



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

NGEC Technical Subcommittee

MINUTES FEBRUARY 27, 3:00PM EASTERN TEAMS MEETING
2025

| | |
|--------------------|---|
| FACILITATOR | <i>Dan Ruppert, Chair, NGEC Technical Subcommittee</i> |
| ATTENDEES | Core Team Members: Dan Ruppert, Joe Paul, Mike Murray for Melissa Shurland, Ryan Sharpe, Ray Hessinger, Maria Hobbs, Kena L. Lenderle, Kirk Fredrickson for Curt Massie, Mike Jenkins, Curtis McDowell for MODOT, Patricia Liana, Mike Cameron, Tammy Krause, Blair Slaughter, Dave "Emeritus" Warner, Jennifer Bastian, Steve Hewitt Industry Members: Dave Wilcock, Allen Meek, Ed Golitko, James Michel, Steve Morrison, Glenn Gough, Kevin Sudano, Rich Bowie, Joe Tax, Frank Pascazio, Stephen Mark, Stu Trout, Dick Bruss, Ken Martin, Jack Madden, Jeff Schultz, Darrell Smith |
| ABSENTEES | <i>Matthew Simmons, Marci Petterson, Melissa Shurland, Kevin Myles, Tarek Omar, Larry Salci, Barley Fields</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.

- 2.**
Approval of the Minutes from 1-16-25:

 On a motion offered by Ryan Sharpe, Caltrans, and a second by Ray Hessinger, NYSDOT, the minutes from 1-16-25 were approved as submitted.

- 3.**
Document Control – Tammy Krause:

 Tammy Krause provided the following update:

 Status: De-Amtrak of 900 series Sub-specs:

 Tammy Krause reported that she and the Technical Writer have completed de-Amtraking 17 of 20 PRIIA/Amtrak "sub-specs". One is the Amtrak Signage Guidebook and can't be "de-Amtraked". The other two will remain as they are for now.

 Overview – Summary of DCRs for the Single Level Rail Car Specification:

 The DCRs presented for consideration, other than two specific items, have already been adopted for other PRIIA specs and are being incorporated in each spec as they are updated.

 At this point, Tammy went through the two DCRs to be considered along with the previously approved changes.

 Stu Trout asked why the specification called out only Timken in one aspect. The consensus of attendees who commented was

the language was a function of what had been in parent specifications, and the components performed satisfactorily. A DCR for a future update could change that language.

With no other discussion forthcoming, Dan Ruppert called for a motion to approve the full list of DCRs for submittal to the NGEC Executive Board for its consideration.

**4.
Vote to Approve the PRIIA Single Level Rail Car Specification update – Dan Ruppert:**

A motion to approve the DCRs as presented for submittal to the NGEC Executive Board for its consideration was offered by Curtis McDowell for NCDOT. A second to the motion was offered by Ray Hessinger, NYSDOT.

Dan Ruppert asked if there were any comments or further discussion. Hearing none, he asked Steve Hewitt to take a roll call vote on the motion to approve.

Steve Hewitt called the roll:

Dan Ruppert, Amtrak – aye
Mike Murray, FRA – aye
Ryan Sharpe, Caltrans – aye
Curtis McDowell for NCDOT – aye
Ray Hessinger, NYSDOT – aye
Kena L. Lenderle, MODOT – aye
Kirk Fredrickson for WSDOT – aye
Mike Jenkins, Oregon DOT – aye

With a quorum having been confirmed and all votes cast in the affirmative, the Chair determined that consensus was achieved and the motion is approved.

Steve Hewitt will send the summary of DCRs, as approved by the Technical Subcommittee in advance of its meeting on 3-4-25.

**5.
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 490 copies have been distributed.

Due to a lack of funds, the process for updating the document for 2025 is canceled.

Maintaining Industry Participation List:

There are around 200 registered industry participants.

CtDOT Rail Car Procurement:

On 1-16-25, Marci Petterson provided the following update – read into the record by Steve Hewitt on that date:

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.

