



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

## SECTION 305 NGEC Executive Board

MINUTES

NOVEMBER 1, 2022

11:30 EASTERN

CONFERENCE CALL

<b>FACILITATOR</b>	<i>Ray Hessinger, Chair S305 NGEC Executive Board</i>
<b>ATTENDEES</b>	<b>Board Members:</b> Ray Hessinger, John Oimoen, George Hull, Tim Ziethen, Jeff Gordon, Jon Dees for Jason Orthner, Troy Hughes, Amanda Martin, Richard Kedzior, Mike Jenkins, Mike Jenkins also as proxy for Jason Biggs, Brian Beeler II <b>Support Staff and Colleagues:</b> Steve Hewitt, Joe Paul, Dave "Mr. Emeritus/Cone" Warner, Patrick Centolanzi, Mike Murray, Tammy Krause, Shayne Gill, Strat Cavros
<b>ABSENTEES</b>	<b>Board Members:</b> Ron Pate, Jason Biggs, Kyle Gradinger, Jason Orthner <b>Support:</b> Larry Salci, Rebecca Anger,

### DECISIONS MADE

**1.**

**Welcome – Ray Hessinger, Chair, S305 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:**

Following the roll call, Steve Hewitt confirmed the presence of a quorum.

**3.**

**Action items Review – Steve Hewitt:**

Steve Hewitt briefly reviewed the status of open action items not covered under the agenda this week and noted they will be included on the next call agenda, and the status of each is included in today's minutes 11-1-22.

**Industry Participation:**

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

**2022 NGEC two-pager Handout Flyer:**

The 2022 version of the two-page educational flyer remains available in both electronic and hard copy.

To date 625 copies have been distributed.

The FASC is beginning to look at updates for the 2023 version to be released by the 2023 NGEC Annual Meeting.

Steve noted today (11-1-22) that he would have more to say about the 2023 update under agenda item 11 c.

**VIA Rail Equipment Procurement:**

On 2-25-22 – during the 12<sup>th</sup> NGEC Annual Meeting, VIA Rail provided a comprehensive update on its vehicle procurement.

The PowerPoint presentation was distributed and is posted to the website.

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**Next Update: As Appropriate**

**Update-Connecticut DOT Rail Car Procurement – Steve Hewitt:**

On 10-12-22, Marci Petterson reported that they have just finished answering the second round of questions and are now going into the third round. The request for proposals deadline has been extended until January 2023.

**Next Update – as appropriate**

**4. Approval of the Minutes from the 10-18-22 NGECE Executive Board Meeting – Ray Hessinger, NYSDOT:**

On a motion by John Oimoen, IDOT, and a second by Troy Hughes, MODOT the minutes from the Executive Board Meeting held on 10-18-22 were approved as submitted.

Ray asked Steve Hewitt to begin sending the minutes and other documents in PDF format to AASHTO for posting to the website. The Board recently agreed with the website refresh consultants that PDF format is advised for purposes of security, and it makes sense to start this process now rather than wait for the new website.

**5. Update: Multi-State Rail Car Procurement as of 10-27-22 - Steve Hewitt for Kyle Gradinger:**

Kyle Gradinger, Caltrans, was not available so Steve Hewitt provided the following update presented by Caltrans to the Technical subcommittee on 10-27-22:

*Update: The remaining Cab Car FDRs are in the final review stage and the Cab Car dynamic framing representative approach has been submitted to FRA for review. IDOT Café Car system level FDR reviews are nearly approved, and the Complete Café Car FAI is beginning this week in Sacramento.*

*The Cab Car Collision and Corner Post Appendix F testing is complete, and the Rev B test report has been approved. The Cab Car emergency egress demo occurred on Tuesday, October 25 with Amtrak, and FRA in attendance. The FAI and Sample Car Inspection for Cab Car is tentative for early 2023.*

*117 cars are in production or have been produced at Siemens Sacramento Facility. Revenue Service relevant FMIs are in progress and open items related to Conditional Acceptance are being addressed. IDOT coaches are currently in revenue service and Caltrans is planning revenue start once all necessary agreements are in place.*

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

Ray reported that the timing of his updates based on when he receives them from Metro-North are about a month old. He expects to get the next update soon.

By the beginning of October, Siemens had submitted all FDR documents to Metro-North. There were 33 documents submitted. Of those, 14 topics are closed with 19 under review. A series of meetings were scheduled throughout the month of October to continue the review of the 19 open topics.

