



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: December 31, 2018

Submitted by: Steven J Hewitt, Program Manager, S305 NGEC

Public law 110-432 required Amtrak to:

...establish a Next Generation Corridor Equipment Pool Committee, comprised of representatives of Amtrak, the Federal Railroad Administration, host freight railroad companies, passenger railroad equipment manufacturers, interested States, and, as appropriate, other passenger railroad operators.

"The purpose of the Committee shall be to design, develop specifications for, and procure standardized next-generation corridor equipment.

(b) Functions – the Committee may –

- 1) Determine the number of different types of equipment required, taking into account variations in operational needs and corridor infrastructure.*
- 2) Establish a pool of equipment to be used on corridor routes funded by participating states; and*
- 3) Subject agreements between Amtrak and States, utilize services provided by Amtrak to design, maintain and remanufacture equipment."*

Executive Board

Chair: Eric Curtit, Missouri DOT

Vice Chair: Charles King, Amtrak

Secretary: Ray Hessinger, NYSDOT

Treasurer: Tim Ziethen, Amtrak

The Executive Board holds bi-weekly conference calls – Tuesday's at 11:30am Eastern

During the month of December 2018, due to the holidays, the Executive Board met only once, via conference call, on the 4th.

Highlights, decisions, and action items from the month of December 2018 include:

- Procurement Updates:

Status Update - Multi-State Rail Car Procurement as of 12-13-18 as provided by Caltrans to the NGEC Technical subcommittee:

Of the three critical Cab Car DCRs, two have been approved by the NGENC subcommittee – Carbody/Cab Construction and Cab Area Floor Height. The pending Car Length Over Couplers DCR would be an allowed exception to the PRIIA specification pending approval of an NGENC rule change. The PRIIA specification text would not be changed. A DCR regarding the PRIIA vertical curve requirements has been submitted to NGENC.

System-level FDR approvals of the Carbody & Clearance, Water & Waste, HVAC, Gap Filler, Digital Communications, Diagnostic System, Double Sliding Step, Accessible Toilet Room, Safety Appliances, Lighting Systems, Semi-Permanent and H-type couplers, Trucks, Exterior Doors, Interior Doors and Brakes have been provided to SCOA/Siemens. End Doors is currently in queue for approval. Most actions for Gangway are complete with closure and system level approval expected soon. Caltrans submittals to FRA for Safety Appliance and Carbody are complete and under review. The package containing the Clearance Envelopes have been submitted to Amtrak for review and approval. Virtual 3D mockups were presented to Caltrans and IDOT to showcase updates to the vestibule area including the End Doors and Trap Doors.

The first 12 carshells are in production at Siemens Sacramento Facility and carshell #1 has passed its FAI and associated rework has been completed. Carshell #2 has completed passivation. Carshell #3 has begun the passivation process. Carshell 4 has completed initial customer inspection and carshells 5 through 9. The expansion of the Sacramento production facility is slightly delayed due to permitting issues but there is no effect on the schedule thus far.

The FAI process is underway and FAIs have occurred for the Carshell Complete, Digital Communication System, Lighting System, Couplers, Sanitary System, Sidewall Lining, FRP Panels, Flooring and heated panel and Battery Charger. Open items are being addressed and the FAIs are revisited for closure by the customer team as needed. FAI for the Low Floor Door Panel is to be conducted in mid- December.

Status Update: The Charger - Diesel-Electric Locomotive Update and Section 6 Plan as of 12-4-18:

The Section 6 Plan was accepted by FRA in July 2018 – nothing new to report during the month of December 2018.

Status Update: Metro North Dual Mode Locomotive Procurement as of 12-4-18:

Metro-North has canceled its Dual Mode Locomotive procurement for now. When it went on the street, it was assumed that the purchase of the new equipment was to be with 100% state funding. Metro-North will be re-issuing the RFP with appropriate federal clauses and with the use of federal funds.

