review (FDR) is finishing up. Overall, the Procurement is on track.

7.

Update: Document Control Management – Tammy Krause:

Tammy Krause provided the following update/plan for inclusion in the minutes of today's meeting (5-30-23):

The Bi-Level specification update is still on track to be completed this month. The cover sheet was signed by Mr. Hessinger (NGEC Executive Board Chair). I will send the specification to Steve Hewitt and have the revision listed on the website as soon as I receive it from the Technical Writer.

At the last Executive Board meeting (5-16-23), I brought up the topic of evaluating EN Aluminum welding standards. The Materials Working Group felt they needed to evaluate these standards. After discussing this with the Executive Board, the decision was made to let the Technical Subcommittee decide.

Michael Gill, leader of the Materials Working Group, joined the Technical Subcommittee meeting of May 25 to discuss this and answer questions. The points made were:

- *The use of EN standards will apply to the Car shell/primary structure only. Intention is that the EN standards will not apply to reservoirs and bolt on components.*
- *The Working Group requested to evaluate the standards only and will look at how they relate to testing and identify any issues.*

The Technical Subcommittee agreed that the Materials Working Group should perform this evaluation and they are going to report back to the Technical Subcommittee at the June 22 meeting.

8.

Technical Subcommittee discussion/decision re: Materials Working Group issue – George Hull, Amtrak:

George Hull confirmed that the decision was made by the Technical Subcommittee on 5-25-23 to expand the scope of the Materials Working Group to include the evaluation of the use of EN standards as they apply to Car shell/primary structure only.

9.

FASC Update and Treasurer's Report – Tim Ziethen:

Tim Ziethen reported on the following:

Treasurer's Update:

Balance/Spend Rate Through March 2023

Total Initial Grant Amount: \$1,250,000.
Expenses Incurred through March 2023: \$1,161,003.14
Balance remaining: \$89,996.85.
Estimated spend at current rate for balance of the Grant: \$89,307.93
Current Spend Rate per month (as info and used in calculating): \$14,884.66.
Estimated Balance at the end of the Grant Period: **(\$311.07)**

Pending:

As of 5-25-23:

Casamar:\$9,546.30 TLK: \$7,425.00

Casamar/TLK: original estimate \$17,346.30 - updated estimate: \$16,971.30

Path Forward:

Tim Ziethen reported that Amtrak is in the process of developing a no-cost extension of the current grant agreement to allow for the expenditure of funds beyond the current grant period ending date of 9-30-23.

While the Treasurer's report notes that the NGEC expenses are landing awfully close to what was expected and could break awfully close to even, the report does not include the remaining expenditures for TLK and Casamar. Tim did state that some of those costs are built in to the historical spend rate so the exact shortfall is not clear yet. but it will be close.

Tim added that "the no-cost extension submittal, if approved by FRA, will allow us to exhaust every bit of the funds."

Tim also noted that Amtrak is planning to submit a request to fund the NGEC as a part of the Annual Operating Plan. He has a meeting scheduled with FRA to discuss what the options are.

Tim added that he has also asked Amtrak Legal "what do we need to change in the NGEC By-Laws to reflect a new funding source" and whether it (the NGEC) "can continue to operate under the same structure and By-Laws (with a possible minor change)."

Tim emphasized that the request to be included in the Amtrak Operating Plan (AOP) still needs to be firmed up. Currently the request is expected to be "a keep the lights on request for about \$200,000 for one year."

The hope is still for the CRISI Grant to be approved, but the request is to be submitted as a fall back. It is subject to approval and there could be changes as well.

The action that is still needed is for the NGEC to come up with/define a Statement of Work (SOW) and estimated costs that should be in the area of \$200-300,000. The SOW needs to be prepared quickly as there is a deadline for Amtrak to complete its AOP and submit it to FRA.

Tim Ziethen also noted that there is internal discussion at Amtrak over whether the NGEC can be capitalized or whether it should be a part of the operating plan. This decision is important as it would change the approach. Tim is taking a conservative approach assuming that it will be placed under Operating. If it is capitalized it would change the process and would require specific FRA approval. Tim will follow-up with accounting on this.

Discussion:

Discussion revolved around what would be included in the SOW – where to start in preparing it, what the estimated costs would be, and what the timeframe was.

Ultimately it was agreed that the starting point would be the SOW that was included in the CRISI grant application with a more granular approach in describing a plan for 12-month "bridge" funding.

The SOW and cost estimates would begin from the current baseline activities and the current monthly run rate of around \$15,000. Added to this would be work on the Charger Locomotive update which would include efforts to incorporate changes to the PRIIA specification made by entities that used the spec. This will take additional work by the technical writer and the document control manager as well as estimating costs for the Review Panel Report that would follow the development and adjudication of DCRs via NGEC Document Management Procedures (305-100).

Acquiring information from the entities that used the PRIIA specs as a baseline will take some time, as will incorporating the changes into DCRs.

Doing a "back of the envelope" estimate – the costs would be \$180,000 for the current baseline activities and at most an additional \$5,000 a month - \$60,000 over 12 months - for the additional work (updating the Charger specification) and somewhere in the vicinity of \$20,000 for paying off the overage in the current grant agreement. Adding these broad estimates together – the total request could be around \$260,000.

