



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: March 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 March 2018, the Executive Board met twice via conference call, on the 13th and on the 27th.

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

- Procurement Updates:

Status Update – Multi-state Car Procurement (Caltrans - Lead State) - as of 3-27-18:

- The design review meeting took place in Chicago on March 20 & 21. The discussion topics included end doors for IDOT, wheelchair lift, diagnostics, seats and safety appliances. The meetings were productive, and a lot of action items were closed. We also had some preliminary discussions on café cars

design. These concepts will be reviewed and discussed with Public Health team, FDA as well as ADA representatives from California and Mid-west states.

- Siemens visited Chicago Maintenance Facility on March 19. They took a facility tour, met with IDOT and Amtrak mechanical and operational staff to learn about the standard practices and tooling requirements in Illinois. The meeting was productive, and Siemens was able to see legacy equipment.
- Caltrans and IDOT are meeting with ADA representatives from California and Illinois to go over the accessible toilet room design as well as café car design concepts. Their feedback will be communicated to SCOA/Siemens.
- The Mock up review is scheduled in the week of April 9 in Florida. We will be using Brightline's cars to review some of the components in the cars, such as toilet rooms, gangway, HVAC, communication system, etc.
- Caltrans has been developing and submitting Document Change Requests (DCR) to NGEC. Caltrans has submitted 15 DCRs several weeks ago and awaiting approval from NGEC. 12 out of those 15 items were HVAC related and three are related to Seat tracks, Door Operators, and Air Brake Control Valve. All DCRs have been sent to the appropriate working group(s) and discussion and votes are pending. Timely approval of DCRs are critical for Caltrans and IDOT to move forward with this procurement.

- The Charger - Diesel-Electric Locomotive Update as of 3-27-18:

- a. Of the 33 units IDOT locomotive order, all 33 have been conditionally and finally accepted with Siemens.
- b. 238.111a testing still needs to be completed on two Michigan corridors pending resolution of equipment and testing issues. The locomotives for the MI corridors are still being held in Pueblo until this testing is completed.
- c. Twenty-Three Chargers are currently in the Midwest.
- d. The locomotives stored at TTCl will ship to Chicago as soon as storage space becomes available. Storage space in Chicago is being freed-up with the re-deployment of P42 locomotives by Amtrak.
- e. Amtrak has started to re-deploy their P42 fleet from the Midwest to other locations.
- f. WSDOT units are operating in revenue service
- g. Caltrans locomotives are operating revenue service
- h. The Failure Review Board is established and running, with all JPE's, Amtrak, Siemens and the new addition of Brightline as participants.
- i. A recurring bi-weekly warranty meeting is being held by Siemens and includes all JPE's, Amtrak, Siemens, MARC and Brightline.

- Mid-West States Section 6 Activities – as of 3-27-18

This effort continues to move forward with regular meetings taking place. The Section 6 plan is under review by the FRA.

- Finance and Administrative Subcommittee update as of 3-27-18:

Updates – SOW Related Activities - Tim Ziethen, Amtrak:

- a. Status of the FRA Grants Office review of the grant agreement SOW changes:
Tim Ziethen reported that he is still waiting for final approval from FRA on the revised Grant Agreement SOW. FRA has informed Amtrak grants that they have requested that SAIPRC's Executive Board change its SOW of charter to include the 514 responsibilities. FRA wants to approve the changes to both committees (NGEC and SAIPRC) simultaneously. They have no issues with the NGEC proposed changes which will remove 514 from the NGEC, but they want to ensure the move to SAIPRC is in place at the same time.
- b. Status – Document Control Management contract:
Tim Ziethen reported that he has received the updated information (scope and budget) from Tammy Krause and has what he needs, but that he still needs to have a brief conversation with Charlie King. Tim noted that he has the procedures (provided by Steve Hewitt), and he should be able to move things forward around the first part of next week.

c. Resolution on missing invoice payment:

Tim Ziethen reported that the Amtrak Grants office is talking with FRA Grants to see how to process the payment. Apparently, Amtrak, for some reason had never seen the invoice in question, but it appears, from Amtrak Grants review that all is in order and it is a matter of getting input from FRA on how to process is. Amtrak is going ahead and getting it through its process internally so that once FRA has provided input, it will be ready to go.

