



## Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: June 30, 2017

Submitted by: Steven J Hewitt, Manager, S305 NGEC Support Services

### 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: Mario Bergeron, Amtrak**

**Secretary: Ray Hessinger, NYSDOT**

**Treasurer: Darrell Smith, Amtrak**

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

During the month of June 2017, the Executive Board met twice on the 6<sup>th</sup> and the 20<sup>th</sup>.

Highlights, decisions, and action items from the month of June 2017 include:

- Mid-West States – Section 6 progress report:

The initial draft Section 6 plan by the states had been submitted to FRA – and the final DRAFT is expected to be submitted in the next day or two. The plan is needed before the locomotives can be entered in to revenue service.

The lease agreement is in final DRAFT form and is with all parties. John anticipates a clean version to be provided by Amtrak anytime and then the signature process will move forward. The lease agreement is also necessary before the locomotives can be placed into revenue service.

- Finance and Administrative Subcommittee and New Grant Activities: (ongoing)

The FASC is reviewing and updating the NGEC contract procedures and will consider the updates on its next call – 6-28-17. Following that call, the procedures as updated will be presented to the NGEC Executive Board.

On 6-6-17, the FASC submitted the following motion for Board consideration:

*“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.”*

The motion was approved by the Executive Board with a quorum having been established and all votes cast in the affirmative.

Amtrak and AASHTO will work to finalize their contract in accordance with the motion, and AASHTO will do the same with the sub-consultant contracts.

Ongoing status updates will be provided to the Executive Board until the contracts have been finalized and executed.

The next Finance and Administrative subcommittee update to the Board will take place on 7-18-17.

- Executive Board approval of Diesel-Electric Locomotive Specification Revision B:

After receiving the Locomotive Review Panel Report with recommendations to approve the Diesel Electric Locomotive Specification changes previously approved by the NGEC Technical subcommittee, on 6-20-17, the NGEC Executive Board adopted PRIIA 305-005 Diesel-Electric Locomotive Specification Revision B. The change summary will be sent to the Technical specification writer and will be incorporated as Revision B.

- Formation of the Acquisition and Ownership Best Practices Task Force:

In March 2017, Chairman Curtit formally established the Acquisition and Best Practices Task Force. Eric Curtit will serve as Chair. Members include: Tim Hoeffner, Michigan DOT, and Mike Jenkins, Oregon DOT, Ron Pate/Jason Biggs, WSDOT, John Oimoen/Jennifer Bastian, IDOT, Joe Paul, Amtrak, Sal DeAngelo, FRA, Larry Salci, NGEC Consultant, Paul Jamieson, SNC-Lavalin, and Dick Bruss, NARP. Steve Hewitt has agreed to provide NGEC support.

As of 6-20-17, NGEC Chairman Eric Curtit reported that he and NGEC Manager Steve Hewitt are working on a brief that will encapsulate what it is the working group should accomplish, and will send it out for working group member feedback. Following that input, it will be sent to NGEC Executive Board members for review and comment.

- Status Update: Diesel-Electric Locomotive Procurement:

On 6-20-17, John Oimoen, IDOT, provided the following update:

Things are progressing well. Many of the items have not changed a lot since the last report, but all are moving forward in a positive manner.

The lease agreements are close to completion for the Mid-West States.

Jason Biggs, WSDOT, reported that their lease agreement with Amtrak is moving along well and getting close (“we are rounding third and heading for home”). There is one issue to be resolved and a couple of exhibits. Jason anticipates the agreement being in place by the end of next week.

Jason also reported that 6 of 8 locomotives have been moved and are in Seattle. The last two are expected to be shipped in a week or so and they hope to have the locomotives in revenue service beginning in July.

John Oimoen continuing his report noted that Witronix has been installed on all the locomotives.

It has been a great team effort moving the procurement forward, and “we are on the cusp of having a lot of locomotives in revenue service”.

