



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

NGEC Technical Subcommittee

MINUTES

JANUARY 16, 2025 3:00PM EASTERN

TEAMS MEETING

FACILITATOR	<i>Dan Ruppert, Chair, NGEC Technical Subcommittee</i>
ATTENDEES	Core Team Members: <i>Dan Ruppert, Melissa Shurland, Art Peterson, Ray Hessinger, Ryan Sharpe, Maria Hobbs, Kena L. Lenderle, Curt Massie, Kevin Myles, Patricia Liana, Kristine Severson, Mike Cameron, Tammy Krause, Barley Fields, Steve Hewitt</i> Industry Members: <i>Dave Wilcock, Allen Meek, Ed Golitko, James Michel, Joanna Hallisy, Marcin Taraszkiwicz, Steve Morrison, Peter Klauser, Steve Ojalvo, Glenn Gough, Kevin Sudano, Rich Bowie, Joe Kenas, Joe Tax, Frank Pascazio, Dave Warner</i>
ABSENTEES	<i>Joe Paul, Matthew Simmons, Marci Petterson, Jennifer Bastian, Tarek Omar,</i>

DISCUSSION/DECISIONS MADE

1.

Technical subcommittee Chair Dan Ruppert, Amtrak, called the meeting to order and asked Steve Hewitt to call the roll of core team members.

After calling the roll, Steve Hewitt confirmed the presence of a quorum.

As always, industry participants are asked to email a notification of their attendance to Steve Hewitt at shewitt109@aol.com.

2.

Review Action Items – Steve Hewitt, NGEC Program Manager:

2024 NGEC Backgrounder educational document:

The 2024 NGEC two-pager remains available in hard copy by request of Steve Hewitt at shewitt109@aol.com.

To date 488 copies have been distributed.

Updating this document for 2025 began with the Finance and Administrative Subcommittee but is on hold at this point as the future of the NGEC is determined.

Maintaining Industry Participation List:

There are currently around 200 industry participants.

Any updates or changes should be sent to Steve Hewitt at shewitt109@aol.com.

NGEC In-Person Annual Meeting 2025:

This meeting has been **canceled**, due to the NGEC's unresolved funding issues. If funding is resolved and the future of the NGEC moves forward a virtual Annual Meeting will take place later in the year.

**3.
Approval of the Minutes from 11-21-24:**

On a motion offered by Art Peterson, IDOT, and a second by Maria Hobbs, Iowa DOT, the minutes from 11-21-24 were approved as submitted.

**4.
FRA Presentation – Melissa Shurland, FRA:**

Melissa Shurland reported that the presenter she had lined up was unavailable and that she will touch base with Dan Rupeert and/or Steve Hewitt to arrange the next presentation for a future meeting.

**5.
Multi-State Venture Car Procurement – Caltrans:**

Ryan Sharpe, Caltrans, provided the following update on the Venture Rail Car – multi-state – procurement:

All coach type FDR and FAI stages are complete, including Cab Car and Café Car.

The Cab Car FAI and FRA sample car inspections are complete, and the FRA inspection approval has been received. The Cab Car 238.111(b) testing is complete, and cab cars are being conditionally accepted as open items are closed. Options for cab car entry into revenue service are being investigated while signal shunting enhancement to meet Class 1 requirements is in work. The IDOT café cars are being shipped to Chicago and placed into revenue service as available.

All 137 cars are in production or have been produced at Siemens Sacramento Facility. IDOT coaches and Caltrans trainsets are being added to revenue service as they are commissioned and accepted.

**6.
Update: Amtrak Vehicle Procurements – Dan Ruppert, Amtrak:**

On the new Acela:

Dan Ruppert reported they are in the final stage with FRA and the carbuilder for the approval of qualification to start revenue service. There are lots of engagements, internally, on the next steps to "get ready for launch".

On the Airo:

There are 80 coaches and 9 locomotives in production. Amtrak is working on a variety of certifications and is working with the carbuilder in the effort to build car shells at the new Lexington facility. The program, overall, is on track with delivery anticipated to take place later in this calendar year.

On the Long Distance Fleet Procurement:

This continues to be an active procurement – working through the process of reviewing RFP responses.

On the Long Distance Locomotives:

66 have been accepted and several (4) are in for commissioning. Dan added that the option order of 50 additional locomotives is in process. The original order was for 75 and it had previously been reported that they had picked up the option for 50 additional locomotives.

Overall, this procurement is moving at a steady rate of about two locomotives per month, but it will slow to about one per month in early spring when the option order "cuts in".

**7.
Update: Metro-North Dual Mode Locomotive – Ray Hessinger, NYSDOT:**

Ray Hessinger reported that he is still working off of the November progress report provided by Metro-North as he has not yet received the December update.

Locomotives 301 and 302 have been delivered to Metro-North at Croton-Harmon.

Locomotive 303 is in factory testing at Siemens, 304 getting ready for engine installation and 305 is in final assembly.

