



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

Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: September 30, 2019

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 September 2019, the Executive Board met two times, via conference call, on the 10th and the 24th.

Highlights, decisions, and action items from the month of August 2019 include:

- Equipment Procurement Updates:
- Status Update - Multi-State Rail Car Procurement as of 9-24-19 - provided by Caltrans:

All FDR System Level and related submittal approvals for the standard coach are at a Conditional Approval level or greater.

The IDOT galley mock-up review is scheduled for first half of October 2019. IDR system reviews for the IDOT café car occurred week of September 2. Action items for the Cab Car PDRs are complete and the Cab Car Brake System IDR occurred on September 4 in Sacramento.

The first 30 carshells are in production at Siemens Sacramento Facility. Static testing is nearly complete on Carshell #1. Corner load, trucking and water tests were completed on Carshell #2. Liners and luggage racks are installed on Carshell #3. Carshells 4 and 5 remain in production with work including: door platforms, underframe racks, toilet modules and wiring. The remaining carshells are in various stages of component installation, welding, integration, painting or storage.

The FAI process continues and most system-level FAIs are complete. The FRA Sample Car Inspection occurred on September 18th and the first two cars are being prepared for shipment to TTCl. The overall car FAI will be scheduled for week of October 21. A functional wheelchair lift demonstration will occur at Ricon on October 15.

- Status Update: Metro North Dual Mode Locomotive Procurement as of 9-10-19:

Metro-North continues to negotiate to come up with a conforming specification to allow vendors to submit bid proposals.

- Amtrak Locomotive Procurement – 9-24-19:

On the Acela:

Continues to move forward – progressing well with a power car moving at Hornell using its own power on the catenary.

It is expected to depart in January for TTCl.

Non-passenger cars (no interiors) – moving along well.

On the Locomotives:

Progressing nicely with the OEM – Amtrak will soon be going to FRA to request a waiver for testing since the state locomotives were tested and there is not much difference between these locomotives and those.

On the Trainset (cars):

This continues forward with bids due in a November timeframe.

- METRA Equipment Procurement status:

As of 4-9-19, an RFP is on the street for 200-400 bi-level cars. They are going through the process now. Interested parties must respond by August 2019.

METRA has the NGEC specification, but John does not know if the plan to use it or if they will be in contact with the NGEC or not.

There will be future updates as appropriate. Nothing new reported in September 2019.

- Document Control Update – 9-24-19:

Document Control has been very quiet lately, only a few questions and comments from a few TSC members. The Technical subcommittee has not met since August and there is no update from the electronics on Trains WG. The TSC accepted changes to the Train set specification have been submitted to the EB and I am waiting upon Larry Salci's review.

- Trainset Spec 305-007 Revision B status update as of 9-24-19:

Larry Salci has begun a review of the summary of changes and noted the need to have a call with Tammy Krause to get some clarification.

Larry prepared the letter with scope and budget and submitted it to AASHTO and Eric Curtit and Steve Hewitt.

It was previously agreed that the target date for Executive Board consideration of the Review Panel Report and recommendation will be 10-22-19.

All Review Panel members are now confirmed:

Trainset Review Panel:

Eric Curtit, Missouri DOT - Chair - confirmed

Allan Paul, North Carolina DOT - confirmed

Jason Biggs, Washington State DOT - confirmed

Jeff Gordon, FRA - confirmed

Larry Salci, consultant to the Review Panel - confirmed

Michael Burshtin, Amtrak – technical support - confirmed

Tammy Krause, NGEC Document Control Manager - confirmed

Steve Hewitt -NGEC support - confirmed

- VIA Rail Equipment Procurement – status as of 7-30-19:

On 7-30-19, Robert Becker provided a brief status update:

that things are going well and that they are close to wrapping up the conceptual design review phase.

In September, they will begin the next phase – preliminary design review.

There have been no major issues.

They are in the process of fine tuning the final configuration after beginning with a base specification.

The next update is scheduled for September 24, 2019.

- The Equipment Acquisition and Ownership Working Group activities as of 7-30-19:

The Equipment Acquisition and Ownership Working Group last met on 4-18-19.