### **Technical Subcommittee:**

**Chair: Mario Bergeron, Amtrak**

**Vice Chair: Dale Engelhardt, Amtrak**

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

***During the month of June 2017, the Technical subcommittee met once, via conference call, on the 1st. Key decisions and action item updates from the month of June 2017, included:***

- ***Updating ECP Standards: This is an ongoing item which the Technical subcommittee is tracking.***

***Status report provided on 5-4-17:***

***As of April 5, 2017, the train has completed 127,794 miles in ECP operation and a total on 1,571,097 miles in Emulation operation for a grand total of 1,698,891 miles of ECP and Emulation operation. During March one of the ECP control valves experienced a failure due to contamination. A failure analysis was conducted, corrective action has been taken and implemented.***

***During train operations, the turnaround procedure used in commuter operations has been identified as an area of improvement. That is, when the train crew wants to change to the cab at the opposite end of the train, the time required to re-establish control at the opposite end must be shortened while maintaining safety. This improvement will be discussed and implemented in the next standard revision.***

***The technical working group is currently preparing recommendations for incorporation of the Passenger ECP Brake System into the CFR which will be presented through the FRA Rail Safety Advisory Committee Engineering Task Force.***

***APTA PR-M-S-020-16 Emulation Performance Requirements and APRA PR-M-S-021-16 ECP Performance Requirements respectively have been approved for publication. These standards should be available on the APTA Standards website during the week of May 8, 2017.***

***<http://www.apta.com/resources/standards/press/Pages/default.aspx>***

***There was no new update for June 2017.***

- ***Backgrounder educational document: The new educational document has been printed and remains available, by request, through Steve Hewitt.***

- **AWG Update:** On 6-1-17, Melissa Shurland reported that she is waiting for the contract between FRA and OSU is still pending. Once the contract is awarded, Melissa will report back to the Technical subcommittee.

- **Document Control Update as of 5-18-17:**

On 5-18-17, the following update was provided by NGEC Revision Control Coordinator, Tammy Krause:

The update of the single level specification is temporarily on hold. Rich Stegner will lead an internal team to evaluate various existing equipment specifications, including the PRIIA Bi-level, and will be creating the DCRs to update the specification. As the full scope of the project develops we may reach out for PRIIA volunteers. All the DCRs created will be processed through the technical working groups per NGEC procedures. The approved DCRs will be incorporated into the next version of the single level. We will have a revised timeline after the full scope of work is determined. This will be before the end of June.

**Procurement Updates:**

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

On 6-1-17 Jennifer Bastian provided the following update:

- JPEs continue to work with Siemens on schedule and conduct bi-weekly conference calls.
- JPE's and Amtrak have signed agreements for storage, testing and commissioning the locomotives.
- Six Caltrans units have been delivered to Oakland. They have completed all testing, are conditionally accepted, and are in revenue service.
- IDOT and Siemens have signed conditional acceptance on IDOT units: 4603- 4611. These units have also completed the 500 mile burn in. IDOT 4612 & 4613 will be shipping from Sacramento to TTCI in Pueblo on 6/2.
- IDOT Locomotives 4604 and 4611 are in Chicago and completed the testing on the applicable Midwest corridors yesterday. Track Geometry testing was done on all corridors. The 238.111a testing on the Michigan and Chicago to St. Louis corridors will be run at a later date due to PTC equipment and software needs.
- All eight WSDOT Locomotives have completed burn in testing. WSDOT units 1400, 1402, 1403 & 1404 are in Seattle. 1400 & 1403 have undergone receiving inspections, and title transfer to WSDOT has occurred on unit 1403. 1402 & 1404 are scheduled for receiving inspections this week. 1406 & 1407 are in transit from TTCI to Seattle. 1401 & 1405 are at TTCI awaiting shipment to Seattle.
- The WSDOT 213.345 test report has been submitted by Amtrak to the FRA. WSDOT is waiting a letter from BNSF before this item can be closed out. BNSF will deliver the letter tomorrow – 6-2-17.
- WSDOT and IDOT continue to meet with Amtrak to finalize their respective leases. Both are working through a small number of remaining issues.
- Siemens warranty service locations are now established at the JPE's.
- Wi-Tronix application, as required by Amtrak is being applied by FMI. Equipment has been installed on all units. Wi-Tronix has completed the software update. Siemens is working with them on a software download plan. The units can go into revenue service only trailing units until this software is installed.
- All locomotive Document Change Requests (DCR) for the PRIIA specification have been processed to conform the technical specification for as-built configuration.