Vehicle Weight Specification IR:

On 2-18-25, the NGEC Executive Board adopted the Vehicle Weight Specification IR. **Task Complete**

Annual Meetig 2025:

Due to a lack of funds this meeting has been canceled.

**6.
Multi-State Venture Car Procurement – Caltrans:**

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

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 and FMIs are completed. Options for cab car entry into service in the trail position are being investigated while signal shunting enhancement to meet Class 1 requirements is in work. Amtrak requests for cab car modifications have been received and are under review. 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.

**7.
Update: Amtrak Vehicle Procurements – Dan Ruppert, Amtrak:**

On the new Acela:

Amtrak is close to getting new trains in service soon. Dan was unable to provide specifics but noted there has been a lot of movement and very good progress.

On Airo:

There are 83 coaches and 9 Locomotives completed. 23 coaches are in final assembly. Progressing well.

On the Long Distance “Charger” Locomotive:

70 units out of the initial order of 75 have been accepted. Up to this point there has been an average of 2 per month getting accepted. With Amtrak having picked up the option for 50 additional locomotives, the number of acceptances per month is expected to slow down to about one per month. Dan also noted progress has continued in improving reliability.

On the Long Distance Fleet:

This remains as an open procurement with Amtrak continuing to work with potential bidders.

**8.
Update: Metro-North Dual Mode Locomotive – Ray Hessinger, NYSDOT:**

Ray Hessinger reported:

Locomotive 301 and 302 are undergoing dynamic testing in Croton.

Locomotive 303 has completed its Q40 inspection.

Locomotive 304 – production is complete with testing to begin

Locomotive 305 is in final assembly.

Ray also noted that Metro-North announced this week that it has engaged Siemens for an electric battery locomotive which will take power from overhead catenary or an on-board battery. “Exciting stuff”.

**9.
Status Update NGEC Funding and schedule– Steve Hewitt:**

Steve Hewitt reported that the issue of securing long-term funding for the NGEC has not been resolved. The Committee is currently funded temporarily by Amtrak in the amount of \$100,000 for FY 25. (Amtrak also funded the NGEC in FY 2024).

The current funding began on 10-1-24 and was estimated to carry the NGEC through 3-31-25. However, based on actual invoices received through 12-31-24 and estimates for the cost of completing priority activities, it has become clear that the NGEC will have exhausted its full allocation as early as the end of this month (February) with minimal funds remaining for transitional/administrative work (such as getting the website fully up to date) to be completed by 3-15-25..

The NGEC Executive Board meets on Tuesday 3-4-25 2025 and will consider a motion to go into hibernation while efforts continue by Amtrak, the states, and FRA to find a solution for funding the NGEC long-term. This solution may come via the Surface Transportation Authorization bill which is about 18 months out.

Some discussion ensued regarding hibernation and what it means.

Steve Hewitt explained that the NGEC Executive Board is considering a recommendation to go into hibernation rather than close up shop. It is believed that hibernation would allow the NGEC to pick up where it left off whenever long-term funding is provided. This would be an easier and smoother transition than shutting down and starting from scratch.

The hope is that there will be funding at some point and that the work of the Committee will be reauthorized.

Dan Ruppert commented that he had "nothing to add to a sad story" and it is an "unfortunate situation we find ourselves in".

Ray Hessinger concurred with Steve and Dan's comments and added that he will request that copies of the PRIIA specs and other pertinent documents be distributed to Amtrak, FRA and the State members of the NGEC as a way to protect against something happening with a hard drive or similar.

10.

Other/Adjourn – Dan Ruppert, Amtrak:

With no other business forthcoming, Dan Ruppert adjourned today's meeting at approximately 3:50pm Eastern

Decisions and Ongoing Action Items

2024 NGEC Backgrounder educational document:

The 2024 NGEC two-pager is now 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 around 200 industry participants.

NGEC 2025 Annual Meeting:

CANCELED:

Multi-State Venture Car procurement as of 2-27-25:

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 and FMIs are completed. Options for cab car entry into service in the trail position are being investigated while signal shunting enhancement to meet Class 1 requirements is in work. Amtrak requests for cab car modifications have been received and are under review. 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.