All DRAFT sections (4) of the report have been submitted and are under review.

The working group will meet on 8-8-19 to discuss the submittals and determine next steps in compiling a full DRAFT report.

In September there was no update provided by VIA Rail.

Next Update: 10-8-19

- Update: States and Amtrak – Charger Locomotive Experience as of 7-30-19:

Mid-West States Experience:

The Charger locomotives have been running for 2-years and are working well with all of the locomotives in service and only the normal “teething” issues occurring and being worked through.

One area that they are striving for improvement and are making improvements on is parts availability and field service. These issues are challenging but being worked out and improving.

There have been several vehicle strikes and debris strikes in the Mid-West, but the good news is that the Crash Energy Management (CEM) performed very well. The engineers were very satisfied with the safety of the cabs.

Overall, they are very pleased with the performance of the locomotives.

California Experience:

Caltrans reported on the average number of miles and engine hours for the locomotives in the various sections of the state where they are being used and noted that they are performing well.

There have been several debris strikes and Siemens and Amtrak are working on repairs.

Caltrans has exercised its option for continuing technical support with Siemens after the warranty has expired.

There have been some instances of ice build-up on the HVAC and they are working on determining the root cause.

Overall, the locomotives are performing very well.

Washington State Experience:

No report provided

Amtrak Experience:

Amtrak has held several meetings with Siemens on parts availability as “we continue to support the states” as our partners.

Amtrak is leasing a state unit to test in Long Distance service. Rolling Stock Engineers are on board to see how the locomotives perform in the hot days and high altitudes. The locomotive is in the trail, not lead, position on this test.

So far it has performed extremely well.

The intent is to also conduct a test in the winter weather to see how it fares. And they are working on resolving the snow ingestion issues that occurred last winter.

Next update: NGEN Annual Meeting February 2-20

- 2019 NGEN two-pager educational document:

The 2019 NGEN two-page educational document was formally released on 2-22-19 at the NGEN Annual Meeting (distributed to all attendees).

As of 9-24-19 the NGEN program Manager, Steve Hewitt, has distributed 265 hard copies and 355 electronic copies.

Additional copies can be obtained by contacting Steve Hewitt at shewitt109@aol.com

- Treasurer's Update – Current Balance and Spend Rate as of 9-10-19:

As of 9-10-19:

Spent to date: \$460,236.38
 Total Grant Amount: \$1,250,000
 Balance: \$789,763.62

The current run rate is just under \$15,000 a month with about one year left on the current grant agreement. To continue, the NGEN has been deemed to be for a no-cost grant agreement extension. The recommendation (with concurrence from the FRA) is to begin the formal request process no later than shortly after the first of the year (January 2020).

Next Update 10-8-19

- Developing proposed NGEN Re-authorization Language – scope and funding:

On 8-27-19, Eric Curtit provided an overview of the DRAFT NGEN reauthorization language. It is re-printed below:

DRAFT NGEC Reauthorization scope and funding language

(§24101): The Passenger Rail Investment and Improvement Act of 2008 directed Amtrak, states, FRA and industry to establish the Next Generation Corridor Equipment Pool Committee (NGEC) to standardize and streamline the process for designing and obtaining next-generation passenger rail equipment purchased with federal funding. NGEC is the national leader in standardization, acquisition, and management of passenger rail equipment. The Committee effectively developed 6 specifications that focus on single level car, bi-level car, single level train sets, diesel-electric locomotive, diesel multiple units, and dual-mode locomotive. Its document control procedures enable a review of the use of specifications and requests for modifications in order to continuously improve these specifications as new developments are conceived in vehicle production/manufacturing. The Committee has succeeded in lowering operating and maintenance costs and extending vehicle life expectancy. Lastly, NGEC sparked domestic production, invigorated the supply chain and created high-wage jobs. It is important that Congress reauthorize the committee in order to improve future equipment needs.