- **Bi-Level Car Procurement:** As Caltrans and IDOT are working out some contract issues with the contractor there will be nothing to report for now. As this is expected to be the status for a while, on the last call (1-12-17) Chairman Bergeron asked that this item be removed from the bi-weekly agenda until such time that Caltrans feels that it has an update to provide to the subcommittee. Momo Tamaoki, Caltrans, will contact Steve Hewitt and the Chair when there will be something to report and an agenda item will be added to the subsequent conference call.

- **Progress Report: The Future of Electronics on Trains Working Group:**

***On 5-4-17, Chairman Bergeron formally established the working group to look at the future of electronics on trains. Mario asked Dale Engelhardt to take the lead in organizing the task force and establishing a scope and a call schedule.***

***The first call was held on 5-8-17, and again on 5-22-17.***

***On 6-6-17 the working group met for a third time and named Cynthia Dietz, SNC-Lavalin, as its Chair.***

***The group continues to meet every two weeks, and will provide a status update on the next Technical subcommittee call scheduled for 7-13-17.***

#### **The Finance and Administrative Subcommittee**

**Chair: Darrell Smith, Amtrak CFO**

**Vice Chair: Brent Thompson, Washington State DOT**

**Vice Chair: Ray Hessinger, New York State DOT**

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

During the Month of June 2017, the Finance and Administrative Subcommittee (FASC) met once 6-28-17:

- Developing a strategy and implementation plan to obtain future federal funds for the NGEC:

Each state member and Amtrak is to work with its Government Affairs office and ask that the two-pager (currently being finalized) be included in its package during Hill visits to keep the NGEC on Congress' radar even though we are not yet ready to ask for more money.

A "regular update/report card/dash board" will be developed through the NGEC Legislative Task Force with the intent that it be provided to Congress through the states and Amtrak Government Affairs Offices as a means of continuing the outreach and education on the activities of the NGEC.

The first such update will be the "two-page" educational document being finalized for Executive Board approval.

The education and outreach document has been printed and is available upon request through Steve Hewitt. Board members have each received 2 copies. Additional copies were distributed at the NGEC Annual Meeting. Distribution has been proceeding well – additional printed copies (on top of the original 300 copies) have been ordered through AASHTO.

Status: Eric Curtit reported on 6-28-17, that he is focusing on the NGEC two-pager document which he believes is an effective tool for educating the Hill. Eric believes that the current version needs to be updated to add in something that emphasizes the importance of maintaining/updating/revising the specifications as one of the more critical responsibilities of the NGEC.

Members who have any thoughts on wording changes to the two-pager – especially reflective of maintaining the specs should send those comments to Steve Hewitt and Eric Curtit.

- Syncing the new Grant Agreement with ongoing NGEC contracts:

Because the current Amtrak and AASHTO contract is in place until 9-30-17, and the current sub-contractor contracts are also in place until 9-30-17, no action is necessary right now. Amtrak and AASHTO have a process in place to extend the Amtrak/AASHTO contract in sync with the grant and effective 10-1-17 through 9-30-19. The subcontractors/sub consultants currently in place will be extended at the same time - effective 10-1-17 through 9-30-19 as anticipated in the new grant agreement SOW and budget.

On 5-3-17, a motion and a second were offered to reaffirm the intent to renew the contract between Amtrak and AASHTO as well as the current sub consultant's contracts for the remainder of the current grant agreement – through 9-30-19. The motion (below) was transmitted to the FASC members for a vote and, on 5-31-17 it was approved and sent on to the Executive Board for its approval.

*“As was intended in past NGENC budget approvals and to ensure compliance with the Audit of Grant Agreement of March 27, 2013, and the NGENC’s updated Procedure of Establishing Contract Support adopted August 6, 2013, the NGENC 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 NGENC’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.”*

On 6-6-17, the NGENC Executive Board approved the motion as presented and asked AASHTO and Amtrak to finalize their contract in accordance with the motion, and AASHTO was tasked with doing the same with the sub-consultant contracts.