**8.
CtDOT Rail Car Procurement – Marci Petterson:**

Marci Petterson was unavailable but provided the following update – read into the record by Steve Hewitt:

We are working through IDR. In December 2024, we visited Alstom’s prototype center to see the mockup for the coach per the current design and have a few in-person design meetings with their India design team. We are heavily scheduled with design reviews through mid-February. We’ll return to the prototype center for more in-person meetings during the last week of this month, and to see modifications to the mock up that were changed per our comments from the last meeting, as well as reviewing the cab mock-up with reps from our service providers who have been heavily involved with the cab layout and design elements.

**9.
Update: Document Control Activities – Tammy Krause:**

Tammy Krause provided the following update for inclusion in today’s meeting minutes:

The DCRs for the Single Level Specification Revision were sent to the TSC members last summer. We were waiting on the decision of the Mechanical group for 3 new DCRs. Two of those have been approved. The third is waiting on information from the AAR. Due to the time constraints for PRIIA, we will save the third Mechanical DCR for a future revision of the single level specification. The two approved DCRs have been added to the DCR list and sent to the TSC members for review. If you have any questions or comments about the two last DCRs, please reach out to Melissa Shurland or me. We will be voting on the Single Level proposed changes at the next TSC meeting of 2/13/25. We continue to work on removing the Amtrak references from the sub-specs.

**10.
Vehicle Weight Working Group – Discussion of proposed specification Rev 1.1 – Dave Warner:**

The PRIIA Vehicle Weight Specification is again in front of the Technical subcommittee for approval. And no, we’re not trying to start a New Year tradition.

This version addresses comments which were raised a year ago when the document was presented for approval. As a result of last year’s comments, the Vehicle Weight Working Group held a series of meetings to address those comments which included:

- 1. Providing a definition of AW2 and AW3 standard vehicle weights.*
- 2. Updating Bi-level maximum vehicle weights.*
- 3. Adding formulas defining how to calculate end-to-end and side-to-side vehicle weight imbalance.*
- 4. Modifying the allowable side-to-side vehicle imbalance limits.*

This last item was the most difficult and it took a series of meetings, and considerable work on the part of Peter Klauser, Victor Feret, Brian Marquis and Dave Warner to reach consensus. We did, and the results are in front of you.

A bit of historical background on this document is in order. The impetus for this document was to standardize the P2 force equation across all the PRIIA documents. There were slightly different equations in different vehicle specs—all of which “worked,” so now in section 5.0 of this document is an equation to be used throughout the PRIIA vehicle specifications.

Upon approval by the Executive Board, the working group, thanks to Paul Jamieson, will submit to the Document Control Coordinator—Tammy Krause—a specification-by-specification list of changes needed to remove duplicate, but different, information from existing specifications and replace the information with references to this document.

**11.
Technical Subcommittee consideration of approval of Vehicle Weight Specification Initial Release – Dan Ruppert:**

With no further discussion, and a quorum having been confirmed, Dan Ruppert called for a motion to approve the proposed Vehicle Weight Specification Revision Initial Release out of the Technical Subcommittee and send it to the NGECE Executive Board for its consideration of adoption.

A motion was offered by Art Peterson for IDOT, and was seconded by Ryan Sharpe, Caltrans.

Steve Hewitt suggested that a roll call vote take place to ensure consensus has been achieved. Dan Ruppert agreed and the roll was called and recorded by Steve Hewitt:

Dan Ruppert, Amtrak – Aye
Melissa Shurland, FRA – Aye

Ryan Sharpe, Caltrans – Aye
Ray Hessinger, NYSDOT – Aye
Maria Hobbs, Iowa DOT – Aye
Art Peterson for IDOT – Aye
Kena L. Landerle, MODOT – Aye
Curt Massie, WSDOT – Aye

With a quorum having been confirmed, a motion and a second had been offered and with all votes having been cast in the affirmative, the Chair confirmed that consensus had been achieved and the specification will be submitted to the NGENC Executive Board for its consideration.

**12.
Status Update NGENC Funding and schedule– Steve Hewitt:**

Steve Hewitt reported that NGENC long-term funding still has not been resolved. The Committee is currently being provided gap funding from Amtrak in the amount of \$100,000 for FY 25. That funding began on 10-1-24 and based on a monthly spend-rate of \$15,000, it will carry the NGENC through 3-31-25 with a possibility of stretching it out until April as the funds are available until expended. Amtrak has seemingly exhausted its internal options to fund the Committee further. The next steps include outreach to FRA to see if there is another option and to discuss the feasibility of a concept that was suggested that would call for a set aside for Amtrak for the NGENC out of FRA grants provided for rail equipment.

To be continued....

**13.
Other/Adjourn – Dan Ruppert, Amtrak:**

With no other business forthcoming, Dan Ruppert adjourned today's meeting at approximately 3:33pm Eastern.

Next Tech Subcommittee meeting – 2-13-25

Decisions and Ongoing Action Items

2024 NGENC Backgrounder educational document:

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Maintaining Industry Participation List:

There are currently around 200 industry participants.

Any updates or changes should be sent to Steve Hewitt at shewitt109@aol.com.