Status Update: Amtrak Locomotive Procurement – 12-13-18 (To the Technical subcommittee):

Locomotive procurement:

Charlie King reported that there have been successful bidders for the P42 locomotives and the negotiation phase will begin shortly. Charlie anticipates that before the next subcommittee meeting the contract will be awarded. The base is for 75 P42s with increments of 25.

Car procurement:

The RFI session is closed. There was one additional vendor presentation that took place this morning (11-29-18), and, Charlie noted, that states were on the call hearing the presentation along with Amtrak. Underwriting of the RFP is now taking place. Charlie expects the DRAFT RFP to be released around the middle of December.

Asked if the Locomotive contract included Dual Mode Locomotives or only the P42's, Charlie noted that the RFI included Dual Mode Locomotives as well as P42s, and that option is in the RFP, but the current base of 75 is for P42s only.

- Document Control Update – 12-4-18:

With regard to the cab car-length DCR (177) and potential NGENC procedure changes:

Larry Salci recommended that the NGEC Board simply adopt a resolution to approve a one-time only allowance for the additional length to the Cab Car. He suggested that there is no need to amend Document Management Procedures. "The rationale for this approval is the original bi-level contract was in default and as part of the cure the single level cab car technical proposal was approved by the states. The NGEC Document Management Procedures (305-100) never anticipated the DCR process to be utilized to address contract default issues. Therefore, to preserve the States NGEC policy of standardization and the single level tech spec 85' length over coupler pulling face, a one-time allowance will be approved by 'resolution of the NGEC Board'. This will prohibit any future potential "allowance" requests and not change the Document Management Policy designed for DCRs that improve the spec."

Larry strongly believes it is in the best interest of NGEC to do this as a one-time resolution due to the unusual circumstances surrounding this procurement, but not make a policy change impacting future procurements or the NGEC specification.

Ultimately, it was agreed that Larry Salci will prepare the draft resolution for circulation (by Steve Hewitt) to the NGEC Executive Board members for review and comment, with the intent being to consider it for approval on the next call – 1-15-19.

- Acquisition and Ownership Best Practices Working Group update as of 12-11-18:

The group last met on 12-11-18.

Team Leaders provided status updates on their sections of the report - most have made significant progress, but more work remains to be done.

Team Leaders will continue to work on their section DRAFTS and should try to send out what they have (completed draft if possible) for review by the first of the year.

The next working group call will take place on 1-3-19.

The goal continues to be to have a DRAFT report ready for presentation at the NGEC Annual Meeting on 2-22-19.

- **Charger Updates from States and Amtrak – In October**, Chairman Curtit requested summary updates on the Chargers now that they have been placed in service.

Updates provided on 10-23-18 – the next updates will be provided at the NGEC Annual Meeting on 2-22-19:

- a. Illinois/Mid-West States:

Jennifer Bastian reported that the overall equipment delivery and performance of the new Charger Locomotives has been the best she has seen. She noted that it is her understanding that it has exceeded Amtrak's expectations.

Operationally, it has been a good procurement.

One area of concern, however, is warrantee support and parts availability. The Mid-West states are working with Siemens to correct this situation.

- b. California:

Kyle Gradinger agreed with Jennifer that the procurement has been a good one operationally. Caltrans' concerns are similar to those noted by IDOT – warrantee support – and parts availability. Overall, Kyle commented, - "operationally, when they are running, they work great". He added that engineers enjoy the cab and the acceleration is great – "overall we are very happy with the operation."

Kyle did mention that there are some glitches with the design of the snow plow – noting that California doesn't need a snow plow and it is ultimately used for shopping carts and tumble weed which can be problematic under the current design.

c. Amtrak:

Charlie King, Amtrak, echoed the comments made by California and IDOT and noted that Amtrak is measuring the information closely and looking at availability of parts and overall warranty support.

Charlie added that “we need robust part support from Siemens and technical support as well...we need to partner with Siemens and need a good and tight relationship between the states and Siemens and Amtrak, the states and Siemens.”