Document Control Activities as of 2-27-25:

Status: De-Amtrak of 900 series Sub-specs:

Tammy Krause reported that she and the Technical Writer have completed de-Amtraking 17 of 20 PRIIA/Amtrak "sub-specs". 1 of the others is Amtrak specific and does not need to be updated. The other two will remain as they are for now.

Overview – Summary of DCRs for the Single Level Rail Car Specification:

The DCRs presented for consideration, other than two specific items, have already been adopted for other PRIIA specs and are being incorporated in each spec as they are updated.

Approval of the PRIIA Single Level Rail Car Specification update 2-27-25:

A motion to approve the DCRs as presented for submittal to the NGEN Executive Board for its consideration was offered by Curtis McDowell for NCDOT. A second to the motion was offered by Ray Hessinger, NYSDOT.

Dan Ruppert asked if there were any comments or further discussion. Hearing none, he asked Steve Hewitt to take a roll call vote on the motion to approve.

Steve Hewitt called the roll:

Dan Ruppert, Amtrak – aye
Mike Murray, FRA – aye
Ryan Sharpe, Caltrans – aye
Curtis McDowell for NCDOT – aye
Ray Hessinger, NYSDOT – aye
Kena L. Lenderle, MODOT – aye
Kirk Fredrickson for WSDOT – aye
Mike Jenkins, Oregon DOT – aye

With a quorum having been confirmed and all votes cast in the affirmative, the Chair determined that consensus is achieved and the motion is approved.

Steve Hewitt will send the summary of DCRs, as approved by the Technical Subcommittee in advance of its meeting on 3-4-25.

Vehicle Weight Specification Initial Release:

On 2-18-25, The NGEN Executive Board adopted the PRIIA Vehicle Weight Specification IR.

Task Complete.

Metro-North Dual Mode Locomotive Procurement:

Locomotive 301 and 302 are undergoing dynamic testing in Croton.

Locomotive 303 has completed its Q40 inspection.

Locomotive 304 – production is complete with testing to begin

Locomotive 305 is in final assembly.

Ray also noted that Metro-North announced this week that it has engaged Siemens for an electric battery locomotive which will have overhead catenary and a battery.

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

Read into the record by Steve Hewitt on 1-16-25:

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.

Update: Amtrak Vehicle Procurements as of 2-27-25:

On the new Acela:

Amtrak is close to getting something in service soon. Dan was unable to provide specifics but noted there has been a lot of movement and very good progress.

On Airo:

There are 83 coaches and 9 Locomotives completed. 23 coaches are in final assembly. Progressing well.

On the Long Distance "Charger" Locomotive:

70 units out of the initial order of 72 have been accepted. Up to this point there has been an average of 2 per month getting accepted. With Amtrak having picked up the option for 50 additional locomotives, the number of acceptances per month is expected to slow down to about one per month. Dan also noted progress has continued in improving reliability.

On the Long Distance Fleet:

This remains as an open procurement with Amtrak continuing to work with potential bidders.

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ATTACHMENTS



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Agenda

2-27-25

1. Roll Call

Steve Hewitt

2. Approve Minutes from 1-16-25 meeting

Dan Ruppert

3. Document Control

Tammy Krause

Status: De-Amtrak of 900 series Sub Specs – timeline to complete
Overview - Summary of DCRs for the Single Level Rail Car specification update

4. Vote to approve PRIIA Single Level Rail Car Specification updates for submittal to Executive Board Dan Ruppert

5. Review Action Items

Steve Hewitt

6. Update: Multi-state – Venture car procurement

Ryan Sharpe

7. Update: Amtrak Vehicle Procurements

Dan Ruppert

8. Update: Metro-North Dual Mode Locomotive Procurement

Ray Hessinger

9. Status: NGEC Funding/NGEC future

Steve Hewitt

10. Other

All

11. Adjourn

Dan Ruppert