



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: February 29, 2020

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: Ray Hessinger, NYSDOT

Vice Chair: Charles King, Amtrak

Secretary: John Oimoen, IDOT

Treasurer: Tim Ziethen, Amtrak

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

During the month of February 2020, the Executive Board met two times, via conference call, on the 11th and in person at the 10th Annual Meeting of the NGEC held on 2-21-20 in Washington DC.

- Highlights, decisions, and action items from the month of February 2020, and from the NGEC Annual Meeting on 2-21-20 include:

The NGEC elected its Executive Board to two-year terms of office effective immediately. The Board also elected its officers to serve two-year terms of office effective immediately.

Executive Board Members:

Ron Pate, WSDOT
 Kyle Gradinger, Caltrans
 Jason Orthner, NCDOT

Mike Jenkins, Oregon DOT
 Brian Beeler II, NNEPRA for Maine DOT
 Ray Hessinger, NYSDOT
 Troy Hughes, MODOT
 Amanda Martin, IOWA DOT
 Arun Rao, Wisconsin DOT
 John Oimoen, IDOT
 Michigan DOT

(Note: Michigan DOT has agreed to continuing to serve on the Board and will name its representative as soon as they have named the replacement for their Rail Division Director Tim Hoeffner who retired in January 2020.)

Tim Ziethen, Amtrak
 Charlie King, Amtrak
 Michael Lestingi, FRA

Officers of the NGEC Executive Board elected to two-year terms effective 2-21-20:

Chair – Ray Hessinger, NYSDOT
 Vice Chair – Charlie King, Amtrak
 Secretary – John Oimoen, IDOT
 Treasurer – Tim Ziethen, Amtrak

- Technical subcommittee review of the Access Board Proposed Rulemaking regarding accessibility guidelines for Rail vehicles:

Whereas earlier this week (week of 2-17-20), the Access Board issued an Advance Notice of Proposed Rulemaking regarding an update to the accessibility guidelines for rail vehicles subject to the Americans with Disabilities Act and comments are due May 14th. Chairman Ray Hessinger charged the Technical Subcommittee with the task of comparing the proposed rules against our specifications and document any discrepancies.

- Executive Board review of NGEC documents to ensure there are no holes in the NGEC portfolio of specifications and other documents.

Chairman Hessinger noted that the Acquisition and Ownership report will be the first completely new document prepared by the NGEC in several years. This year, he will ask the Executive Board to consider whether there are any holes in our portfolio of specifications and other documents and if so, to begin the development of any such specification, guidance document or report.

- Ensuring the execution of the NGEC 36-month no-cost grant agreement extension – (10-1-2020 thru 9-30-2023):

The current grant with the FRA expires at the end of September 2020 and a no-cost time extension request has been submitted to the FRA for approval. Timely approval of this no-cost grant agreement extension is critical to a seamless continuation of NGEC operations for an additional 3 years. Chairman Hessinger tasked the FASC with continuing its efforts to shepherd this through the bureaucracy.

- On 2-21-20, the following appointments were made to fill vacancies:

As Chair – Ray Hessinger is an ex-officio member of the NGEC subcommittees. He is also Chair of the NGEC Review Panels and of the NGEC Equipment Acquisition and Ownership Best Practices and Lessons Learned working group. Steve Hewitt has added him to those groups accordingly.

John Oimoen, IDOT – Secretary of the NGEC Executive Board is appointed as second Vice-Chair of the Finance and Administrative subcommittee (FASC)

Troy Hughes, MoDOT is appointed to the NGEC Technical subcommittee and the NGEC FASC.

Jennifer Bastian, IDOT (pending confirmation of availability) is appointed to the NGEC Locomotive Review Panel

Phil Meraz, Iowa DOT is appointed to the NGEC Trainset Review panel

Phil Meraz, Iowa DOT is appointed to the NGEC Single Level Car Review Panel

Brian Beeler II, For Maine DOT is appointed to the NGEC DMU Review Panel

Momo Tamaoki, Caltrans is appointed to the NGEC DMU Review Panel

- Housekeeping items/actions:

All presentations will be distributed to the NGEC email list, providing they are not too large for transmittal, and will be posted on the NGEC website at www.ngec305.org

All state members of the NGEC who have traveled to this meeting are asked to submit their expense reimbursement forms to Strat Cavros, AASHTO, at scavros@ashto.org. Please submit these expense forms as soon as possible.

All industry members are asked to review the industry participants roster and provide any corrections, additions, deletions to Steve Hewitt as soon as possible. The list is only as good as the information provided.