- Acquisition and Ownership Best Practices Working Group – as of 3-27-18:

A progress report was provided at the NGEC Annual Meeting – the Presentation can be found at www.ngec305.org. The previously scheduled 3-8-18 working group conference call was canceled due to several conflicts. The next call of the group will be scheduled in April with the expectation that the topics list will be finalized, and tasks will be assigned.

- Dual Mode Locomotive Procurement:

Metro-North has begun the process for procuring Dual Mode Locomotives and has advertised a pre-bid meeting for potential builders to attend on 3-28-18. Metro-North is in discussions on potential DCRS to be submitted as the process moves forward. He also noted that on the most recent SAIPRC equipment capital working group call, Max Johnson, Amtrak, noted Amtrak's intent to procure Dual Mode locomotives as well, and the possibility of working through this procurement. Ray added that there will be a meeting later this week to discuss Amtrak and others who may wish to be a part of the procurement.

An update/progress report on the Metro-North Dual Mode Locomotive Procurement will become a standing agenda item on the Executive Board and Technical subcommittee calls going forward. Steve Hewitt will add Ray Hessinger, NYSDOT, to the email list and call schedule for NGEC Technical subcommittee calls to provide the bi-weekly updates.

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 March 2018, the Technical subcommittee met once, via conference call, on the 8th and the 22nd.

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

- Updating ECP Standards: This is an ongoing item which the Technical subcommittee is tracking. Status as of 3-8-18:

"For the reporting period ending in January 2018, the ECP revenue service demonstration mileage is 557,546 ECP miles, 1,822,848 emulation (brake pipe operation) miles and total 2,390,394 miles. Currently, Amtrak is performing preventive maintenance and interior upgrades to the four coaches and cab car. This preventive maintenance and interior upgrades have resulted in a reduction of the ECP monthly mileage, but the other coaches remain in emulation revenue service demonstration.

The PRESS Mechanical ECP working group is working on completing the standards for voting by mid-2018. The NYAB and Wabtec annual equipment inspection reports are being prepared for FRA submittal. The CFR draft language is still under FRA review. The project completion is scheduled for the end of 2018. "

- Backgrounder educational document:

The new two-pager has been published and was released during the NGEC Annual Meeting (2-23-18). Copies are available by request by contacting Steve Hewitt at shewitt109@aol.com

- AWG Update:

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.

- Document Control Update as of 3-22-18:

Michael Burshtin, Amtrak, provided the following Document Control Update:

"We are concluding the Technical subcommittee dispositions of the three single-level Document Change Requests received earlier. The 15 single-level DCRs received on March 1 are currently being reviewed for disposition by their appropriate Technical subcommittees. Likewise, the 4 diesel-electric locomotive DCRs recently received are also being reviewed by their appropriate Technical subcommittees for disposition.

We anticipate additional single-level DCRs to be submitted soon, which leads me to an urgent request. We frankly need additional technical subcommittee volunteers to assist in the review and disposition of the many DCRs which are upcoming. We also need to sometimes broaden the outlook and viewpoint of our reviews, as we have been doing this PRIIA technical specification work for many years, and fresh ideas and viewpoints are always welcome. The need for assistance is currently greatest for both our Mechanical technical working group, headed by Jeff Gordon (Jeffrey.Gordon@dot.gov), and the Electrical technical working group, headed by Tammy Krause (tlkrauserr@gmail.com). I ask all our PRIIA members with capabilities in either of these two areas, especially our more recent members who may not have been aware of this opportunity, to please consider joining one of our subcommittees. If interested, please send an e-mail message directly to Jeff or Tammy."

- Overview of the process for updating a spec with approved changes for other specs:

On 3-22-18, Tammy Krause provided the following process overview:

"I have been asked several times if changes made to one specification affect the others, and the answer is yes. All approved DCRs are looked at to determine if the change applies elsewhere. For example, the single level specification is currently Revision A. There were 144 changes made from the initial release to Revision A and these came primarily from DCRs that were approved for the Bi-Level specification. This is an on-going process for all the specifications. As you know, we tried to standardize all the PRIIA specifications where it made sense. Some chapters, such as References & Glossary, Project Management, Material & Workmanship, to name a few, are standard among all the PRIIA Equipment Specifications, whether a Car or Locomotive. There are others that are the same across the cars. That is why it is important that we continue to make sure that all changes to a specification are also made wherever else they may apply.