- Preparing for the 2019 NGEN Annual Meeting – Hyatt Regency – Capitol Hill, Washington DC – 2-22-19 – Steve Hewitt:

Room Block Information – Hyatt Regency Hotel, Capitol Hill, Washington, DC:

Attendees have until January 29, 2019 to reserve their room at the group rate.

Hyatt Regency Washington On Capitol Hill

400 New Jersey Ave, NW

Washington, DC 20001

https://www.hyatt.com/en-US/hotel/washington-dc/hyatt-regency-washington-on-capitol-hill/wasrw?corp_id=G-AHT9

Please feel free to contact me with any questions.

Kamasha

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DRAFT Agenda as of 12-4-18:

Steve Hewitt provided a brief overview of the DRAFT agenda sent to all Board members prior to this call (draft is attached to these minutes). The only change is the addition of a discussion topic at the request of Kyle Grading, Caltrans on FRA's New Rail Safety Rule: Impact on the NGEN and Future Procurements.

Michael Lestingi, FRA, will check with FRA Safety regarding this topic and the timing of it, and let the Board know its thoughts. For now, it will remain on the agenda.

Technical Subcommittee:

Chair: Charles King, Amtrak

Vice Chair: George Hull, Amtrak

The Technical subcommittee holds bi-weekly conference calls on Thursday's at 3:00pm Eastern

During the month of December 2018, the Technical subcommittee met one time, via conference call, on the 13th.

Key decisions and action item updates from the month of December 2018, included:

- Status of the activities to update ECP Standards: This is an ongoing item which the Technical subcommittee is tracking. Status as of 12-13-18:

On 12-13-18, Paul Jamieson provided the following update:

On 12-13-18, Paul Jamieson provided the following update for inclusion in the minutes which Steve Hewitt read into the record:

“The revenue service demonstration since June 2014 has accumulated 866,670 ECP miles and 2,029,946 emulation miles for a total of 2,896,616 miles. There were no ECP equipment faults since the previous report.

The standards are out for public comment but due to the Holiday Season, the public comments received will not be addressed until January 2019.

SPECIAL NOTE: For the state agencies that have third parties maintaining their equipment, “APTA PR-M-S-005-98 Rev. 4 Code of Tests for Passenger Car Equipment Using Single Car Testing”, which is applicable to 26C type brake equipment is now available. The standard can be found at <https://www.apta.com/resources/standards/press/Pages/default.aspx>. This standard revision must be used when performing the annual single car test after March 1, 2019.”

Please advise Paul Jamieson if you have any questions.

- Backgrounder educational document:

The 2018 version of the NGENC Backgrounder is available electronically or by hard copy. Contact Steve Hewitt at shewitt109@aol.com for copies; if you desire hard copies, please tell Steve how many you need and provide a mailing address. As of 12-13-18, Steve Hewitt reported that the Finance and Administrative subcommittee has approved recommendations for revising/updating the two-pager to make it more current. An updated version has gone to the Executive Board for its consideration on 1-15-19. Once updated the two-pager will be distributed as hard copy at the NGENC Annual Meeting in DC 2-22-19 and made available electronically to all members of the NGENC.

- AWG/RVACC Update as of 12-13-18:

Melissa Shurland, FRA, provided an update on the activities of the Accessibility Working Group and on the RVACC effort during the NGENC Annual Meeting. The presentation is available on line on the NGENC website at www.ngec305.org.

On 10-4-18 – Melissa Shurland reported that there still has been no word from the RVACC on the possible release of a rule for accessibility on Rail Vehicles.

No further updates have been provided.

- Document Control Update:

See the update provided in the Executive Board section of this report.

Procurement Updates:

- Diesel-Electric Locomotive Procurement: See the Executive Board section of this report for the latest update.
- Multi-State Car Procurement - Caltrans (Lead State): Progress reports from the lead state on the PRIIA multi-state car procurement is provided on each Technical subcommittee call and each Executive Board call.

See the update provided in the Executive Board section of this report.

- Metro North Dual Mode Locomotive Procurement:

See the update provided in the Executive Board section of this report.