**7. Update: Amtrak Vehicle Procurements – George Hull, Amtrak:**

George Hull reported on the following Amtrak procurements:

On the Charger Long Distance Service (ALC-42) Locomotive:

They are progressing well with an outstanding cab signal issue being worked out. There are 16 units in service and more shipments are planned once the cab signal issue is resolved.

The locomotives in service are being run on the City of New Orleans, California Zephyr, and on the Empire Builder. All-in-all it is going well.

On the new Acela:

They continue to progress qualifications with the FRA and are doing testing to support modeling. Service is anticipated

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for late 2023 or early 2024.

On the Intercity Trainset (ICT):

Final Design Review (FDR) is progressing well. Amtrak is looking at facilities to support the ICT's as well.

**8.  
Update: Document Control as of 11-1-22 – Tammy Krause:**

Tammy Krause provided the following update for inclusion in today's minutes (11-1-22):

*All the Bi-level specification document change requests are with the appropriate technical working group leaders. The October 15<sup>th</sup> date for completing the review was extended to October 31<sup>st</sup> after several WG Leader requests. I have not received all the comments back so I will be reaching out to the WG leaders.*

*The Technical Writer and I have been reviewing the Metro North Dual Mode Locomotive specification and the PRIIA Dual Mode Locomotive specification, looking at the formatting differences. We will be incorporating the format changes in the Bi-level specification and going forward, we will make the changes to the other specifications as they are revised.*

Steve Hewitt asked Tammy to provide an updated timeline for completion of the Bi-Level specification update to the Executive Board on the next call – 11-15-22.

Tammy agreed to do so.

**9.  
Website Refresh - Status – Ray Hessinger:**

Ray Hessinger noted that he and Steve Hewitt had presented the website refresh web-design mock-up on the last Executive Board call (10-18-22) and asked for comments to be provided by members of the Board (including support colleagues). Quite a few comments were received by current and past members of the Board.

Ray reported that he and Steve Hewitt compiled all of the comments received, and Steve Hewitt sent a pretty extensive mark up to iEngineering on 10-28-22. Ray added that a common theme from those who provided comments was the need to provide photos of NGENC equipment. He reminded George Hull that he was to get with Amtrak marketing to provide photos that could be used for the website. George thanked Ray for the reminder and Steve asked that he send the photos to Steve and Ray so they could provide them to iEngineering.

Steve added that along with the extensive text edits, he had also responded to the 3 items that iEngineering requested feedback on.

Steve said he had not heard back from iEngineering yet, but anticipates they will produce a new mock-up and schedule a call with the subgroup.

Ray added that because there were so many changes submitted the consultant may need to adjust the structure a bit to include them. He believes the structure that has been developed is flexible and will be able to accommodate the changes without too much difficulty.

As a reminder, below are the items iEngineering requested feedback on, and the responses (in blue) that were included in Steve Hewitt's response to iEngineering on 10-28-22.

1. The existing NGENC website does not have webpage text content as the majority of the content is based on downloadable files. We have added text content in the design mockup to make the website provide context to downloadable files. Please review this text content and let us know if any changes are required.

*We agree that webpage text content is important and should be included as you have suggested. Attached you will find a redline/track changes revising the content text to incorporate comments and changes provided by me, Ray, and other members of the Executive Board. It will still require some smoothing out - but we wanted to ensure that the text accurately reflect the Committee's structure, activities, and documentation as well as its mission.*

2. The downloadable files on the existing NGENC website are in multiple formats including PDF, Word, Excel, and PowerPoint. For website security, we do not recommend including Microsoft Office (Word, Excel, and PowerPoint) file formats as downloadable files. We recommend all downloadable files be converted into PDF format. If you agree, we will convert all files into PDF as part of the data migration task.

*We agree that for security purposes the files should be converted to PDF as part of the data migration task.*

3. We have included links to social media sites in the website footer. Please let us know if you plan to have social media presence so that we can add appropriate social media links. If yes, please provide us with the URLs of the NGENC social media pages. Else, we will remove the social media links from the website footer.

At this time, the NGENC does not use social media, so we request that you remove all of the social media links from the website footer.

Please share your feedback to proceed with the design implementation. If you have any questions or need additional information, please feel free to reach out.

Additional comments:

The pictures will need to be changed. We would only want pictures of NGENC vehicles - coach cars, locomotives, cafe cars and we would also want to include pictures of interiors. Also, instead of showing a meeting room, we would want to show people working around a table in a cafe car. We have asked our NGENC Vice Chair, Amtrak CMO George Hull, to provide photos for you to use that will include what I have described.