On 6-28-17, Darrell Smith reported that a lot of work is being done internally at Amtrak to make sure the contract extension with AASHTO is compliant with the grant agreement. Darrell does not expect much to change for AASHTO at all, but with the new language applying to DBE's there may need to be an updated goal. Amtrak grants is going through the requirements with a fine-tooth comb to make sure all is done properly. Darrell will report each month on the status until the contract with AASHTO is done.

#### **The 514 Subcommittee:**

**Chair: Brian Beeler II – NNEPRA (Maine DOT)**

**Vice Chair: Jonathan Dees - NCDOT**

#### **The 514 Subcommittee holds a bi-weekly conference calls:**

The monthly subcommittee update to the NGENC Board was scheduled for 6-20-17. Chairman Beeler was unavailable. The next update will be provided on 7-18-17.

On the most recent update, Chairman Brian Beeler II, reported:

- The 514 subcommittee is making good progress as on its “major update” of the CIP.

Amtrak has provided updates for equipment charges in the number of new locomotives fleets – the numbers could be different along the corridors - reflective of fleet types for each state using them.

The subcommittee continues the discussion on the CIP and how it can be improved in how it looks, and how it works.

There continued to be discussions about a potential refresh of Amfleet I. Amtrak has some money to potentially use for a refresh, and raised the possibility to the subcommittee members. More details will be forthcoming. There is no set resolution on this as to when it will happen or what the impacts will be.

#### **NGEC Specification Review Panel(s):**

**For each PRIIA NGENC 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.**

In June 2017, the NGEC Locomotive Review Panel met and approved the Review Panel Report and recommendations on the changes developed and approved through the NGEC Technical subcommittee to PRIIA Diesel-Electric Locomotive Specification 305 005 Rev A that will comprise Revision B. The Review Panel submitted its Report with recommendations to the Executive Board that it approve the changes and adopt Revision B. On 6-20-17, the Executive Board accepted the Review Panel Report and its recommendations and adopted Diesel-Electric Locomotive Specification 305-005 Revision B. The changes will now be incorporated into the specification by the NGEC Technical Writer.

#### **Milestones – Quarterly update (January 1, 2017 through March 31, 2017)**

##### **Capital Improvement Program (CIP) completion and updates by the 514 Subcommittee:**

During this quarter, the 514 subcommittee continued activities related to doing a “major” update of the CIP. The subcommittee had agreed, in March 2017, to increase their call frequency to twice a month to better accommodate the work that will go into completing the CIP update. That schedule prevailed during this quarter, and the work continues to progress well.

##### **Bi weekly meetings:**

Throughout the quarter, the NGEC Executive Board and the Technical subcommittee held bi-weekly conference call meetings except, in the case of the Technical subcommittee, when a schedule conflict and the retirement of subcommittee Vice Chair Dale Engelhardt, resulted in one only meeting taking place in the month of June.

##### **Monthly meetings:**

During the quarter, the Finance and Administrative Subcommittee (FASC) met every four weeks on Wednesdays. In Following this schedule, the subcommittee met once in April and June and twice in May.

##### **Dissemination of educational/informational pieces:**

During the quarter, a second printing was completed and additional copies (beyond the initial 300) are being distributed by request. The Finance and Administrative subcommittee, during the quarter began a review of the document, and will make recommendations for updates to include an emphasis on the importance of maintaining the specifications on a regular basis, and on the criticality of keeping the specifications updated and current.

##### **NGEC Annual Meeting:**

The NGEC Annual Meeting took place on 2-24-17 with over 70 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 provided an overview on the first 7 years of the Committee which was organized in January 2010, highlighted the results produced throughout the years, discussed the NGEC of today, and provided a look ahead to the future.

Progress Reports were provided by the three NGEC Standing subcommittees: the Technical subcommittee, the Finance and Administrative Subcommittee, and the 514 Capital Equipment Committee

The Treasurer's Report was provided by Darrell Smith, Amtrak – NGEC Treasurer, who detailed the current financial status of the NGEC as well as an overview of the new federal funding Grant Agreement executed in October with an effective date of 10-1-17 through 9-30-19.

