



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: September 30, 2018

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

Public law 110-432 required Amtrak to:

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

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

(b) Functions – the Committee may –

1) Determine the number of different types of equipment required, taking into account variations in operational needs and corridor infrastructure.

2) Establish a pool of equipment to be used on corridor routes funded by participating states; and

3) Subject agreements between Amtrak and States, utilize services provided by Amtrak to design, maintain and remanufacture equipment."

Executive Board

Chair: Eric Curtit, Missouri DOT

Vice Chair: Charles King, Amtrak

Secretary: Ray Hessinger, NYSDOT

Treasurer: Tim Ziethen, Amtrak

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

During the month of September 2018, the Executive Board met once via conference call, on the 25th. The scheduled meeting of 9-11-18 was canceled due to most Board members participating in AASHTO and other organization's meetings in Miami 9-11 through 9-14-18.

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

- Procurement Updates:

Status Update - Multi-State Rail Car Procurement as of 9-25-18:

- Three critical cab car DCRs were submitted to NGEN on 7/30. The three are: Car Length Over Couplers, Carbody/Cab Construction and Cab Car Floor Height Transition. A conference call took place on 9/14 for discussion, and the vote will happen at a later date.
- Dynamic testing discussions occurred August 7 & 8 in Chicago with a technical discussion session on 8/7 including Amtrak and FRA and a commercial & insurance discussion on 8/8. Many action items were identified, and Caltrans, IDOT, Amtrak and FRA will continue ongoing discussions to resolve all issues identified at the meetings. Caltrans and IDOT issued a first letter to SCOA/Siemens addressing some of our action items on Friday 9/7. The follow up meeting took place on September 13 and we will have our next meeting on 10/5.
- Preliminary Design Review for the Café car took place in the week of 9/11 in Sacramento with a full PDR session for the Galley Equipment. Following was an overview presentation of the adapted systems changes from standard coach to café coach. Amtrak Public Health team joined us for the Galley portion of the meeting. Amtrak Rolling Stock Engineering team has provided input to various signage and color scheme for the cafe cars. Caltrans and IDOT have requested a modification to the proposed Galley design to increase storage, serving and cooling capacity. Siemens is investigating.
- Caltrans/IDOT is meeting with ADA representatives on 10/2 to go over the café car design updates.
- System-level FDR approvals of the Carbody & Clearance, Water & Waste, HVAC and Brakes have been provided to SCOA/Siemens. Gap Filler and Digital Communications are both pending system level approval. Approval requests have been received for Exterior Doors, Diagnostics and Sliding Step. Caltrans submittals to FRA for Safety Appliance and Carbody remain targeted for September. Siemens is currently gathering the final drawings for the Safety Appliance submittal.
- The first 7 carshells are in production at Siemens Sacramento Facility and carshell #1 has completed the passivation process. Carshells 8 through 12 are in the initial stages of construction. The expansion of the Sacramento production facility is in process and on target for a November completion.

Status Update: The Charger - Diesel-Electric Locomotive Update and Section 6 Plan as of 9-25-18:

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

Status Update: Metro North Dual Mode Locomotive Procurement as of 9-25-18:

Metro-North is in the middle of the procurement process – it is ongoing. NYSDOT is not directly involved in the procurement and it is technically “in a black box” but provides regular updates as appropriate.

Ray Hessinger, NYSDOT has had preliminary discussions with Tammy Krause, NGEN Document Control Manager, about bringing the specification to the NGEN to review the changes made by Metro-North to the base PRIIA spec and choose to adopt some of them and incorporate them into a revised PRIIA NGEN spec. This process is in the early stages – just getting started.

Status Update: Amtrak Locomotive Procurement – 9-25-18:

On 9-25-18, Charlie King, Amtrak CMO, and NGEN Vice Chair, reported that the Long-Distance Diesel-Electric Locomotive procurement process is moving along with a review of vendor proposals underway by the Long-Distance Diesel-Electric Locomotive Committee within Amtrak. The committee is expected to report its findings by the end of October 2018 to the entire Amtrak procurement team. Charlie added that there are approximately 15-20 people involved in the evaluation process.

As for the Passenger Car/DMU RFI process, vendor responses are due to Amtrak by mid-October. Recommendations will be made to the Amtrak Board by around mid-November and after that Charlie will be able to provide more information to the NGEN.