- Amtrak Equipment Procurement Updates: Progress reports are provided by AMTRAK CMO and NGEC Vice Chair, Charlie King on a regular basis.

See the update provided in the Executive Board section of this report.

- AAR Updates:

TAG committee on LED Headlights as of 12-13-18:

On 7-25-18, Tarek Omar, FRA, reported that the committee is preparing for Phase two (Phase One having been completed). Once underway, Tarek will provide status updates as he did with Phase One. As of 12-13-18, Phase II had not yet begun.

- DEF-UREA Implementation Update as of 12-13-18:

On 11-15-18, Art Peterson provided the following brief update on DEF-UREA implementation:

The DEF update is very straight-forward – there have been no issues in the supply of DEF at any of the locations on the Midwest “Hub” network. It is all working very smoothly.

- University of Nebraska study on High Speed wireless technology as of 12-13-18:

As of 11-1-18, the model was reported to be almost complete with verification anticipated to occur by the end of this year and the “tool” will then be done. The next step would be field testing.

Contact Information:

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- Update: Electronics on Trains Working Group:

On 12-13-18, Tom Sisler provided the following update:

The working group has spent much of this year developing a requirements document in advance of preparing the specification. The group is now making changes to the DRAFT requirements document.

Tom noted that the working group will next meet at the end of January and will likely have something to report to the Technical subcommittee in February – 2019.

Tom also noted that they had been looking at a DTL software specification 920 but have tabled it for now and may sunset it for another specification as technology advances.

- 2019 NGEC Annual Meeting – 2-22-19 Washington DC – Hyatt Regency Capitol Hill:

On 12-13-18, Steve Hewitt provided a brief overview of the DRAFT agenda for the Annual Meeting. It has been tentatively approved as DRAFT and is subject to change. The agenda has been sent to all NGEC members and is attached to the minutes of today’s (11-29-18) call.

Registering for the meeting:

In order to be registered for the NGEC meeting, please send an email separately to Steve Hewitt at shewitt109@aol.com. There is no registration fee for the NGEC meeting. Registering with Steve is important for head count and for printing name badges and putting together meeting packets.

Further details can be found in the Executive Board section of this report.

The Finance and Administrative Subcommittee

Chair: Tim Ziethen, Amtrak

Vice Chair: Brent Thompson, Washington State DOT

Vice Chair: Ray Hessinger, New York State DOT

The Finance and Administrative subcommittee (FASC) holds a conference call every four weeks on Wednesdays at 3:00pm Eastern.

During the Month of December 2018, the Finance and Administrative Subcommittee met once, on the 12th.

Key decisions and action item updates from the month of December 2018, included:

- Treasurer's Status Updates as of 12-12-18:

FASC & Treasurer's Report presentation for the 2019 NGEN Annual Meeting:

On 12-12-18, Tim Ziethen provided a first draft of the Treasurer's Report and FASC progress report for the Annual Meeting. The first draft follows last year's format. It is a first draft which does not have the updated spending numbers but will have them in the next version. (As of 12-12-18 the amount spent to date against the Grant is \$319,995. With an estimated expense of about \$40,000 anticipated in the quarter October – December 2018, the balance left at the end of this year will be approximately \$860,000.)

Members are asked to review the presentation with a special eye on the future funding discussion slide (#11). The next draft will be provided to all members a week in advance of the next call (1-9-19) and will be discussed on that call.

- Developing a strategy for "making the case" for future federal funding for the NGEN – beyond 9-30-20:

On 12-12-18, the FASC approved a motion to revise the "vision" statement and update the two -pager accordingly. The proposed new statement was sent to the NGEN Board with a recommendation to adopt it.

"As the national leader in standardization, acquisition, and management of passenger rail equipment, the NGEN is delivering results."

NGEN Specification Review Panel(s):

For each PRIIA NGEN specification a Review Panel has been established to compare the specification (as developed by the Technical subcommittee) against a requirements document previously adopted by the Executive Board. As the Review Panel completes its work, it prepares a report with recommendations. This report is submitted to the Executive Board for its consideration. Once accepted by the Board, the specification is subsequently formally adopted by the Executive Board. As part of the Document Control process, any proposed revisions to a PRIIA NGEN specification must go through the Review Panel process as well. At such times, the Review Panel, previously established for a specification, is re-convened by the Executive Board chair.