NGENC Annual Meeting 1-30-25 – CANCELED:

The in-person Annual Meeting scheduled for Crystal City Va on 1-30-25 has been **canceled** due to the lack of funding. If/when some of the questions around the NGENC's future have been resolved, a virtual Annual Meeting will be scheduled at a later date.

Multi-State Venture Car procurement as of 1-16-25:

All coach type FDR and FAI stages are complete, including Cab Car and Café Car.

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Next Update: 2-13-25

Document Control Activities as of 1-16-25:

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Next Update: 2-13-25

On 1-16-25, the Technical Subcommittee approved the Vehicle Weight Specification Initial Release:

With a quorum having been confirmed, a motion and a second having been offered, and with all votes having been cast in the affirmative, the Chair confirmed that consensus had been achieved and the specification will be submitted to the NGEN Executive Board for its consideration.

Steve Hewitt will send the approved specification to the NGEN Executive Board Chair and its members.

Metro-North Dual Mode Locomotive Procurement:

On 1-16-25, Ray Hessinger, NYSDOT, reported that he is still working off of the November progress report provided by Metro-North as he has not yet received the December update.

Locomotives 301 and 302 have been delivered to Metro-North at Croton-Harmon.

Locomotive 303 is in factory testing at Siemens, 304 getting ready for engine installation and 305 is in final assembly.

Next Update: 2-13-25

Connecticut DOT Rail Car Procurement as of 1-16-25

Read into the record by Steve Hewitt:

We are working through IDR. In December 2024, we visited Alstom's prototype center to see the mockup for the coach per the current design and have a few in-person design meetings with their India design team. We are heavily scheduled with design reviews through mid-February. We'll return to the prototype center for more in-person meetings during the last week of this month, and to see modifications to the mock up that were changed per our comments from the last meeting, as well as reviewing the cab mock-up with reps from our service providers who have been heavily involved with the cab layout and design elements.

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Next Update: 2-13-25

FRA Rolling Stock Research Topics for monthly presentations:

Melissa Shurland, FRA, provided an overview on FRA Rolling Stock Research potential topics for discussion on future NGENC Technical subcommittee calls. This list followed a discussion that Melissa Shurland and others from FRA R&D had with Steve Hewitt and Dan Ruppert.

1. *FRA Safety Approach for Review and Issuance of Letter of Concurrence for Use of Advanced On-Board Energy Storage Systems*
2. *Review of RDI-22 Rail Decarbonization Technology R&D*
3. *Glazing Research*
4. *Passenger Rail Equipment Crashworthiness (side Impact)*
5. *US-ISO Standards Group*
6. *WhMD (wheeled mobility device) Sled Test*

The November presentation was given on 11-7-24 by Anand Prabhakaran, Sharma and Associates on:

“Overview of FRA’s Glazing Retention Research”

Next presentation – TBD

NGEC Future Funding Status 1-16-25:

Steve Hewitt reported that NGENC long-term funding still has not been resolved. The Committee is currently being provided gap funding from Amtrak in the amount of \$100,000 for FY 25. That funding began on 10-1-24 and based on a monthly spend-rate of \$15,000, it will carry the NGENC through 3-31-25 with a possibility of stretching it out until April as the funds are available until expended. Amtrak has seemingly exhausted its internal options to fund the Committee further. The next steps include outreach to FRA to see if there is another option and to discuss the feasibility of a concept that was suggested that would call for a set aside for Amtrak for the NGENC out of FRA grants provided for rail equipment.

Next Technical Subcommittee Meeting – 2-13-25

ATTACHMENTS

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

PRIIA Section 305 Tech Sub Committee Meeting

3:00PM Eastern

Microsoft Teams meeting

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Meeting ID: 284 109 363 129

Passcode: v6da95dP

Agenda

1-16-25

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|---|------------------|
| 1. Roll Call | Steve Hewitt |
| 2. Review Action Items | Steve Hewitt |
| 3. Approve Minutes from 11-21-24 meeting | Dan Ruppert |
| 4. FRA presentation | Melissa Shurland |
| 5. Update: Multi-state – Venture car procurement | Ryan Sharpe |
| 6. Update: Amtrak Vehicle | Dan Ruppert |
| 7. Update: Metro-North Dual Mode Locomotive Procurement | Ray Hessinger |
| 8. Update: CtDOT Passenger Rail car Procurement | Marci Petterson |
| 9. Document Control | Tammy Krause |
| Status: Finalizing last DCRs for the Single Level Rail Car specification update and setting a timeline for Tech SC vote | |
| Status: De-Amtrak of 900 series Sub Specs | |
| 10. Weight Working Group – discussion of proposed specification | Dave Warner |
| 11. Technical Subcommittee consideration of approval of Vehicle Weight Specification Revision 1.1 | Dan Ruppert |
| 12. Status: NGEC Funding – upcoming schedule | Steve Hewitt |
| 13. Other | All |
| 14. Adjourn | Dan Ruppert |

Next Tech Subcommittee Meeting

2-13-25