Treasurer/Grant related Status Updates – 9-25-18:

- a. NGEN Grant Agreement modification – fully executed 9-14-18

On 9-14-18 the modification to the Grant Agreement, including a 12 month no cost performance period extension (through 9-30-2010) and an approval of the revised SOW, was fully executed. Steve Hewitt has provided all Board Members with a copy of the executed agreement.

b. Status: Discussions with AASHTO re: potentially changing to a monthly invoice process

On 9-25-18, NGENC Treasurer Tim Ziethen reported that he and Strat Cavros, AASHTO, have agreed to use the current process through this quarter (ending 9-30-18) and to begin in October using a monthly invoicing and reconciliation process.

Going to a monthly process would seem to be more efficient and useful especially from a review and audit perspective.

With the monthly process, AASHTO will receive payment sooner and from the review and audit process for Amtrak it will be much more useful.

- Document Control Update – 9-25-18:

On 9-25-18, DCM Tammy Krause, provided the following mid-year progress report to the NGENC Executive Board:

At the NGENC Annual Meeting in Washington DC on February 23, 2018 the following was presented as a task list for Document Control;

- Support Multi-State Car Procurement
- Reissue revised Bi-Level PRIIA Spec
- Support Current Dual Mode Locomotive Procurement and update the PRIIA Spec
- Revise the Single Level PRIIA Spec
- Improve Speed of the DCR process
- Reach Out to APTA/AAR etc.

Here is an update on the progress that has been made:

- Support Multi-State Car Procurement – This has been an on-going task. The Technical Subcommittee working groups have approved 18 DCRs this year for the Single Level Specification to support the procurement. Currently an additional 3 DCRs are being reviewed.
- Reissue revised Bi-Level PRIIA Spec – No progress to date.
- Support Current Dual Mode Locomotive Procurement and update the PRIIA Spec – Metro North RR is currently in the process of procuring Dual Mode locomotives. The PRIIA specification was used as the base document to create their specification. I am currently working with MNRR to incorporate the changes that they made to the specification. I will be creating DCRs for the changes which will be reviewed by the Technical Subcommittee working groups. After the complete review and approval process, the PRIIA specification will be updated.
- Revise the Single Level PRIIA Spec - Version B.1 was approved 6/5/18. This version has been compiled and is available through the website request. Since there is an active procurement, 4 DCRs have been approved by the Technical Subcommittee to create a version B1a, and an additional 3 DCRs are under review that will create version B1b. Eventually these versions will be consolidated and approved, then they will be submitted to the Executive Board as Revision B.2.
- Speed of the DCR process – No progress to date.
- Reach Out to APTA/AAR – APTA is aware of the specifications that we have written, and AAR is involved (Paul Jamieson) as a part of the Technical subcommittee industry group.

Additional Items;

- Four DCRs for specification 305-005, Diesel-Electric Locomotive, were completed to support the locomotive procurement.
- The Technical documentation list was updated 6/20/18.

- Acquisition and Ownership Best Practices Working Group 9-25-18:

On 9-25-18 NGEC Chairman, Eric Curtit, Missouri DOT, provided a status update of the activities of the NGEC Equipment Acquisition and Ownership Best Practices Working Group:

- The group last met on 9-6-18
- The four section Team Leaders provided updates on their sections of the DRAFT being developed.
- The four sections and their leaders are:
 - Planning – Jennifer Bastian, IDOT
 - Implementation – Momo Tamaoki, Caltrans
 - Revenue Service - Dick Bruss, Industry member
 - Long Term Operation Maintenance – Jason Biggs/Curt Massie, WSDOT
- Team Leaders will continue to work on their section DRAFTS.
- DRAFTS should be distributed for working group members to review and comment on in advance of the next call.
- Each Team leader will be asked to provide a status update on their progress on the next call – 10-4-18.
- Darrell Smith, an industry member, is working on Identifying best practices in how public procurement can support the uptake of innovation for the Rail Safety and Standards Board in the UK and the NGEC is seen as a unique model that will be included in the study. Darrell will keep the Working Group informed as the project progresses.

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 2018, the Technical subcommittee met twice, via conference call, on the 6th and the 20th.

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

- Status of the activities to update ECP Standards: This is an ongoing item which the Technical subcommittee is tracking. Status as of 9-20-18:

The ECP revenue service demonstration continued in June and July with the coaches in emulation service only due to overhauls being performed. No emulation faults were reported in this time-period.

APTA PRESS ECP standards will be distributed for Mechanical group voting in September.