I would also like to mention that since the Electrical Group has not needed to have any meetings in years, I would like anybody interested in participating in the Electrical Group to send me an email. Even if you were involved before, please send me an email. My email will be in the notes of this meeting.
TLKrauseRR@gmail.com

The Diesel Electric Locomotive is currently being recompiled to Revision B. I am working with Camren, our tech writer and we anticipate completing this by April 5, the next meeting."

Procurement Updates:

- Diesel-Electric Locomotive Procurement: Progress reports from the lead state on the PRIIA multi-state locomotive procurement is provided on each Executive Board call.

Please see the report provided on 3-27-18 and included in this report under the Executive Board section.

- 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.

Please see the report provided on 3-27-18 and included in this report under the Executive Board section.

- Metro North Dual Mode Locomotive Procurement:

Metro-North is beginning its procurement process for the Dual-Mode Locomotives and has advertised for a pre-bid meeting for interested builders. The meeting will take place in NYC on 3-28-18.

It was agreed that this procurement will be carried as an open action item and when there are activities to be reported, Ray and/or Metro-North will provide an update. Bi-Weekly updates are also provided to the Executive Board.

- AAR Updates:

TAG committee on LED Headlights:

On 2-8-18, Tarek Omar, FRA, provided an update that he received from the TAG committee as of 1-31-18. The team has almost finished going through the data. They are a bit away from finishing the report. The data are not complete relative to all current measures. Nothing new was reported in March 2018. The next update will be on 4-19-18.

DEF-UREA Update:

Periodic updates on implementation are provided by IDOT. The last update on DEF-UREA was provided on 11-2-17 (see below) – the next update is scheduled for 4-19-18:

- a) Locomotives have been in operation in five different states and DEF supply contracts are in place
- b) Amtrak has established processes for DEF procurement and handling.
- c) Midwest fill points are currently Chicago and Milwaukee. Truck based delivery is in place. Contracts are in place. Supply is going well, no problems reported.
- d) WSDOT supply chain is set up and ready to run.
- e) Fill point is set up in Oakland for Caltrans. The contracts are in place to add another fill point in LA. Caltrans has placed a storage container at the site in Oakland and is doing some initial research into a more permanent storage container/building.
- f) Plan is to gather usage data from the Chargers for next year and re-evaluate supply once we have more data.

- Presentation: University of Nebraska High Speed Wireless Project – Hamid Sharif, University of Nebraska:

On 3-22-18, Hamid Sharif, University of Nebraska-Lincoln, provided a presentation to the Technical subcommittee on the University's project related to high-speed wireless architecture and train technology. On today's call, Hamid walked through a PowerPoint presentation on the projects. All Technical subcommittee members were provided with the presentation in advance of the call. The basic outline of the project was provided previously to frame the discussion:

"The Advanced Telecommunications Engineering Laboratory at the University of Nebraska-Lincoln has been investigating different high-speed wireless architecture and technologies under the direction and support of the FRA for the following objectives:

- Provide an independent in-depth study for reliable, high performance, interoperable, cost-effective and advanced wireless systems for the current and the next generation of high-speed trains.
- An independent performance evaluation of the existing wireless technologies for the rail industry if the current technologies were to be used for high-speed passenger trains in the next decade.
- Investigate the system requirements for integration of wireless communication networks to support reliable transmissions of train control signals as well as providing high capacity wireless connectivity for passengers on board of current and high-speed trains for the next decade, including a roadmap towards defining a successful WiDTL system.
- Provides a computer simulation model for rail industry to evaluate different wireless data traffic and interference scenarios for current and the next generation of high-speed passenger trains.

- Identify the technical issues which impact reliability of train control information transmissions wirelessly with the co-existence of other wireless networks.”

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 March 2018, the Finance and Administrative Subcommittee met on 3-7-18.