The Executive Board will continue to meet bi-weekly every other Tuesday at 11:30am. The next call is scheduled for 3-10-20.

The NGEC Technical subcommittee will stay on its normal bi-weekly schedule (every other Thursday) with the next call taking place on 3-5-19.

The NGEC Finance and Administrative subcommittee will also stay on schedule and will meet on 3-4-19.

- The new NGEC two-pager educational document was distributed to all in attendance. These are now available in hard copy by request through Steve Hewitt at shewitt109@aol.com. Please let Steve know how many and where to send them. They will also be available electronically upon request (from Steve) or through the NGEC website.
- Progress Report – NGEC Equipment Acquisition and Ownership Best Practices and Lessons Learned Working Group as of 2-21-20:

The status of the NGEC Equipment Acquisition and Ownership Working Group' development of a Best Practices and Lessons Learned Reference document is:

The working group, made up of representatives from State DOTs, Amtrak, FRA and the industry has prepared a DRAFT report in 4 sections:

Planning - IDOT

Implementation - CALTRANS

Revenue Service – Dick Bruss/Industry

Sustainability – Washington State DOT

After each section was completed – the full working group was provided an opportunity to review and comment.

The sections were then updated by the team leaders to reflect the comments received.

Following that, the working group brought in NGENC Technical writer – Cameron Cordell – to compile the four sections into one format, one voice and to clean up redundancies or duplications.

As of 2-21-20, much of the compilation of the document, including formatting, has been completed. Several clarification questions from Cameron have been answered and she is nearly finished with the compilation DRAFT.

Once the DRAFT is done, it will be sent to the full working group for its review and comment. Ultimately, once the group is ok with the DRAFT, it will be sent to the NGENC executive Board for its review, comment and consideration of approval.

The intent was to have it ready for this Annual meeting, but it was determined by Chairman Curtit that it was better to do this right rather than rush it.

The intent is that this will be a living document which will serve as a guideline for future procurements and as reference for ongoing procurements throughout the process.

- METRA Equipment Procurement status:

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

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

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

- Document Control Progress Report – 2-21-20:

Next Generation Single Level Car

- PRIIA Specification 305-003
- Revision B.1 to Revision B.2
- 65 Specification Changes
- February 12, 2019

Next Generation Trainset

- PRIIA Specification 305-007
- Revision A to Revision B
- 70 Specification Changes
- October 22, 2019

Next Specification to Revise:

Next Generation Diesel Multiple Unit

- PRIIA Specification 305-009
- Revision is Initial Release
- September 4, 2012

- Treasurer's Report and NGENC Finance and Administrative subcommittee Progress Report 2-21-20:

At the Annual Meeting, Tim Ziethen, NGENC Treasurer and Finance and Administrative subcommittee (FASC) Chair, provided a progress report on the subcommittee's activities and accomplishments for 2019 and provided the NGENC Treasurer's Report as of 2-21-20.

FASC Update:

Updating the NGEC By-Laws

- The annual By Law review was conducted by the Finance and Administrative Sub-Committee (FASC)
- No changes or corrections were identified as needed and this was submitted for approval by the FASC to the NGEC Executive Board
- On December 3, 2019, the Executive Board confirmed and adopted the recommendation that the By Laws would remain in their current form with no changes as recommended by the FASC
- Current version of the By Laws are posted to the website. Hard copies of the updated By Laws are included in today's meeting packet as info only

Build Educational and Outreach Documentation

- The NGEC has revised its two-page educational and awareness document and has distributed over 1,000 hard and soft copies
- Highlights the mission of the NGEC; its goals and results to date and modifies the vision statement to better reflect the NGEC as it is today
- Focus is on developing and maintaining Standardized Equipment Specifications
- Executive Board approved the revisions in November 2019 and the updated document has been released and can be shared with Stakeholder Community and Legislators. Copies may be requested by contacting Steve Hewitt at shewitt109@aol.com

Funding Status

The grant agreement has been amended as noted earlier and extends the grant period by 12 months, at no additional cost, through September 30, 2020.

A request to extend the grant period through September 30, 2023 has been submitted to the FRA.