Overall, we do like the web design concept and with the changes described, I think you will be able to proceed with the design and perhaps provide a revised mock-up for our review.

#### **10. NGEC 20230 Annual Meeting – Ray/Steve:**

Steve Hewitt reminded those on the call that the meeting will be held earlier than usual this year it will be held on **February 3<sup>rd</sup>**. The location is, once again, the Hyatt Regency Capitol Hill, Washington, DC Capitol Room A/B. The time for the meeting will be the same as last year (8:00am Registration – Meeting 8:30am – Noon Eastern).

The meeting will be hybrid, offering virtual meeting capabilities along with in-person attendance.

Steve Hewitt also reminded all those who plan to attend to send him an email stating that they are attending and signifying in-person or virtual. This way AASHTO can have an appropriate head count and plan accordingly and can have the appropriate name badges and tent cards printed in advance. Steve would like to have the general attendance (in-person or virtual) registration completed by January 15, 2023. Board members should notify Steve Hewitt and Ray Hessinger of their intention to participate asap so that we can be assured of a quorum.

In the meantime, Steve Hewitt and Ray Hessinger will begin working on a draft agenda to present to the Executive Board. The intent will be to have a draft agenda by the next call (11-15-22).

Ray asked Board members to provide he and Steve Hewitt with any topics that they specifically want included on the agenda by COB on 11-9-22. Steve and Ray plan to discuss and prepare a draft agenda in advance of the 11-15-22 Board call. It is important to, at least, have a draft agenda for states to use for travel approval. Ray noted that in his DOT travel approval requests need to be submitted 60 days in advance and that time is drawing near.

#### **Hotel reservation link:**

Attendees can begin booking sleeping rooms here - <https://www.hyatt.com/en-US/group-booking/WASRW/G-RA1L>. Rooms must be booked by Monday, January 9<sup>th</sup>. Room Rate is \$188 per night plus 14.95% tax.

Questions on Hotel room reservations – contact:

#### **Kamasha Hendrickson, CMP, CGMP**

Senior Meeting Planner

American Association of State Highway and Transportation Officials (AASHTO)

555 12th St, NW, Suite 1000 \*NEW ADDRESS\*

Washington, DC 20004

Tel: 202-624-5403

E-mail: [khendrickson@aaashto.org](mailto:khendrickson@aaashto.org)

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

##### **a. Balance and Spend Rate:**

Total Initial Grant Amount: \$1,250,000.

Expenses Incurred through August 2022: \$1,034,370.24

Balance remaining: \$ 215,629.76  
Current Spend Rate per month (as info and used in calculating): \$14,568.59  
Estimated Balance at the end of the Extension Period (Contingency): \$26,238.03 less the cost of the website refresh which is \$12,000.00

b. Quarterly Grant Agreement Progress Report to FRA - Tim:

Tim Ziethen reported that he, with help from Steve Hewitt, completed the 4<sup>th</sup> Quarter Grant Agreement Progress Report and submitted it on time to FRA.

Tim will provide the final version to Steve Hewitt for distribution to NGEC Executive Board Members.

The next report for the quarter ending December 31, 2022, will be due to FRA by 1-31-23.

c. Updating the NGEC two-page Educational Document – Steve:

Steve Hewitt reported that the FASC has asked he and John Oimoen to review the current two pager and recommend changes to update it to a 2023 version.

John and Steve met this morning and will make some recommendations to the FASC on its next call scheduled for 11-9-22.

Steve gave a quick overview of John and his thoughts.

New pictures for the front and back. John will work with Jennifer Bastian to get some new photos including an interior shot. We would like a California picture, if possible, as well.

The timelines will be updated including the number of Chargers in service and the number of coach cars now in service. John will look into this and provide Steve Hewitt with the updates.

John and Steve will meet this Friday to touch base on the items to be presented to the FASC.

The intent is to have some pictures and the update suggestions ready to present to the FASC next week (11-9-22) for its consideration. If approved the recommendations will be brought to the Executive Board on 11-15-22.

d. Status – Amtrak – NGEC CRISI Grant Application - Tim:

Tim Ziethen reported that Amtrak is in the process of preparing a template to be used in the request for letters of support from states and stakeholder. The template is meant to provide a look and feel for highlighting the process and offering an opportunity to send in letters of support. The letters will come back to the grants office at Amtrak and be included as a part of the application submittal.