Periodic Brake Maintenance:

As of 9-20-18:

The FRA has requested APTA PRESS Mechanical to support the codification of various existing waivers regarding brake periodic maintenance as cover under 49 CFR 238.309. Electronic air brake (NYAB and Wabtec), 26C, 26L and other types of brake equipment will potential be lengthened under this review. The

FRA has a short time window to prepare these updates for internal review and then be published in the Federal Register later this year.

- Backgrounder educational document:

The 2018 version of the NGENC Backgrounder is available electronically or by hard copy. Contact Steve Hewitt at shewitt109@aol.com for copies; if you desire hard copies, please tell Steve how many you need and provide a mailing address. As of 9-20-18, Steve has distributed a total of 465 copies (electronic and hard copies).

- AWG/RVACC Update:

Melissa Shurland, FRA, provided an update on the activities of the Accessibility Working Group and on the RVACC effort during the NGENC Annual Meeting. The presentation is available on line on the NGENC website at www.ngenc305.org.

As of 9-20-18 nothing additional/new has been reported. As for RVACC, Melissa reached out to the Access Board in July on the issuance of the proposed rule, and will keep the NGENC informed.

- Document Control Update as of 9-20-18:

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

Procurement Updates:

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

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

- Metro North Dual Mode Locomotive Procurement:

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

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

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

- AAR Updates:

TAG committee on LED Headlights as of 8-23-18:

On 7-25-18, Tarek Omar, FRA, reported that the committee is preparing for Phase two (Phase One having been completed). Once underway, Tarek will provide status updates as he did with Phase One. As of 9-20-18, Phase II has not yet begun.

- DEF-UREA Implementation Update as of 9-20-18:

DEF supply and usage are reported to be working well in all areas of the country where the Chargers are in use. No issues reported. The one item that is being worked on is the information needed from Amtrak on usage amounts, for invoicing in the Midwest in relation to the multi-state split.

This update is from April, but nothing new has been reported since that time. Next update will be provided as/when appropriate.

This is ongoing – no new report provided in September 2018.

- University of Nebraska study on High Speed wireless technology as of 9-6-18:

On 9-6-18, Hamid Sharif-Kashani provided a brief update on the University of Nebraska High Speed Wireless Study. They continue to develop simulator platforms and models for 4G and 5G technology on trains. Hamid expects the work to be complete in October 2018.

Hamid offered to work with any members of the NGEC interested in wireless data impacting things like DTL and impacts of different locations such as tunnels or mountains. They would love to work with NGEC members on a variety of scenarios that may need to be addressed.

Hamid also noted that they are doing a study regarding radar software in railyards. One example is radar to detect trespassers in railyards. Again, Hamid offered to assist any members of the NGEC interested in learning more about this effort.

The next update will take place on 10-4-18.

Contact Information:

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

- Update: Electronics on Trains Working Group:

On 9-6-18, Tom Sisler was unavailable but provided the following update for inclusion in the minutes:

The committee has met in August and discussed the DTL Software Specification PRIIA 305-920 and notes were captured. The next steps are to convert meeting notes in 305-920 and the meeting notes in the requirements document the committee is creating into two working drafts. The plan would be to run the two draft documents by the committee for tweaks.

Next update 10-4-18

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 2018, the Finance and Administrative Subcommittee met once, on the 19th.

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

Treasurer's Status Updates as of 9-19-18:

- a. Status – Execution of Amended Grant Agreement

Tim Ziethen reported that he has received the fully executed modification to the grant agreement including a 12-month extension of the performance period. The extension is in performance period

and does not increase funding (no-cost extension). The grant is for \$1,250,000 with \$231,189 spent to date. Tim added that “we can apply the unspent funds through the extension period”. The extension will run through 9-30-2020.

b. Next Steps?

Tim will provide (task complete) Steve Hewitt with the executed modification to the grant agreement for distribution to members of the Executive Board and posting as appropriate.

c. Discussions with AASHTO re: potentially changing to a monthly invoice process

On 9-19-18, Tim Ziethen, and staff, spoke with Strat Cavros, AASHTO, regarding changing the billing process to monthly rather than quarterly. Both parties have agreed to use the current process through this quarter (ending 9-30-18) and to begin in October using a monthly invoicing and reconciliation process. This will be a trial to see how it works and if it is good for both it will remain monthly, but if it does not work out, it will go back to the original process.