The Review Panels for the NGEN did not meet during the month of December 2018, but the Single Level Car Specification Panel has been re-convened and provided with DCRs approved by the Technical subcommittee. A specific DCR – one time allowance – resolution is under consideration by the Executive Board – likely to be decided on in January. Consultant Larry Salci will prepare a Review Panel Report with recommendations for Panel consideration likely in January 2019.

Milestones – Quarterly update (October 1, 2018 through December 31, 2018)

Bi weekly meetings:

Throughout the quarter, the NGEN Executive Board and the Technical subcommittee held bi-weekly conference call meetings. Exceptions – in December, the Executive Board met once – on the 4th due

to the holiday season and scheduling conflicts. The Technical subcommittee, also due to the holiday season and schedule conflicts met only once – on the 13th and, in November – based on the calendar, it met three time – on the 1st, 15th and 29th.

Monthly meetings:

During the quarter, the Finance and Administrative Subcommittee (FASC) met every four weeks on Wednesdays.

Dissemination of educational/informational pieces:

During the quarter, the updated two-pager, formally released on 2-23-18, continued to be available electronically and in hard copy by request through NGECE Program Manager Steve Hewitt. The document is also posted on the opening page of the NGECE website at www.ngec305.org. In December, the Finance and Administrative subcommittee approved changes to the document and to the NGECE vision statement to update and keep them current. The Executive Board will consider he recommended changes during its call on January 15, 2019, and the document will be published, as updated, in time for dissemination at the NGECE annual Meeting and throughout the coming year.

NGECE Annual Meeting:

The NGECE's 8th Annual Meeting took place on 2-23-2018 at the Washington Court Hotel in Washington, DC with 68 NGECE members present.

The next Annual Meeting will take place on 2-22-2019 – in Washington, DC at the Hyatt Regency, Capitol Hill. A Draft agenda has been prepared by Program Manager Steve Hewitt and NGECE Chairman Eric Curtit and has tentative approval – subject to minor revisions. The DRAFT agenda has been distributed to all NGECE members (states, Amtrak, FRA and the industry).

Annual Review of NGECE By-Laws and Operating Procedures:

During the quarter ending December 31, 2017, the NGECE Executive Board adopted Revisions to the NGECE By-Laws and Operating Procedures per its requirements. The changes were proposed by the NGECE Finance and Administrative Subcommittee after a complete annual review and were subsequently adopted on 12-19-17 by the Executive Board. The primary revisions to the document addressed the requested move of the 514 subcommittee from the NGECE to the SAIPRC.

In June 2018, the Finance and Administrative subcommittee tasked Program Manager Steve Hewitt and NGECE Secretary, Ray Hessinger, NYSDOT with conducting the initial Annual Review of the NGECE By-Laws and Operating Procedures. This review will begin in mid to late Fall with a timeline for completion and formal NGECE Executive Board adoption of any proposed changes by 12-31-18.

In September 2018, Steve Hewitt began the By-Laws Review and will work with NGECE Secretary and Vice Chair of the FASC, Ray Hessinger, to provide any recommended changes to the FASC for its consideration and with the intent to have any such changes adopted by the Board by December 31, 2018.

In October 2018 (10-17-18) he Finance and Administrative subcommittee approved changes to the NGECE By-Laws after having conducted its Annual By-Laws Review. The changes were primarily minor in nature – grammatical/punctuation type changes. In November (11-20-18) the NGECE Executive Board adopted the recommended changes to the By-Laws as approved by the Finance and Administrative subcommittee. The updated By-Laws have been posted to the NGECE website and distributed to the NGECE Executive Board in final form. They will also be distributed in hard copy during the NGECE 2019 Annual Meeting.