Tim is working with the grants person to complete the application. He expects to get a green light to share it with the NGEC Executive Board Members with a request for confidentiality in a couple of weeks. There will be a very short turnaround for comments as the entire process needs to be wrapped up and the application package submitted to FRA by December 1<sup>st</sup>.

Tim did not know whether the request for support letters will go out from Amtrak Government Affairs, or possibly from him. They are looking at the most efficient way to do this.

Ray Hessinger thanked Tim and noted that he is happy to hear that the Board will get a chance to review the application and provide comments. He added "the sooner the better" understanding the short turnaround period.

e. Status: Exploring other potential funding options - Tim:

Tim reported that they are not pursuing this now, but are keeping their options open. Currently, the focus is on getting the CRISI grant application completed and submitted.

**12.**

**Other – all:**

With no other business forthcoming, Ray Hessinger adjourned the meeting at 12:02pm Eastern.

**Next meeting – 11-15-22**

**Decisions/Action Items**

**Treasurer’s Report:**

Total Initial Grant Amount: \$1,250,000.  
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Estimated Balance at the end of the Extension Period (Contingency): \$26,238.03 less the cost of the website refresh which is \$12,000.00

**2022 NGENC Backgrounder educational document as of 10-18-22:**

The 2022 version of the two-page educational flyer remains available in both electronic and hard copy.  
To date 625 copies have been distributed.  
The FASC is currently reviewing the document and will propose updates for the 2023 version.

**NGEC Website Refresh as of 11-1-22:**

A web site refresh mock-up web design, prepared by iEngineering and was previewed with NGENC Board members on 10-18-22. Board members were asked to provide their comments to Steve Hewitt and Ray Hessinger by COB 10-25-22.  
A number of comments were received. Steve Hewitt and Ray Hessinger compiled the comments and submitted them to iEngineering on 10-28-22.

**Status – Multi-State Rail Car Procurement:**

Status as of 10-27-22 (as reported to the Technical subcommittee):  
*The remaining Cab Car FDRs are in the final review stage and the Cab Car dynamic framing representative approach has been submitted to FRA for review. IDOT Café Car system level FDR reviews are nearly approved, and the Complete Café Car FAI is beginning this week in Sacramento.*  
*The Cab Car Collision and Corner Post Appendix F testing is complete, and the Rev B test report has been approved. The Cab Car emergency egress demo occurred on Tuesday, October 25 with Amtrak, and FRA in attendance. The FAI and Sample Car Inspection for Cab Car is tentative for early 2023.*  
*117 cars are in production or have been produced at Siemens Sacramento Facility. Revenue Service relevant FMIs are in progress and open items related to Conditional Acceptance are being addressed. IDOT coaches are currently in revenue service and Caltrans is planning revenue start once all necessary agreements are in place.*

**Next Update – 11-15-22**

**Status: – Connecticut DOT Rail Car Procurement:**

On 10-12-22, Marci Petterson reported that they have just finished answering the second round of questions and are now going into the third round. The request for proposals deadline has been extended until January 2023.

**Next Update – as appropriate**

**Status - Metro-North Dual Mode Locomotive Equipment:**

As of the beginning of October, Siemens had submitted all FDR documents to Metro-North. There were 33 documents submitted. Of those, 14 topics are closed with 19 under review. A series of meetings were scheduled throughout the month of October to continue the review of the 19 open topics.

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**Next Update: 11-29-22**

**Status - Amtrak Vehicle Procurements:**

As of 11-1-22:

On the Charger Long Distance Service (ALC-42) Locomotive:

They are progressing well with an outstanding cab signal issue being worked out. There are 16 units in service and more shipments are planned once the cab signal issue is resolved.

The locomotives in service are being run on the City of New Orleans, California Zephyr, and on the Empire Builder. All-in-all it is going well.

On the new Acela:

They continue to progress qualifications with the FRA and are doing testing to support modeling. Service is anticipated for late 2023 or early 2024.

On the Intercity Trainset (ICT):

Final Design Review (FDR) is progressing well. Amtrak is looking at facilities to support the ICT's as well.

**Next Update: 11-29-22**

**Status - Document Control Management:**

*All the Bi-level specification document change requests are with the appropriate technical working group leaders. The October 15<sup>th</sup> date for completing the review was extended to October 31<sup>st</sup> after several WG Leader requests. I have not received all the comments back so I will be reaching out to the WG leaders.*

*The Technical Writer and I have been reviewing the Metro North Dual Mode Locomotive specification and the PRIIA Dual Mode Locomotive specification, looking at the formatting differences. We will be incorporating the format changes in the Bi-level specification and going forward, we will make the changes to the other specifications as they are revised.*

Tammy is to provide an updated timeline for completion of the Bi-Level specification update to the Executive Board on the next call – 11-15-22.