Key decisions and action item updates from the month of March include:

Legislative Outreach Task Force – developing a strategy and implementation plan to obtain future federal funds for the NGECC: Currently the strategy is to get broad circulation to decision makers of the NGECC two-page fact sheet. This document helps to educate the decision makers (federal and state) on what the NGECC is, what results it has produced; and what its goal are. To date 100 hard copies and over 300 electronic versions have been distributed. More are available, by request, through Steve Hewitt.

See the Executive Board Section of this report for a summary of the FASC activities as related to revising the NGECC Grant agreement SOW and establishing a contract for the Document Control Manager outside consultant.

The 514 Subcommittee:

Chair: Brian Beeler II – NNEPRA (Maine DOT)

Vice Chair: Jonathan Dees - NCDOT

As of 3-27-18, the move of 514 to SAIPRC is underway with the NGECC Executive Board having taken its required action. The final step is for the Grants offices of Amtrak and FRA to finalize and execute the SOW revisions which effectuate the move. As noted in the Executive Board section of this report, the FRA has requested that SAIPRC revise its mission statement/charter to reflect the inclusion of the responsibilities of the former NGECC 514 subcommittee. Once received, both the NGECC SOW and the SAIPRC SOW will be revised/approved simultaneously.

NGECC Specification Review Panel(s):

For each PRIIA NGECC 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 NGECC 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.

In March 2018, the Review Panels of the NGECC did not meet.

Milestones – Quarterly update (January 1, 2018 through March 31, 2018)**Capital Improvement Program (CIP) completion and updates by the 514 Subcommittee:**

During this quarter, the 514 Subcommittee the process for transferring the responsibilities of the 514 subcommittee to the SAIPRC by revising the NGEC SOW and Grant agreement progressed through the approval process. As of 3-31-18, Amtrak Grants had submitted the revised SOW with changes previously approved by the NGEC Executive Board, and made additional changes recommended by FRA. FRA has asked that SAIPRC revise its mission/charter to reflect the inclusion of the 514 activities. Once this is done, the actions to execute the revisions to both Committees will take place simultaneously. This action is anticipated to take place in April 2018.

Bi weekly meetings:

Throughout the quarter, the NGEC Executive Board and the Technical subcommittee held bi-weekly conference call meetings. Exceptions – in February the Technical subcommittee met once on via conference call on 2-8-18 and participated along with the Executive Board and all other subcommittees and working groups at the NGEC Annual Meeting held on 2-23-18 in Washington, DC.

Monthly meetings:

During the quarter, the Finance and Administrative Subcommittee (FASC) met every four weeks on Wednesdays and participated in the 2-23-18 NGEC Annual Meeting in Washington, DC.

Dissemination of educational/informational pieces:

During the quarter, updates to the NGEC two-page educational document were completed and approved, first by the FASC, and then by the NGEC Executive Board. The document focuses on the Results produced to date by the NGEC, and on its goals going forward. On 2-23-18, at the NGEC Annual Meeting, the updated two-pager was formally released, and 100 hard copies and over 300 electronic copies were distributed. Copies (hard copies or electronic) are available by request through NGEC Program Manager Steve Hewitt. The document is also posted on the opening page of the NGEC website at www.ngec305.org

NGEC Annual Meeting:

The NGEC's 8th Annual Meeting took place on 2-23-18 at the Washington Court Hotel in Washington, DC with 68 NGEC members present.

Highlights of the meeting included:

Eric Curtit, Missouri DOT, Chair of the NGEC Executive Board presented the annual Chairman's report. In the report, Mr. Curtit focused on the incredible collaboration that has taken place among the states, Amtrak, FRA, and over 240 members of the rail manufacturing and supply industry to produce results and build a foundation for the future for passenger rail in the US.

Progress Reports were provided by the two NGEC Standing subcommittees: The Technical subcommittee and the Finance and Administrative Subcommittee.

The Treasurer's Report was provided by Tim Ziethen, Amtrak – NGEC Treasurer, who detailed the current financial status of the NGEC including an overview of the current federal funding Grant Agreement for the period beginning on 10-1-17 through 9-30-19. Mr. Ziethen also provided an overview of the proposed revisions to the Grant agreement SOW which had been approved by the Executive Board, and the Amtrak Grants office, and are currently under review by the FRA.