The NGEC suggests the following actions for consideration in the FAST Act Reauthorization:

- 1) *Reauthorize the NGEC and provide \$2,500,000 over the life of the bill for the NGEC activities;*
- 2) *Authorize the NGEC to:*
 - a. *Continue its document management efforts to maintain and improve upon its current passenger rail equipment specifications through existing NGEC procedures;*
 - b. *Continue its work in documenting best practices and lessons learned in equipment acquisition and ownership including; the development of a living reference document that will provide guidance for future equipment procurements;*
 - c. *Continue to work with entities like the Transportation Research Board (TRB) to leverage limited funding for additional research;*
 - d. *Develop high speed rail equipment specifications;*
- 3) *Award preference to entities using NGEC specifications who seek discretionary federal funding for new passenger rail equipment;*

To date an ever-increasing number of entities within and outside of the NGEC have used its specifications as a basis for procuring new rail equipment and this trend is expected to continue.

To date, the committee has expended approximately \$3 million and has created six standardized vehicle specifications and continues to improve each as they are used in actual development of equipment. Creating and using standardized specifications will help to continue to increase competition and lower costs.

Action timeline: All comments are due to Eric Curtit and Steve Hewitt by COB on 9-6-19, and the language will be finalized on the 9-10-19 Executive Board call. In the meantime, if Amtrak or AASHTO or others need the language to meet a deadline, this language will be used as a placeholder.

As of 9-10-19, no comments or edits were received.

Eric noted that he and Steve Hewitt will add a disclaimer to the effect that FRA is not a party to developing or advocating for the language being proposed.

Once the disclaimer is added, it will be sent to FRA (Jeff Gordon and Michael Lestingi) for their ok. After that, a final document will be distributed to AASHTO and Amtrak for their use and to all NGEC members to use as appropriate.

The Chairman asked if there were any objections or issues with the language or the approach. Hearing none, it was determined that the process would move forward as described.

- Equipment Acquisition and Ownership Best Practices Working Group – 8-27-19:

The Working Group last met on 8-8-19

All sections (Planning, Implementation, Revenue Service, and Sustainability) have been submitted by the team leaders and working group members have begun to review and comment on the material that has been submitted.

On 8-8-19, a discussion about the nature of the comments and a path forward took place. In general, the comments received revolved around duplication, overlap between sections and differences in structure.

It was agreed that members would be given additional time for review and to provide additional comments.

Once all comments are received, the next step will be to develop a scope and budget for possibly procuring professional assistance to compile the sections and write the report.

During the discussion, it was emphasized/clarified that this "report" is meant to be a reference document. It is meant to be a tool that states looking to procure equipment can use as a reference identifying best practices as well as issues that have come up in these initial NGEC procurements.

A call was scheduled for 9-19-19 to discuss all comments received.

Due to the AASHTO, SPRC and SAIPRC meetings in Hartford during the week of 9-16-19, the working group call was postponed until 10-3-19.

Next update: 10- 8-19

- TRB session – NGEC 10 years of Progress:

On 8-13-19, it was agreed that Jack Madden will work with TRB and the NGEC executive Board in developing a lectern session to be held during the TRB Annual Meeting in January 2020.

The Board will determine the content and the speakers for the panel and keep Jack apprised. Jack will need to finalize participants and content by 10-1-19. In the meantime, Jack will reserve the slot for the TRB meeting using the working session title of "The NGEC – 10 Years of Progress".

On 9-24-19, the following panelists were confirmed – in the order suggested:

The title:

Session Title: The NGEC – 10 Years of Progress

Speakers:

Eric Curtit - Chair, NGEC

Charlie King - Vice Chair, NGEC, and Chair NGEC Technical subcommittee

John Oimoen, IDOT – representing a State which has procured PRIIA equipment and placed it in service

Jeffrey Gordon, Representing the Federal Railroad Administration

Larry Salci, providing the industry perspective

Each panelist was asked to provide the following information to Steve Hewitt by 9-27-19:

1. Name, title, organization, address, email and mobile phone (see Jack Madden example above)
2. Presentation Title

On 9-27-19, the following information was submitted to Jack Madden:

The Next Generation Corridor Equipment Pool Committee (NGEC) "10 Years of Progress"

Panelists:

Presentation Title: "NGEC Goals and Policies"