Treasurer's Report

- New Grant executed effective October 2016 and we are tracking against the SOW
- Spending is lower than planned – spending rate tracking at about \$14,000 per month
- Document Control Position moved to AASHTO Services
- 514 Subcommittee work moved to SAIPRC Equipment Working Group
- Grant Agreement performance period extended through 9-30-2020
- FASC has confirmed the ability to request another no-cost extension that could cover multiple years
- Financial analysis based on current spending would indicate that a 36 - month extension would be possible and has been approved by the Executive Board and has been submitted to the FRA
- Grant Reference FRA-AMT-0010-17-01-00

Summary Spending from Inception of Grant

NGEC 305 Grant Reporting	
<i>Current Grant - Period of Performance through 9/30/2020</i>	
Total Grant Spending (Paid/Accrued/Incurred costs through December 2019)	\$ 529,144.89
Total Incurred for AASHTO/Services	\$ 523,872.76
All Other	\$ 5,272.13
Total Incurred for all WBS Line Items	\$ 529,144.89
Grant Total	\$ 1,250,000.00
Remaining Funds included accrued expenses - Balance	\$ 720,855.11
Projected Spend remaining months on Grant - Jan 2019 => Sept 2020	\$ 142,110.36
Estimated Balance Remaining at end of current grant period of performance	\$ 578,744.75
Amount utilized if Grant was extended for 36 Months at current spend rate (~\$15,000/mo.)	\$ 540,000.00
Current Spend Rate	\$ 13,567.82
Estimated Balance at End of Extension Period (if approved)	\$ 38,744.75

Prior Grant - Spending Through 9/30/2016

	Executive Board	Technical Sub-committee	Finance & Admin. Sub-committee	"514" Equipment Capital Sub-committee	AASHTO Support Services	TOTAL
Labor		\$515,710	\$193,001		\$449,411	\$1,158,122
Meetings					\$69,572	\$69,572
Travel			\$6,547		\$130,197	\$136,744
Professional Services		\$198,406			\$1,359,320	\$1,557,726
Financial Review						\$0
Conference Calls					\$1,218	\$1,218
Webinar					\$79	\$79
Reserve (Contingency)						\$0
Web Site					\$0	\$0
TOTAL	\$0	\$714,117	\$199,547	\$0	\$2,009,797	\$2,923,461

Budget (New Grant Statement of Work 10/1/2016)

	Executive Board	Technical Sub-committee	Finance & Admin Sub-committee	"514" Equipment Capital Sub-committee	AASHTO Support Services	TOTAL
Labor		\$72,000	\$90,000		\$100,000	\$262,000
Meetings					\$90,000	\$90,000
Travel	\$0		\$10,000	\$0	\$90,000	\$100,000
Professional Services	\$0				\$682,000	\$682,000
Financial Review			\$100,000			\$100,000
Conference Calls					\$12,000	\$12,000
Webinar					\$3,000	\$3,000
Web Site					\$1,000	\$1,000
Other						\$0
TOTAL	\$0	\$72,000	\$200,000	\$0	\$978,000	\$1,250,000

Future Funding Discussion

Continue to evaluate NGEC spending as we get closer to the end of grant period. Apply for a new grant to fund the on-going activities and mission of the NGEC.

Submit a no-cost extension to the current grant to extend funding for 36 months (in process).

Activities would include ongoing review and updating of PRIIA vehicle technical specifications; educational outreach to build awareness and highlight results; monitoring multi-state vehicle procurements; identifying lessons learned and developing best practices.

- The Executive Board unanimously accepted the Treasurer's Report as presented.
- Equipment Procurements:

At the Annual Meeting, those in attendance received updates on:

Amtrak's Equipment Procurement
 VIA Rail's Equipment Procurement
 Metro-North's Dual Mode Locomotive Procurement
 The multi-state Single Level car procurement – led by Caltrans

All Presentations are available at www.ngec305.org.

- Progress Report: NGEC Technical subcommittee as provided by Charlie King, NGEC Vice Chair and Chair of the NGEC Technical subcommittee on 2-21-20:

NGEC Technical Subcommittee and Specification Development

PRIIA 305 Technical Subcommittee

1. Main purpose is to develop specifications as requested by the Executive Board.
2. Comprised of representatives from Amtrak, FRA, States, and rail equipment manufacturers and suppliers.
3. Currently we have 13 states involved; California, Connecticut, Illinois, Iowa, Maine, Michigan, Missouri, New York, North Carolina, Oklahoma, Oregon, Washington and Wisconsin.

4. Presently over 225 volunteer members. Open to anyone from companies/consultants involved in rail.
5. Each Specification has a Leader to coordinate the creation process.
6. Majority of spec writing done by members of the 6 permanent working groups on a volunteer basis with support from a technical writer.

Specification Creation Process

Specification Creation

All chapters for the car specifications have the same titles and where possible the actual chapters are the same.