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

The Technical subcommittee update was provided by NGEC Vice Chair Mario Bergeron, Amtrak (also Chair of the Technical subcommittee). Mario provide 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 NGEC specifications to keep them current.

Attendees received progress reports on many NGEC activities taking place within the Technical subcommittee including reports from the Accessibility Working Group; the AAR Equipment Committee on Passenger Equipment Performance Specification: a report on Passenger ECP Brake Equipment, and a presentation by Technical Subcommittee Vice Chair Dale Engelhardt, on the future of electronics on trains.

Brian Beeler II, NNEPRA, for Maine DOT, and Chair of the 514 Capital Equipment subcommittee provided an overview of its accomplishments including the development of Amtrak's 5-year Capital Improvement Plan (CIP) for 2017-2021 and a look ahead to next steps which will include a "major" update to the CIP.

An update on the status of the Mid-West States Section 6 efforts was provided by Tim Hoeffner, Michigan DOT, who reported that the states are working well together in a collaborative way. A fleet manager has been hired by lead state Illinois DOT; and an oversight board has been established. The fleet manager will report to this board. Negotiations are ongoing with Amtrak on the lease program for equipment; and strategies are being developed for getting the new equipment into service.

A Status Update presentation on the multi-state Diesel-Electric Locomotive Procurement was also provided with John Oimoen, IDOT, and Dave Ward, Siemens, presenting. Tremendous progress has been made. To date, thirteen of the Chargers have been delivered with more waiting in Sacramento to be delivered. Ten of the Chargers have already achieved the burn test and are waiting and ready to go into service.

Attendees also heard from Michael Lestingi and Beth Nachreiner, FRA, who provided a brief overview of planning requirements that were included in the FAST Act which identify the new accounting structure within Amtrak, and how it is now required to report and plan revenue in its service lines. Michael and Beth also reported on the positive accomplishments of the NGEC as it approaches the end of its first decade and extended FRA's thanks to the NGEC and those involved in the current procurement, adding that the FRA looks forward to the NGEC continuing towards fulfilling the goals that were set out in PRIIA and continued in the FAST Act.

Robert Ripperger, Amtrak Government Affairs, also briefed the attendees on the state of Amtrak and provided an overview of its new organizational structure.

Chairman Curtit provided some closing remarks and next steps. He talked about the challenges faced by the states through the development of specifications, through the procurement process, and on to getting the equipment into revenue service. He noted that this is not something that states normally encounter since most states do not, historically, own equipment.

Eric stressed the need for an effort to develop lessons learned, and expertise gained. He called for the creation of a standalone document that is a record of what went on or what we need, as a sort of guidebook for the future...we need to tackle issues that can level the playing field and define what goes into a procurement and getting equipment into revenue service."

Ultimately, it was agreed that a task force will be established to take on the tasks described by the Chair. Several states (IDOT and WSDOT) offered to serve as did Amtrak and FRA. On the next



NGEC, Executive Board conference call, 3-14-17, the task force will be formally established and given its charge. The anticipated timeline for completion of the standalone document is by the next NGEC Annual Meeting (February 2018).

**Note:** All formal presentations from the Annual Meeting are available on the NGEC website at: [www.ngec305.org](http://www.ngec305.org)

Towards the end of the next quarter (ending September 30, 2017) the NGEC Executive Board Chairman and the NGEC Manager will begin developing an agenda for the 2018 Annual Meeting to be held in late February 2018.

#### **Annual Review of NGEC By-Laws and Operating Procedures:**

During the previous quarter, the NGEC's Finance and Administrative subcommittee (FASC) conducted its annual review of the NGEC By-Laws and Operating Procedure and reported to the Executive Board that no changes were warranted now. The Board accepted the "no changes" recommendation. The FASC will conduct its next annual review in December 2017.