Eric J. Curtit, Chair - NGEC Executive Board

Administrator of Railroads

Missouri Department of Transportation

105 West Capitol Avenue
Jefferson City, MO 65102
C: 573.291.5394
eric.curtit@modot.mo.gov

Presentation Title: "NGEC Technical Subcommittee and Specification Development"
Charlie King, Vice Chair - NGEC Executive Board – Chair - NGEC Technical subcommittee
VP Mechanical and Chief Mechanical Officer
National Railroad Passenger Corp. Amtrak
4001 Vandever Ave. Building 12, Room 202
Wilmington, DE 19802
C: 904 378-6095
Charles.King@amtrak.com

Presentation Title: "The States' Role"
John Oimoen
Deputy Director of Railroads
Illinois Department of Transportation
69 W Washington Suite 2100
Chicago, Il. 60602.
312 793-4222
John.Oimoen@illinois.gov

Presentation Title: "The Federal Role"
Jeffrey Gordon
Federal Railroad Administration
55 Broadway, Room 935
Cambridge, MA 02142
617 494-2303
Jeffrey.gordon@dot.gov

Presentation Title: "The Industry Role"
Larry Salci
SalciConsult
Management Consultant - Transportation
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Support for the panelists:
Stephen J Hewitt
NGEC Program Manager
Hewitt Consulting
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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 September 2019, the Technical subcommittee did not meet due to several schedule conflicts including the AASHTO Council on Rail Transportation annual meeting held during the week of 9-16-19 In Hartford, Ct. The work of the subcommittee continued throughout the month and reports were provided to the Executive Board:

Key decisions and action item updates from the month of September 2019, included:

- Status of the activities to update ECP Standards: This is an ongoing item which the Technical subcommittee is tracking:

ECP Project:

The test committee met on May 29, 2019 with some minor edits requested to the final FRA report. The report will be submitted by APTA under docket no. FRA-2015-0078. The report will be made available to the NGEC after APTA submittal. The revenue service demonstration resulted in 1,039,740 ECP fleet miles and 2,126,747 Emulation (BP operation) fleet miles. The total mileage for ECP and emulation was 3,166,541 fleet miles. A total of five incidents were reported the revenue service demonstration. Two incidents were related to electronic hardware, there were no software incidents and three incidents related to training which occurred early in the ECP revenue service demonstration. The hardware incidents have been properly investigated and resolved. The APTA PRESS standards for the emulation 26C configuration and ECP configuration were approved and will be available on the APTA standard website. The equipment provided by New York Air Brake (Knorr) and Wabtec were approved under this project. Draft regulatory language has been prepared and provided to the FRA.

Amtrak will continue the revenue service demonstration.

On 7-11-19, Paul Jamieson reported that all reviews are done, and the report is in the hands of APTA to package the report. Paul has requested that APTA let him know the anticipated date of completion. Once the report is made available, Paul will provide it to Steve Hewitt for distribution to the NGEC members.

Next update as appropriate – nothing new to report in September 2019

- Backgrounder educational document:

On 2-22-19, at the NGEC Annual Meeting, the updated two-page educational document was officially released. Hard copies were provided to all meeting attendees and are available by request through Steve Hewitt – shewitt109@aol.com

As of 9-30 -19, 265 hard copies have been distributed along with 355 electronic versions.

- AWG/RVACC:

Background:

At the 2018 annual meeting, Melissa Shurland, FRA, provided an update on the activities of the Accessibility Working Group and on the RVACC effort. The presentation is available on line on the NGEC website at www.ngec305.org.

The last update provided to the Technical subcommittee was on 10-4-18 when 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.

As of 9-30 - 2019, no further updates have been provided.

- Document Control Update:

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

Procurement Updates:

- 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.

- METRA Equipment Procurement:

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

- AAR Update on the TAG Committee on LED Headlights as of 9-30-19:

On 8-8-19, Tarek Omar reported that the report has been provided to Ensco to finalize the test protocol with TTCI to be ready to begin the testing.

Next update 10-3-19

- University of Nebraska study on High Speed wireless technology as of 9-30-19:

On 8-22-19, Hamid Sharif-Kashani reported that they are in the process of setting up the infrastructure for outdoor testing. They are designing their own hardware to test 4G LTV and 5G radios.