Going to a monthly process would seem to be more efficient and useful especially from a review and audit perspective. Under the current process, more than 50 pages of documentation are submitted, and if there are any questions they could be related to something that occurred 4 or 5 months back.

With the monthly process, AASHTO will receive payment sooner and from the review and audit process for Amtrak it will be much more useful.

Amtrak will check with FRA to see if their process will stay as it is (quarterly) or also move to monthly.

- Distribution Quarterly Grant Progress Report for April-June 2018:

Information for this report will be compiled as a part of this monthly activities report and prepared by Amtrak for submittal to FRA by October 31, 2018. The report will be transmitted to the NGEC Executive Board and the FASC during the first week of November 2018. The next quarterly report will be completed for the months of October, November and December 2018 and will be completed by January 31, 2019.

- Annual NGEC By-Laws Review:

On 9-19-18, Steve Hewitt reported that he has just begun the review of the By-Laws and will send any recommendations he has to Ray Hessinger in advance of the next call with the intent being to submit recommendations to the FASC by the call on October 17th. Steve noted that in his initial review he has not had anything jump out at him that would suggest any changes but will take a closer look before submitting his thoughts/comments to Ray.

- Developing a strategy for “making the case” for future federal funding for the NGEC – beyond 9-30-20:

On 9-19-18, NGEC Chairman, Eric Curtit, commented that he was pleased that the modification has been executed and that the NGEC performance period is extended through 9-30-2020. Looking beyond that time frame for securing future federal funds, Eric believes that the most useful tool remains the two-pager. He suggests that states bring the two-pager with them whenever meeting with members on the Hill or at home to educate what the NGEC is and what it has accomplished this far, as well as its value going forward. He also noted that he and Steve Hewitt have talked about taking another look at the two-pager to see if it should be tweaked to better make the case.

Tom Ziethen interjected that “we will need to monitor spending because the last quarter (July-September 2020) could be tight if we ramp up our spending”.

The 514 Subcommittee:

The responsibilities associated with the 514 subcommittee have been officially moved to SAIPRC with the execution of the NGEC revised SOW and GARF.

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 Review Panels for the NGEC did not meet during the month of September 2018

Milestones – Quarterly update (July 1, 2018 through September 30, 2018)

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

During the last quarter, the 514 Subcommittee responsibilities transferred to the SAIPRC. During this quarter, on 9-14-18, the Revised SOW and amended grant agreement was formally executed by Amtrak and FRA, and 514 activities were officially transferred to SAIPRC. The NGEC Grant agreement modification also included a 12 month no-cost extension of the grant performance period taking it through 9-30-2020.

Bi weekly meetings:

Throughout the quarter, the NGEC Executive Board and the Technical subcommittee held bi-weekly conference call meetings. Exceptions – in September, the Executive Board met once – on the 25th due to the AASHTO CORT, SPRC and SAIPRC all meeting in Miami on the week of 9-11-18, which caused a schedule conflict with NGEC Executive Board members.

Monthly meetings:

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

Dissemination of educational/informational pieces:

During the quarter, the updated two-pager, formally released on 2-23-18, continued to be available electronically and in hard copy by request through NGEC Program Manager Steve Hewitt. As of 9-30-18, 465 copies have been distributed. The document is also posted on the opening page of the NGEC website at www.ngec305.org

NGEC Annual Meeting:

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

The next Annual Meeting will take place in February 2019 – in Washington, DC.

Annual Review of NGEC By-Laws and Operating Procedures:

During the quarter ending December 31, 2017, the NGEC Executive Board adopted Revisions to the NGEC By-Laws and Operating Procedures per its requirements. The changes were proposed by the NGEC Finance and Administrative Subcommittee after a complete annual review and were

subsequently adopted on 12-19-17 by the Executive Board. The primary revisions to the document addressed the requested move of the 514 subcommittee from the NGEC to the SAIPRC.

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

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

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.

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.

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

Review/Update of NGEC Specifications (Document Control):

This activity is ongoing and on track:

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

- Support Multi-State Car Procurement – This has been an on-going task. The Technical Subcommittee working groups have approved 18 DCRs this year for the Single Level Specification to support the procurement. Currently an additional 3 DCRs are being reviewed.
- Reissue revised Bi-Level PRIIA Spec – No progress to date.
- Support Current Dual Mode Locomotive Procurement and update the PRIIA Spec – Metro North RR is currently in the process of procuring Dual Mode locomotives. The PRIIA specification was used as the

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