Specification Summary
References and Glossary
Project Management
 Carbody
 Trucks
Couplers and Draft Gear
Brakes
 Door Systems
 Interior
 HVAC System
 Lighting System
Communications System
 Electrical System
 Water and Waste System
 Cab and Train Controls
Emergency Equipment
Materials and Workmanship
 Food Service
Test Requirements
Tools, Consumables and Spare Parts
Shipping Preparations
Training and Documentation
 Customer Variables

Items in Bold are similar between equipment types.

Specification Creation

The Locomotive chapters are the same as the cars where they can be. Again, some of the chapters are the same, for example, References and Glossary.

Specification Summary
References and Glossary
Project Management
Locomotive Carbody
Running Gear
Couplers and Draft Gear
Brakes
 Engineers Cab
 Locomotive Propulsion System
 AC Power Dist., Comm and MU
Lighting System
Locomotive to Train Communication

Head End Power System
Sanding System
Engineers Cab Controls
 Fuel System
Materials and Workmanship
Test Requirements
Tools, Consumables and Spare Parts
Shipping Preparations
Training and Documentation
Customer Variables
 Safety Accessories
 Battery System
 Environmental Characteristics

Items in Bold are similar between car and locomotives

The following 6 Equipment Specifications have been created since January 2010

- Bi-Level: C.4 – 8/2/16
- Locomotive: A.1 – 12/9/17
- Single Level: A – 11/13/12
- Trainset: A – 12/10/13
- DMU: IR – 9/4/12
- Dual Mode Loco: IR – 2/2/16

Revising Specifications

After the specifications are completed and issued as version IR (initial release) the process of updating and revising the specification becomes an issue. This has led us to develop a complete and thorough process for managing change control.

Document Change Request Form (DCR)

- This is the basis for all changes.
- Changes can be proposed by anyone using a DCR.
- Evaluated by the TWG responsible for the section affected.
- Approved by the TWG.
- Approved by the Technical Subcommittee during the regular phone conference call and sent to the Executive Board for approval.

Revising Specifications

- Review Panel reviews change to verify compliance with requirements document.
- Executive Board approves.

This process can take months because typically the DCRs are processed and a specification is revised after several DCRs have been received.

There is an Urgent DCR process to address issues that may come up during a procurement. This pushes a DCR through the system in less than two weeks.

Current Status of Revisions

- The Bi-level specification is currently on revision D and the TWGs processed a total of 295 DCRs to date.

- The Single level and Trainset specifications were both updated in 2019 and incorporated 180 and 102 changes, respectively.
- The Locomotive specification is on revision B and, so far, the TWGs have processed 70 DCRs.
- Starting this month, the TSC will begin the undertaking of updating the DMU specification. This will include evaluating every change made to every PRIIA specification to determine if it applies to the DMU. A DCR will be created for every proposed change.

- Experiences with the “Charger” Locomotive:

Presentations from Amtrak, the Mid-West States, Washington State and Caltrans were provided on 2-21-20. These presentations can be found posted on the NGEC website with all other Annual Meeting presentations as noted earlier in this report.

- Chairman’s Remarks – a look at the year ahead – Incoming Chair Ray Hessinger, NYSDOT:

On 2-21-20, with the election of the Board and its officers. Incoming Chairman Ray Hessinger assumed the chair and made the following remarks (reprinted from the Meeting Minutes):

Thank you for the opportunity serve as Chair of the Next Generation Equipment Committee.

As my first official action as Chair, I want to thank Eric Curtit for his service to the NGEC and wish him the best of luck in his new role at Missouri DOT. When Eric assumed the Chair, we were holding a series of meetings to discuss what the NGEC would become when it grows up. Under Eric’s leadership, the NGEC has grown to a mature, well run organization providing significant value for the public dollars we spend. It is a legacy he should be very proud of.

I want to also thank Charlie King for Chairing this meeting today in Eric’s absence. While Eric never wore a tie to a meeting, he usually wore shoes, and you did an outstanding job filling his shoes today, regardless of their size.

Next, I would like to congratulate Tim Hoeffner of Michigan DOT and Allen Paul of North Carolina DOT on their recent retirements and thank them for their many years of service to the NGEC. I want to welcome Troy Hughes of Missouri DOT, Jason Orthner of North Carolina DOT, and a player to be named later from Michigan DOT, to the Executive Board. I also want to welcome any other new participants from the private sector to the NGEC. There are many opportunities to become engaged within this organization and we look forward to your contributions to the NGEC at all levels.