During this quarter, (ending June 30 2017), the subcommittee reviewed its contracting procedures, initially adopted in 2014, and are now in the process of approving proposed updates to more accurately reflect the NGEC as it is organized currently. The subcommittee expects to vote on the proposed updates by the end of July for submittal to the Executive Board for its consideration.

#### **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, and will be 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 includes the period from April 1, 2017 through June 30, 2017 and will be submitted by Amtrak to FRA by July 31, 2017.

#### **Fiscal and contractual actions:**

During the last quarter, with the execution of the new Grant Agreement, as a part of the Statement of Work and Budget for the NGEC, a review of current consultant and administrative support contracts occurred. Each contract was included as a part of the SOW and budget for the new grant agreement and was to be continued consistent with the Grant Agreement through 9-30-19.

No immediate action is necessary on these contracts since each currently runs through 9-30-17. However, as the contracts' expiration dates approach, action will be required to execute extensions consistent with the intent of the NGEC Board and in compliance with the Grant Agreement and the approved SOW and budget.

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.

#### **Review/Update of NGEC Specifications (Document Control):**

During the quarter, the NGEC Technical subcommittee, through its Document Control Process, continued its review of the PRIIA Single Level Car Specification 305-003 following the timeline developed during the last quarter and reprinted below:

#### **PRIIA Specification 305-003 Single Level Specification Update Timeline**

Task	Due
1. Table of Contents Issued to Technical Subcommittee Group Leaders	11/18/16
2. Chapters Selected to Review back to Document Control Manager	1/12/17
3. DCRs Associated with Chapters sent to Subcommittee Group Leaders	1/13/17
4. DCRs Back to Document Control Manager	2/23/17
5. Single Level Revised per Approved DCRs and Submitted to Members	3/23/17
6. Revised Single Level Specification Sub Tech Approval	4/6/17
7. Approved Revised Single Level Spec submitted to Exec Board	4/11/17
8. Review Panel appointed by Exec Board	4/25/17
9. Review Panel Approval	5/23/17
10. Executive Board Approval	6/6/17

In the third quarter, due to a renewed interest by several entities to use the 305-003 single level car specification, it was deemed necessary to establish a working group to specifically review and make proposed changes/updates to specification 305-003, while ensuring continued compliance with NGEC procedures and with the original requirements document. The timeline initially identified by the Revision Control Coordinator will be revised and presented to the Executive Board. It will be included in the next quarterly report (ending September 30, 2017)

As noted in the quarterly report that ended on March 31, 2017, the Diesel-Electric Locomotive Specification 305-005 Revision A was in the process of being revised with changes having been developed throughout the multi-state procurement process, in accordance with NGEC procedures. On June 20, 2017, The NGEC Executive Board approved the changes as developed and approved by the Technical subcommittee and the reviewed and approved by the Locomotive Review Panel; and the Board formally adopted PRIIA Diesel Electric Locomotive Specification 305-005 Revision B. The NGEC Technical writer will now incorporate those changes into the specification document as Revision B.

**Special note from the NGEC Manager, Steve Hewitt:**

*On behalf of NGEC Chairman Eric Curtit, and all members of the NGEC, I would like to congratulate Technical Subcommittee Vice Chair, Dale Engelhardt on his retirement (June 30, 2017) from Amtrak. Dale has been an incredible asset to the NGEC from the beginning (January 2010). Dale's dedication, support and hard work as Vice Chair of the Technical subcommittee and as an alternate representative on the Executive Board has been invaluable to the success of the NGEC. Dale – you will be missed. Thank you for all you have contributed, not only to the NGEC, but also to passenger rail, in general, in the U.S. We wish you all the best in your retirement.*

*Also, on behalf of Chairman Curtit and the members of the NGEC Executive Board, I would like to extend our congratulations and our thanks to North Carolina's representative on the Executive Board – Paul Worley - for his years of service to the NGEC and to intercity passenger rail in the U. S. Paul retired from NCDOT on June 30<sup>th</sup>, and, he too, will be greatly missed. His dedication and service as a member of the NGEC Executive Board contributed greatly to the successes enjoyed by the Committee. Congratulations on your retirement from state service! We wish you all the best.*