**Next Update – 11-15-22**

**VIA Rail Equipment Procurement:**

On 2-25-22 – during the 12<sup>th</sup> NGEAC Annual Meeting, VIA Rail provided a comprehensive update on its vehicle procurement.

The PowerPoint presentation was distributed and is posted to the website.

Following the meeting, Steve Hewitt received an email from Joe DiLiello, VIA Rail thanking him for the invitation to VIA Rail. Although Joe and his colleagues participated virtually, he said it was a great meeting – it had good flow, was timely and all presentations were informative and well done.

**Next Update: As Appropriate**

**Status CRISI Grant Application:**

As of 11-1-22:

Tim Ziethen reported on 11-1-22 that Amtrak is in the process of preparing a template to be used in the request for letters of support from states and stakeholder. The template is meant to provide a look and feel for highlighting the process and offering an opportunity to send in letters of support. The letters will come back to the grants office at Amtrak and be included as a part of the application submittal.

Tim is working with the grants person to complete the application. He expects to get a green light to share it with the NGEAC Executive Board Members with a request for confidentiality in a couple of weeks. There will be a very short turnaround for comments as the entire process needs to be wrapped up and the application package submitted to FRA by December 1<sup>st</sup>.

Tim did not know whether the request for support letters will go out from Amtrak Government Affairs, or possibly from him. They are looking at the most efficient way to do this.

**By-Laws Review and change recommendations:**

The FASC approved proposed changes to the By-laws for submittal to the Executive Board.

The changes are meant to address the advice provided by Amtrak Legal when asked if the NGENC could conduct certain additional activities. The advice was that the activities described would be permissible, if included in the By-Laws.

*e. The Executive Board may issue news releases communicating activities or accomplishments of the Committee.*

*The Executive Board may authorize Committee member participation at related meetings, conferences, trade shows, or other similar events to communicate the activities of the Committee or to maintain visibility among stakeholders.*

The By-laws changes cannot be brought to the Board for a vote until each Board member has had them in writing for 30 days. Since they were sent to all Board members on 10-13-22, the Board cannot take them up for consideration until the meeting of 11-15-22.

**Updates: States and Amtrak – Charger Locomotive Experience:**

In-depth updates were provided during the Annual Meeting and were included in the minutes.

The presentations were distributed and posted to the website.

**Next Update: as appropriate**

**NGEC 2023 Annual Meeting:**

On 11-1-22, Steve Hewitt reminded those on the call that the meeting will be held earlier than usual this year it will be held on **February 3<sup>rd</sup>**. The location is, once again, the Hyatt Regency Capitol Hill, Washington, DC Capitol Room A/B. The time for the meeting will be the same as last year (8:00am Registration – Meeting 8:30am – Noon Eastern).

The meeting will be hybrid, offering virtual meeting capabilities along with in-person attendance.

Steve Hewitt also reminded all those who plan to attend to send him an email stating that they are attending and signifying in-person or virtual. This way AASHTO can have an appropriate head count and plan accordingly and can have the appropriate name badges and tent cards printed in advance. Steve would like to have the general attendance (in-person or virtual) registration completed by January 15, 2023. Board members should notify Steve Hewitt and Ray Hessinger of their intention to participate asap so that we can be assured of a quorum.

In the meantime, Steve Hewitt and Ray Hessinger will begin working on a draft agenda to present to the Executive Board. The intent will be to have a draft agenda by the next call (11-15-22).

**Board members are asked to provide Ray Hessinger and Steve Hewitt with any topics that they specifically want included on the agenda by COB on 11-9-22.** Steve and Ray plan to discuss and prepare a draft agenda in advance of the 11-15-22 Board call. It is important to, at least, have a draft agenda for states to use for travel approval. Ray noted that in his DOT travel approval requests need to be submitted 60 days in advance and that time is drawing near.

**Hotel reservation link:**

Attendees can begin booking sleeping rooms here - <https://www.hyatt.com/en-US/group-booking/WASRW/G-RA1L>. Rooms must be booked by Monday, January 9<sup>th</sup>. Room Rate is \$188 per night plus 14.95% tax.