Action items:

It was agreed that Tammy Krause will provide a work plan and cost estimates for the additional work on the Charger update and provide it to Steve Hewitt, Ray Hessinger, and Tim Ziethen asap (either the end of this week or early next week), and from there it will go to the Executive Board members for discussion and consideration of approval on 6-13-23.

Tim Ziethen will follow-up with Steve Hewitt and the Executive Board on what he learns from Legal on what would need to be changed in the By-Laws if there is a new funding source. (Steve Hewitt reminded Tim that any changes to the NGEC By-Laws need to be in the hands of Board members in writing for 30 days before a vote can be taken.)

Tim will also follow-up on the issue of capitalizing the NGEC or funding it from the AOP.

**10.
Other – all:**

Steve Hewitt reported that AASHTO is making plans for its Council on Rail Transportation (CORT) meeting and the other association meetings (SAIPRC, SPRC and the NGEC Annual Meeting) that take place annually in the January-February timeframe.

The meetings will, once again, take place at the Hyatt Regency Hotel, Capitol Hill, Washington, DC, and the plan is for the meetings to take place from 1-30-24 through 2-3-24. The NGEC Annual Meeting would be scheduled for Friday 2-2-24.

AASHTO Meeting Planner, Kamasha Hendrickson, has reached out to each organization to ensure those dates work. Steve Hewitt responded that he thought the date would work, but that he would run it by the Executive Board members during this meeting.

Today, the Board concurred with Steve's initial response that the AASHTO recommended date will work.

With no other business forthcoming, Ray Hessinger adjourned the meeting at 12:13PM Eastern.

Next Executive Board Meeting 6-13-23

Decisions/Action Items

Treasurer's Report – 5-30-23:

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Current Spend Rate per month (as info and used in calculating): \$14,884.66.
Estimated Balance at the end of the Grant Period: **(\$311.07)**

Pending:

Casamar/TLK: \$17,000.00 approximately with some of this built into the historical run rate.

Path Forward for the NGEC (Interim):

Amtrak is in the process of developing a no-cost extension of the current grant agreement to allow for the expenditure of funds beyond the current grant period ending date of 9-30-23.

Amtrak is planning to submit a request to fund the NGEC as a part of its Annual Operating Plan (AOP). A meeting has been scheduled with FRA to discuss what the options are.

Tim Ziethen has also asked Amtrak Legal "what do we need to change in the NGEC By-Laws to reflect a new funding source" and whether it (the NGEC) "can continue to operate under the same structure and By-Laws (with a possible minor change)."

There is also a discussion (internally) with Amtrak Accounting as to whether the funding for the NGEC should be out of the AOP or can the NGEC be capitalized.

Action items:

On 5-30-23, it was agreed that Tammy Krause, Document Control Manager, will provide a work plan and cost estimates for the additional work on the Charger update and provide it to Steve Hewitt, Ray Hessinger, and Tim Ziethen asap (either the end of this week or early next week), and from there it will go to the Executive Board members for discussion and consideration of approval on 6-13-23.

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Tim will also follow-up on the issue of capitalizing the NGEC or funding it from the AOP.

Status - Quarterly Progress Report to FRA:

The report was for the quarter ending 3-31-23 and was due to FRA on 4-30-23. Steve Hewitt transmitted the report to the Executive Board members (and support) along with the 5-16-23 meeting draft minutes.

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.

To date: 333 copies have been distributed (hard/soft).

Status – Multi-State Rail Car Procurement as of 5-16-23:

- *The remaining Cab Car FDR submittals are in the final closure stage with nearly all subsystems ready for approval. The Cab Car dynamic framing representative approach has been submitted to FRA, and additional requested simulations are now complete. 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 is tentatively scheduled for June or July, to be followed by the FRA Sample Car Inspection.*
- *129 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.*

Next Update – 6-13-23

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 5-16-23

Siemens and Metro-North have closed all Final Design Review items and are performing FAIs on various components such as brakes, air compressors, and roofs. Car Shells are scheduled to be done in the May-June timeframe.

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Next Update – 6-27-23

Status - Document Control Management as of 5-30-23 as provided by Tammy Krause:

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Next Update: 2-2 -2024 – NGEC Annual Meeting

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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

2024 NGEC Annual Meeting:

The 2024 NGEC Annual Meeting is planned for 2-2-24 at the Hyatt Regency Hotel, Capitol Hill, Washington, DC.

Next Meeting -6-13-23

NGEC Executive Board Meeting

5-30-23

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 5-16-23 Exec Board Meeting | Ray Hessinger |
| 5. Update: Multi State Venture Car Procurement | Kyle Gradinger |
| 6. Update: Amtrak Vehicle Procurements | George Hull |
| 7. Update: Document Control Management | Tammy Krause |
| 8. Tech subcommittee discussion/decision re: Carbody Materials WG Issue | George Hull |
| 9. FASC Update | Tim Ziethen |
| - Balance/Spend Rate/Forecast | |
| - Review of anticipated expenses and budget through 9-30-23 | |
| - NGEC Funding Issues/potential interim solutions/path forward | |
| - Developing a SOW and budget for a 12-month period – 10-1-23 through 9-30-24 | |
| 10. Other | All |
| 11. Adjourn | Ray Hessinger |

Next Meeting: 6-13-23