On the software, they are working in a collaborative effort with Open Car Interface Software – comprised of industry and academia.

The intent is to begin outdoor testing in September – at first in the parking lot and then beyond.

For further details please contact Hamid via email at: hamidsharif@unl.edu

Next update – 10-3-19

Contact Information:

Hamid Sharif Kashani
Phone: 402-554-3628
Email: hsharif@unl.edu

- Update: Electronics on Trains Working Group as of 9-30 -19:

The electronics subcommittee met had a call on Tuesday, August 20th. They internally edited 305-919 DTL hardware specification and submitted it to the group for review and comment to be returned to team leader David Brabb no later than September 6th. The next call is planned for September 17th.

Next update: 10-3-19

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 September 2019, the Finance and Administrative Subcommittee did not meet due to the AASHTO CORT meeting (as well as SPRC and SAIPRC) during the week of 9-16-19. The work of the subcommittee continued with activity updates provided to the Executive Board, as appropriate:

- Treasurer's Report as of 9-10-19:

Spent to date: \$460, 236.38
 Total Grant Amount: \$1,250,000
 Balance: \$789,763.62

The current run rate is just under \$15,000 a month with about one year left on the current grant agreement. To continue, the NGEC has been deemed to be for a no-cost grant agreement extension. The recommendation (with concurrence from the FRA) is to begin the formal request process no later than shortly after the first of the year (January 2020).

- NGEC – Looking Ahead:

The Reauthorization language – scope and funding – was approved by the Executive Board in September with minor edits to follow – primarily an FRA disclaimer to avoid potential conflicts.

The language as approved can be used by Amtrak and AASHTO as well as states and other entities as needed.

- Discussion: NGEC Equipment Acquisition and Ownership Best Practices Working Group:

Status – Developing a Reference Document

The NGEC Equipment Acquisition and Ownership Working Group has developed 4 DRAFT sections: Planning, Implementation, Revenue Service, and Sustainability. The 4 sections are under review by the working group members. All comments are due to Eric Curtit and Steve Hewitt by 9-5-19. After that they will all be compiled and sent to working group members in advance of the next call – 9-19-19.

On 9-19-19 next steps in compiling all comments and synthesizing the 4 sections into a document without duplication and with one voice will be determined.

Discussion: Procuring professional assistance to compile and complete “report”

It is likely that the recommendation will be to procure professional services to complete the report/reference document.

Potential Next Steps

Assuming the next step is developing a SOW and budget for contracting out the completion of the reference document, the working group will need guidance from the FASC and from AASHTO on the mechanics and availability of funds.

Tim Ziethen asked what the anticipated funding need would be for a professional services contract to complete the report/reference document.

Eric Curtit responded that it would likely be in the ballpark of well under \$20,000.

Tim asked if there was any action required by the FASC at this time.

Eric stated – no action now – the intent today was to T it up to let the FASC and AASHTO know what is likely to be coming – as a heads up. Eric added that he will defer to Tim and to Strat (AASHTO) on the appropriate process for developing an RFP and going forward.

The Working group will next meet on 10-3-19 and the FASC will follow up as needed and discuss potential next steps on its call on 10-16-19.

- Preparation of the Quarterly Grant Progress Report – Due to FRA – 10-31-19:

The progress report for the period ending June 30, 2019, was submitted to FRA, as required, by July 31, 2019.

Next report (period ending 9-30-19) is due to FRA by 10-31-19

Note: Material to be used in preparation of the quarterly report is attached to the end of this monthly NGEC Activities report.

NGEC Specification Review Panel(s):

For each PRIIA NGEC 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 NGEC 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 Specification Review Panel(s) did not meet in September 2019 however, the Technical subcommittee approved the Single Level Trainset Specification 305-007 Revision B DCRS and advanced them to the NGEC Executive Board on 8-22-19. On 8-27-19, the Executive Board Chair formally reconvened the NGEC Trainset Review Panel and authorized consultant Larry Salci to begin the review process. On September 24, 2019, all Review Panel members were confirmed as continuing their service to the panel, and a timeline was presented by consultant Larry Salci. Anticipated Executive Board consideration is planned for 10-22-19.