Grant reporting:

As required by the Grant Agreement, Amtrak will submit a quarterly report to the FRA. Information provided in the monthly NGEC Activities reports for the quarter, prepared by the NGEC Manager, will be utilized as a basis for the Quarterly Reports to the FRA.

The first such quarterly report included the period from October 1, 2016 through December 31, 2016, was submitted by Amtrak by January 31, 2017.

The second quarterly report included the period from January 1, 2017 through March 31, 2017 and was submitted by April 30, 2017.

The third such quarterly report included the period from April 1, 2017 through June 30, 2017 and was submitted by Amtrak to FRA by July 31, 2017.

The fourth such quarterly report included the period from July 31, 2017 through September 30, 2017 and was submitted by Amtrak to FRA by October 31, 2017.

This first quarterly report for 2018 included the period from January 1, 2018 through March 31, 2018 and was submitted by Amtrak to FRA by April 30, 2018.

The second quarterly report for 2018 includes the period from April 1, 2018 through June 30, 2018 and will be submitted by Amtrak to FRA by July 31, 2018.

The third quarterly report for 2018 includes the period from July 1, 2018 through September 30, 2018 and will be submitted by Amtrak to FRA by October 31, 2018.

The fourth quarterly report for 2018 includes the period from October 1, 2018 through December 31, 2018 and will be submitted by Amtrak to the FRA by January 31, 2019.

Fiscal and contractual actions:

During the April 1 to June 30, 2017 quarter, the Finance and Administrative subcommittee, and, subsequently, the Executive Board, adopted a motion that expressed the intent to extend the contracts of AASHTO and the subcontracts in synch with the Grant Agreement and consistent with the budget and SOW. Currently, Amtrak and AASHTO are in the process of developing their contract extension and, following its execution, AASHTO has been directed to do the same with the sub-contracts identified in the SOW and noted in the adopted motion inserted below.

“As was intended in past NGEC budget approvals and to ensure compliance with the Audit of Grant Agreement of March 27, 2013, and the NGEC’s updated Procedure of Establishing Contract Support adopted August 6, 2013, the NGEC authorizes Amtrak to contract with AASHTO for administrative support services as well as subsequent sub-contracts per the statement of work for entities such as; with Hewitt Consulting for Manager of Support Services, and with SalciConsult for Specification Consultant services. In addition, with the Federal Railroad Administration’s June 8th, 2015, approval of the NGEC’s Supplemental Statement of Work and related budget extension through September 30, 2017, and its subsequent approval of the Statement of Work and Budget included in the Grant Agreement executed on October 26, 2016 for the period beginning October 1, 2016 through September 30, 2019, Amtrak is authorized to extend its agreement with AASHTO and AASHTO’s sub-consultants in accordance with the Statement of Work.”

Adopted by the NGEC Executive Board on 6-6-17.

On 9-26-17, AASHTO and Amtrak executed a contract extension for NGEC Support services to continue from 10-1-17 through 9-30-19. On 9-27-17 AASHTO executed a contract modification with Hewitt Consulting – (Steve Hewitt) extending the NGEC Manager’s contract for the period 10-1-17 through 9-30-19.

In the fourth quarter, 2017 – AASHTO and Amtrak executed a contract extension for technical support (spec writing) with Casamar – extending the contract through 9-30-19.

During the fourth quarter, NGEC Revision Control Coordinator (RCC), Tammy Krause, Amtrak, accepted the separation agreement and announced her departure to the NGEC Executive Board – effective 12-31-17. To fill the void created by this change, Amtrak has temporarily assigned these responsibilities to Michael Burshtin, Amtrak, and has begun taking steps needed to potentially subcontract this work similarly to how the other NGEC support services are provided. The SOW was revised by the NGEC Executive Board during this quarter to provide the flexibility to have the duties of the RCC conducted in house – Amtrak – or be subcontracted to a consultant. The Amtrak and FRA grants offices are reviewing the proposed change and, if approved, a sole source contract will be executed per NGEC Contract Management procedures.