Rounding out my list of thank you’s, I want to acknowledge the continuing contributions of Steve Hewitt. Steve has provided his services in support of the NGEC since day one. It is no exaggeration to say that this organization would not be where it is today without Steve’s professionalism and dedication. I look forward to working more closely with Steve in advancing the NGEC’s mission.

As we move forward into 2020 and begin the 11th year of the NGEC, there remains important work for this Committee to accomplish in support of passenger rail equipment issues across North America.

The development and maintenance of technical specifications for intercity passenger rail equipment is the core mission of the NGEC. While we do not have any new specifications under consideration at this time, the work necessary to keep our library of specifications current is an ongoing, continuing effort and will remain the NGEC’s top priority for the foreseeable future.

This year, the NGEC will finalize and publish Revision B to the Single-Level Trainset specification, and we expect to complete Revision A to the Diesel Multiple Unit specification in 2020.

Each of the other specifications developed and maintained by the NGEC require some level of revision to carry forward those changes that are applicable across multiple vehicle platforms and to incorporate any other additional changes that may be identified through the ongoing procurements. The Executive Board will need to prioritize and schedule these efforts for the coming year.

However, revisions to our specifications should not be limited to changes identified during procurement and manufacturing or regulatory changes. Earlier today, we heard an update on the in-service experience with the Charger locomotives. As Amtrak and others continue to gain experience with the operation and maintenance of the Charger fleet, we need cycle this experience back into our locomotive specifications. What things worked well? Where could the specification have been better?

I believe we have all the necessary document control and change management processes in place, but to truly embrace a process for continuous improvement, we need those who own, operate and maintain the Chargers – or any other equipment built using an NGEC specification – to prepare and submit DCR's as necessary based on this in-service experience.

Earlier this week, the Access Board issued an Advance Notice of Proposed Rulemaking regarding an update to the accessibility guidelines for rail vehicles subject to the Americans with Disabilities Act. Comments are due May 14th. I will charge the Technical Subcommittee with comparing the proposed rules against our specifications and document any discrepancies.

Over the past year, the Acquisition and Ownership Best Practices Working Group has made significant progress in the development of their report. This effort to document the lessons learned from the multi-state procurement of the Charger locomotives will become an invaluable reference for states in the future. I expect this reference document to be completed and adopted by the NGEC later this year and to become a living document that will be updated as additional procurements are completed.

The Acquisition and Ownership report will be the first completely new document prepared by the NGEC in several years. This year, I will ask the Executive Board to consider whether there are any holes in our portfolio of specifications and other documents and if so, to begin the development of any such specification, guidance document or report.

With the expiration of the FAST Act later this year, as a transportation professional it's physically impossible to be in Washington DC during 2020 and not use the word "reauthorization" at least once. Check.

One of the requirements of our FRA grant is that the NGEC prepare and distribute an Educational Document that summarizes the activities of the NGEC. This document was recently updated, and during 2020 we will ensure it is widely distributed to those with an interest in the NGEC's ongoing activities.

Finally, our current grant with the FRA expires at the end of September and a no-cost time extension request has been submitted to the FRA for approval. Timely approval of this no-cost time extension is critical to a seamless continuation of NGEC operations for an additional 3 years. I will ask the Administration and Finance Subcommittee to continue their efforts to shepherd this through the bureaucracy....

In closing, thank you again for this opportunity and I look forward to an exciting and productive 2020.

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 February 2020, the Technical subcommittee met twice, via conference call, on the 6th and as a part of the NGEC's 10th Annual Meeting held on 2-21-20 in Washington, DC.

Key decisions and action item updates from the month of February 2020, 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 February 2020.

- Backgrounder educational document:

The updated NGEC two-page background document has been printed and is now available in hard copy and/or in a PDF version. Copies can be obtained by sending a request to Steve Hewitt at shewitt109@aol.com

- AWG/RVACC:

Background:

At the NGEC Annual Meeting, Melissa Shurland, FRA, provided an update. The presentation is available upon request from Steve Hewitt and is posted on the NGEC website at www.ngec305.org.

- 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. The following update was provided on 2-6-20. A more, in-depth presentation was provided during the Annual Meeting and is available on the NGEC website.

FDR for the standard coach is complete. Cab Car Brake and Electrical System IDR updates are in review. Cab Car structure FDR is scheduled for February 27 and IDOT Galley FDR design releases are beginning.