Milestones – Quarterly update (July 1, 2019 through September 30, 2019)

Bi-weekly meetings:

Throughout the quarter, the NGEC Executive Board and the Technical subcommittee held bi-weekly conference call meetings. Exceptions – during the month of September, the Technical subcommittee did not formally meet due to schedule conflicts, as described in the monthly activities report, however – the work of the subcommittee continued and reports on activities were provided to the Executive Board.

Monthly meetings:

During the quarter, the Finance and Administrative Subcommittee (FASC) met every four weeks on Wednesdays. Exception - during the month of September, the FASC subcommittee did not formally meet due to a schedule conflict, as described in the monthly activities report, however – the work of the subcommittee continued throughout the month and reports on activities were provided to the Executive Board.

Dissemination of educational/informational pieces:

During this quarter, the 2019 NGEC two-page educational document continued to be available in hard copy and electronically 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. As of 9-30-19, 265 hard copies and 355 electronic copies have been distributed to NGEC members, Congressional staff, stakeholders, and transportation organizations.

NGEC Annual Meeting:

The NGEC's 9th Annual Meeting took place on 2-22-19 at the Hyatt Regency, Capitol Hill with 70 NGEC members present.

The next Annual Meeting will take place in Washington, DC in February 2020. Final date and hotel location as yet to be determined. Preparation for the Annual Meeting will begin in this (the 4th) quarter and will be presented for Board approval.

Annual Review of NGEC By-Laws and Operating Procedures:

In October 2018 (10-17-18) the Finance and Administrative subcommittee approved changes to the NGEC 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 NGEC 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 NGEC website and distributed to the NGEC Executive Board in final form. They were also distributed in hard copy during the NGEC 2019 Annual Meeting on 2-22-19.

The next annual review (2019) will begin at the direction of the Finance and Administrative subcommittee in the 4th quarter 2019.

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.

The first quarterly report for 2019 includes the period beginning January 1, 2019 through March 31, 2019 and will be submitted by Amtrak to FRA by April 30, 2019.

The second quarterly report for 2019 will include the period beginning on April 1, 2019 and ending on June 30, 2019. The report was submitted by Amtrak to FRA by July 31, 2019.

The third quarterly report for 2019 will include the period beginning on July 1, 2019 and ending on September 30, 2019. The report will be submitted by Amtrak to FRA by October 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.

Subsequently, on 5-8-19 AASHTO executed contract modification #2 with Hewitt Consulting – (Steve Hewitt) extending the NGEC Manager's contract for the period 10-1-19 through 9-30-20.

During the quarter ending June 30, 2019, the NGEC Finance and Administrative subcommittee, through its chair, (the NGEC Treasurer) clarified with Amtrak Grants and FRA Grants that the NGEC would be eligible for a further no-cost extension beyond the current grant period end date of 9-30-2020. FRA has recommended that Amtrak (and the NGEC) make the formal request around 6 months prior to the current grant period end date.

As of this quarter, (ending 9 -30 -19) all NGEC subcontractor/consultant contracts are current.

Review/Update of NGEC Specifications (Document Control):

This activity is ongoing and on track:

Activities specific to this quarter:

During the quarter ending September 30, 2019 the update to PRIIA Single Level Trainset Specification 305-007 was approved by the NGEC Technical subcommittee through the document change request process and was submitted to the Executive Board as per NGEC procedures.

Per NGEC procedures, the NGEC Chair re-convened the Trainset Specification Review Panel and directed NGEC Review Panel Consultant Larry Salci to begin the review process and set a timeline for Executive Board consideration of the adoption of PRIIA Single Level Trainset Specification 305-007 Revision B.

Mr. Salci was asked to provide AASHTO with the scope and budget for this effort and on 9-26-19 Contract Modification #12 was executed between AASHTO and SalciConsult (Larry Salci) for the review of the Revision B changes and the preparation of the PRIIA Single Level Trainset Specification 305-007 Revision B Review Panel Report with Recommendations.