As of 3-31-18, and as noted previously in this quarterly report, the NGEC Grant Agreement SOW revisions have been submitted to FRA and are under review. It is anticipated that the revisions will be approved and executed in April 2018. Simultaneously, the actions necessary to execute a contract for the Document Control Manager (DCM) have progressed with a revised SOW and budget having been submitted by the prospective sole source contractor for review and approval of the NGEC Treasurer and the Technical Subcommittee Chair who will be responsible for managing the work of the DCM.

During the quarter ending June 30, 2018, per the NGEC process, AASHTO executed a contract with TLK Associates, LLC (Tammy Krause) to perform the Document Control Management responsibilities, as identified in the SOW and budget, and as previously approved by the NGEC Executive Board.

During the quarter ending September 30, 2018, the FRA and Amtrak executed a no-cost 12-month extension (as approved by the NGEC Executive Board and formally requested by Amtrak) of the NGEC Grant Agreement. This extends the grant performance period to 9-30-2020.

As of this quarter, all NGEC subcontractor/consultant contracts are current.

Review/Update of NGEC Specifications (Document Control):

This activity is ongoing and on track:

During the quarter ending September 30, 2018, the Document Control Manager provided a “mid-year” progress report on activities related to Document Control – In part, the report provides the following status updates:

- Support Multi-State Car Procurement – This has been an on-going task. The Technical Subcommittee working groups have approved 18 DCRs this year for the Single Level Specification to support the procurement. Currently an additional 3 DCRs are being reviewed.
- Reissue revised Bi-Level PRIIA Spec – No progress to date.
- Support Current Dual Mode Locomotive Procurement and update the PRIIA Spec – Metro North RR is currently in the process of procuring Dual Mode locomotives. The PRIIA specification was used as the base document to create their specification. I am currently working with MNRR to incorporate the changes that they made to the specification. I will be creating DCRs for the changes which will be reviewed by the Technical Subcommittee working groups. After the complete review and approval process, the PRIIA specification will be updated.

- Revise the Single Level PRIAA Spec - Version B.1 was approved 6/5/18. This version has been compiled and is available through the website request. Since there is an active procurement, 4 DCRs have been approved by the Technical Subcommittee to create a version B1a, and an additional 3 DCRs are under review that will create version B1b. Eventually these versions will be consolidated and approved, then they will be submitted to the Executive Board as Revision B.2.
- Speed of the DCR process – No progress to date.
- Reach Out to APTA/AAR – APTA is aware of the specifications that we have written, and AAR is involved (Paul Jamieson) as a part of the Technical subcommittee industry group.
- Four DCRs for specification 305-005, Diesel-Electric Locomotive, were completed to support the locomotive procurement.
- The Technical documentation list was updated 6/20/18.

Throughout the quarter ending 12-31-18, The Document Control Manager has provided regular status updates to the Technical subcommittee and the executive Board on a bi-weekly basis. A complete progress report will be provided at the NGEC Annual Meeting on 2-22-19.

In the quarter ending 12-31-18, Document Change Requests – DCRs for the active multi-state single level car procurement were submitted and processed through NGEC procedures. Several DCRs have been submitted to and were approved by the NGEC Technical subcommittee and were sent to the Executive Board. The Board reconvened the NGEC Single Level Car Specification Review Panel and provided it with the approved DCRs. The Board also tasked Review Panel Consultant, Larry Salci to begin developing a Review Panel Report with recommendations for Panel consideration and ultimately adoption by the NGEC Executive Board. Final action is expected to occur on the pending DCRs in January 2019 with more to follow during the quarter ending March 31, 2018.

In November 2018, the Document Control Manager, Tammy Krause, reported that she was putting together DCRs required to update the NGEC Trainset specification to reflect approved changes to other car specs. The Trainset spec was last updated to Revision A on August 2, 2011. She expected to distribute the DCRs to the appropriate technical working groups in December, with the intent being to get the update to the Board for consideration by the NGEC 2019 Annual Meeting. Following that she will begin review of the DMU specification which is in its initial release version.