*Questions on Hotel room reservations – contact:*

**Kamasha Hendrickson, CMP, CGMP**

Senior Meeting Planner

American Association of State Highway and Transportation Officials (AASHTO)

555 12th St, NW, Suite 1000 \*NEW ADDRESS\*

Washington, DC 20004

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Tel: 202-624-5403

E-mail: [khendrickson@aaashto.org](mailto:khendrickson@aaashto.org)

**Next Update 11-15-22**

**Status of 2022 Priorities as of 10-18-22:**

**Priority Area:** Review/Update the Bi-level specification currently in Revision C.4. With Amtrak looking at using some of the funding from the new IIJA for its western fleet, it makes sense for the NGEC to review and update the Bi-Level car specification.

**Action as of 11-1-22:** Bi-Level Car Specification Review/Update is underway. As of 11-1-22, 173 DCRs have been received and have been provided to the appropriate working groups to review and adjudicate. The date for completion of the working group reviews was set for 10-15-22. On 10-18-22, Tammy Krause reported that the deadline was extended to 10-31-22. As of 11-1-22, a few responses were still outstanding, and Tammy was following up.

Tammy will provide and updated timeline for completion of this update on the 11-15-22 Executive Board call.

**Priority Area:** Review the car body materials issue from a broader perspective for all NGEC equipment not only DMUs. Ray would like to take a look at developing a consistent approach for all of the NGEC vehicle specifications.

**Action as of 10-18-22:** The Carbody Materials Working Group has about completed its work and will submit its recommendations to the Technical subcommittee in November.

**Priority Area:** Review "emerging technologies": On the technical subcommittee call of 12-9-21 the topic of emerging technologies for propulsion was raised. Ray Hessinger believed that the technical subcommittee should conduct a scan of the industry regarding emerging technologies for propulsion and how they relate to the NGEC.

**Action as of 10-18-22** Dave Warner initially gave a zero emissions presentation during the Annual Meeting and followed that up with a presentation to the Executive Board on APTA's effort to develop Alternate Fuel Safety Standards. Dave continues to monitor these activities and will present updates as appropriate.

**Priority Area:** Review and consider using the Metro-North Dual Mode Locomotive Specification organizational changes to determine if they should be adopted by the NGEC and applied across the board to all NGEC specifications. This would be an administrative change not impacting technical content of any of the specifications and could be resolved by the Executive Board.

**Action as of 10-18-22** -This is included in the DCM action Plan and will likely follow the Bi-Level Car Specification update or may begin simultaneously with making updates to that specification. On 11-1-22, Tammy Krause reported that she and the Technical Writer, Camren Cordell, have gone through the Metro-North Dual Mode locomotive specification format and have compared it to the PRIIA format. They are now in the process of incorporating the Metro-North Dual Mode Specification's administrative/format changes into the Bi-Level Specification and will do the same for each of the PRIIA specifications as they are updated.

**Priority Area:** Review/update NGEC Reference and Drawings series 305-900 and 305-800.

**Action as of 11-1-22:** This item is on the DCM action plan for 2022 – no activity on reviewing the reference documents per se, but Tammy Krause, Document Control Manager will be working with Jeff Gordon to create a new reference specification to address the Volpe Center information on CEM.

**Next Meeting -11-15-22**

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**NGEC Executive Board Meeting**

**11-1-22**

**11:30 AM – 12:30 Noon Eastern**

**By computer:**

<https://stephenhewitthewittconsulting.my.webex.com/meet/shewitt109>

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**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 10-18-22                    | Ray Hessinger  |
| 5. Update: Multi-State Rail Car Procurement             | Kyle Gradinger |
| 6. Update: Metro-North Dual Mode Locomotive Procurement | Ray Hessinger  |
| 7. Update: Amtrak Vehicle Procurements                  | George Hull    |
| 8. Update: Document Control                             | Tammy Krause   |
| 9. Website Refresh                                      | Ray Hessinger  |
| 10. NGEC 2023 Annual Meeting                            | Steve          |
| 11. FASC update and Treasurer's Report                  | Tim Ziethen    |
| a. Balance and Spend Rate                               | Tim            |
| b. Quarterly Grant Agreement Progress Report to FRA     | Tim            |
| c. Updating NGEC two-page Educational Document          | Steve          |
| d. Amtrak/NGEC CRISI Grant Application                  | Tim            |
| e. Status: Exploring other potential funding options    | Tim            |
| 12. Other   | All            |
| 13. Adjourn   | Ray Hessinger  |

**Next Meeting – 11-15-22**