The Complete Coach FAI occurred on November 13-14 in Sacramento and production continues work on open items. Car #3 will be shipped to the NEC for FRA 213.345 in late February after climate room testing

is completed. Cars 4 and 5 are planned for shipment to TTCI next week to support Amtrak PTC Brake Profile testing. Door cycle and Lighting tests are also occurring during the next two weeks at TTCI.

45 cars total are in production or have been produced at Siemens Sacramento Facility. System-level FAIs for standard coach are nearly complete with remaining action items under final review, including open items for the complete car.

- Metro North Dual Mode Locomotive Procurement:

As of 2-6-20, Metro-North continues to review proposals received.

- Amtrak Equipment Procurement Updates: Progress reports are provided by AMTRAK CMO and NGEN Vice Chair, Charlie King on a regular basis. The following update was provided on 2-6-20. A more, in-depth presentation was provided during the Annual Meeting and is available on the NGEN website.

On the Acela replacement:

Trainset 1 is being made ready to go to TTCI as have the California cars.

On the Locomotives:

The FAIs for the locomotives are being put together.

On the Trainset (AmFleet replacement):

They continue to be in the bid review phase by the Amtrak technical and finance committees.

- 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 1-31-20:

On 10-31-19, on behalf of Dr. Tarek Omar, FRA – Eric Sherrock, Ensco, provided the following update:

The test plan has been developed in cooperation with FRA and the AAR Locomotive Committee LED Standard Development TAG. Phase III testing, which will focus on the performance of selected light fixtures on moving locomotives, will be started during the week of November 11 at the Transportation Technology Center. We will offer additional updates as information is available.

If you need any additional information, please contact Sean Woods (woods.sean@ensco.com).

There were no new updates provided in February 2020.

- University of Nebraska study on High Speed wireless technology as of 1-23-20:

On 1-9-20, it was reported that they are in the outdoor testing phase and have done over a dozen field tests for distance and software for the radio system they have designed. They have 100 gig of data from testing and are now analyzing that data for a match to the computer models. Hamid hopes to be able to share the results in the next report to the Technical subcommittee (2-6-20).

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

There were no new updates provided in February 2020.

- Update: Electronics on Trains Working Group as of 1-31-20:

The NGEN Electronics working group update as of 1-9-20 submitted by working group team leader, David Brabb:

"No meeting was held on Jan 7th due to me (David Brabb) being out of the office. That was OK because we were only going to announce that we are going to send out the Revision A of 305-919 DTL Hardware Specification for review and comment, later this week, to our full working group....and that is our plan now.

We are also now working on the WiDTL specification."

There were no new updates provided in February 2020

The Finance and Administrative Subcommittee

Chair: Tim Ziethen, Amtrak

Vice Chair: Brent Thompson, Washington State DOT

Second Vice Chair: John Oimoen, Illinois DOT

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

During the Month of February 2020, the Finance and Administrative Subcommittee met on the 5th and as a part of the NGEN's 10th Annual Meeting held on 2-21-20 in Washington, DC.

Key decisions and action item updates from the month of February 2020, included:

Treasurer's Report:

a. Balance-Spend Rate:

Tim Ziethen reported the following on 2-5-20 – a complete Treasure's Report was provided during the Annual meeting and can be found at www.ngec305.org.

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

Amount Spent: \$515,042.76

Balance remaining: \$ 734,957.24

Spend Rate per month: \$13,533.76

Balance anticipated at the end of the grant period (9-30-20): \$591,202.05

Expenditures anticipated in a 36-month no-cost extension: \$540,000.00

Average Monthly expenditure: \$15,000.00

Balance remaining at the end of the 36-month extension: approximately \$51,202.05

b. Next Steps/timeline in the process of requesting an extension through the Exec Board process

Amtrak Grants formally submitted to FRA Grants the request for a 36-month no cost Grant Agreement extension, (called a GARF) in February. The FASC will monitor the progress of the request and keep the NGEN Executive Board informed.

- Discussion: NGEN Equipment Acquisition and Ownership Working Group – Steve Hewitt:

See update provided in the Executive Board section of this report as presented by Steve Hewitt during the Annual Meeting on 2-21-20.

NGEC 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 Trainset Specification Review Panel met on October 17th and approved the Trainset Specification 305-007 Revision B Review Panel Report and recommendations as presented by consultant Larry Salci. On 10-22-19, the NGEN Executive Board accepted the Review Panel's Report and Recommendation and formally adopted PR1A Single Level Trainset Specification 305-007 Revision B.

In February 2020, the Review Panels did not meet.

At the February 2020 NGEN Annual Meeting, vacancies were filled on all Review Panels.