The Executive Board unanimously accepted the Treasurer's Report as presented.

The Technical subcommittee update was provided by NGEN Vice Chair Charlie King, Amtrak (also Chair of the Technical subcommittee). Charlie provided a detailed overview of the activities of the subcommittee including specification review, document management; and the processes and procedures that are in place to advance technology and continuously update and maintain the NGEN specifications to keep them current and useful.

Attendees received a progress report from the Accessibility Working Group of the Technical subcommittee and a progress report on the activities of the Rail Vehicle Access Advisory Committee.

An update on the status of the Mid-West States Section 6 efforts was provided by John Oimoen, Illinois DOT. An overview of the Section 6 plan, which is a living document, was provided, with Mr. Oimoen explaining that the FRA Grant Agreement required the development of a rolling stock ownership, management, maintenance and deployment plan. The Section 6 Plan addresses ownership structure, management responsibilities, maintenance requirements, funding stability, and provisions for deployment/redeployment on the Midwest "Hub" network.

A Status Update presentation on the multi-state Diesel-Electric Locomotive Procurement which has produced the "Charger" Locomotive and introduced it into service in the Mid-West and California. The presentation was given by John Oimoen, IDOT, and Armin Kick, Siemens Industries.

An update on the ongoing multi-state Rail car procurement was provided by Momo Tamaoki, Caltrans and Raymond Ginnell, Siemens Industries.

Attendees also heard from Michael Lestingi, FRA, who provided a brief overview of the Administration's proposed infrastructure plan and highlighted the critical passenger rail grant programs authorized in the FAST Act for which Notices of Funding Opportunities (NOFOs) were recently published in the Federal Register.

Caroline Decker, Amtrak, briefed meeting attendees on the state of Amtrak under the leadership of its new CEO Richard Anderson and a look at the appropriations process, and the outlook for Amtrak as it looks to replace its equipment fleet.

Chairman Eric Curtit provided a summary of the early stage activities of the NGEN's Equipment Acquisition and Ownership Working Group. The Working Group is looking at the equipment procurement experience, and identifying what has gone well, what needs to be done better, and will create a best practice guide for future procurements.

During the meeting, the 12 state representatives to the NGEN Executive Board were re-elected to new two-year terms and the four officers of the Board were also elected to serve new two-year terms in office. The terms of office took effect immediately and will run through the 10th NGEN Annual Meeting to be held in February 2020.

Note: All formal presentations from the Annual Meeting are available on the NGEN website at: www.ngec305.org

Annual Review of NGEN By-Laws and Operating Procedures:

During the quarter ending December 31, 2017, the NGEN Executive Board adopted Revisions to the NGEN By-Laws and Operating Procedures per its requirements. The changes were proposed by the NGEN 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 NGEN to the SAIPRC.

The next Annual Review of the NGEN By-Laws and Operating Procedures will take place later this year (2018) under the direction of the Finance and Administrative subcommittee (FASC)

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 includes the period from January 1, 2018 through March 31, 2018 and will be submitted by Amtrak to FRA by April 30, 2018.

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.

Review/Update of NGEC Specifications (Document Control):

During the quarter ending March 31, 2018, with the California led multi-state car procurement underway, the NGEC Technical subcommittee, through its Document Control Process, continued its review and update of the PRIIA Single Level Car Specification 305-003. A number of Document Change Requests (DCRs) have been submitted and are under the review of the appropriate technical working groups. The next steps will be to submit those approved by the working groups to the Technical subcommittee for its expeditious review, and, once approved they will follow the NGEC procedures, and receive Review Panel review and ultimately Executive Board adoption. This process is ongoing and is on track.

The Diesel-Electric Locomotive Specification 305-005 Revision B was adopted (June 20, 2017) by the NGEC Executive Board, and was sent to the NGEC Technical writer to incorporate those changes into the specification document as Revision B. The contract modification/extension for the Technical specification writer was executed in the quarter ending December 31, 2017, and the task to incorporate the Revision B changes into the specification were assigned during the quarter ending March 31, 2018 with completion expected to occur early in the quarter ending June 30, 2018.