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

Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: March 2023

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, considering 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: George Hull, Amtrak

Secretary: John Oimoen, IDOT

Treasurer: Tim Ziethen, Amtrak

The Executive Board holds bi-weekly conference calls – Tuesdays at 11:30am Eastern.

During the month of March 2023, the Executive Board met twice on the 7th and 21st.

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

- Balance/Spend Rate Through December 2023

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

Expenses Incurred through December 2022: \$1,084,266.24

Balance remaining: \$165,733.42.

Estimated spend at current rate for balance of the Grant: \$130,112.01

Current Spend Rate per month (as info and used in calculating): \$14,456.89.

Estimated Balance at the end of the Grant Period: \$35,621.00.

Forecast:

Remaining Funds through December 2022: \$165,733.26
 Balance Run Rate: \$35,621.25
 Carry Forward Balance: \$15,008.00
 Available: \$50,629.25

Expenses Above Run Rate:

Larry Salci: Tech Review: \$19,131.35
 Casamar/TLK: \$22,346.30
 Website Refresh: \$10,000.00
 Annual Meeting Travel/Misc.: \$3,000.00

Forecast Above Run Rate: \$ 54,477.65

- Status – CRISI Grant application:

The Amtrak – NGEC CRISI Grant Application was submitted on time on November 30, 2022.

The request is for \$2 million over 5 years with Amtrak picking up the requires 20% match (\$400,000) from non-federal funds.

The application package had many letters of support from industry, individual states, consultants, and associations such as AASHTO, RPA and SPRC.

It is anticipated that the NGEC will hear if the CRISI Grant Application has been approved in the May-June timeframe.

- Path Forward:

On 3-7-23, the Executive Board accepted the FASC Recommendations to:

Continue to monitor the current funding and expenditures closely.

Accept the reduced scope and budget for Casamar through 9-30-23.

Continue to look at alternate funding sources.

Make a hard decision no later than June 2023 based on what happens with the CRISI Grant application.

Request other Amtrak projects sources to fill the gap if there is a shortfall - possibly \$10-\$15,000.

Look for bridge funds or pre-award funding depending on the results of the CRISI Grant application.

- 2023 NGEC two-pager:

The NGEC 2023 backgrounder/educational document was released in January and formally introduced during the Annual Meeting. To date 330 copies have been distributed (hard and soft).

- Multi-State Rail Car Procurement (provided by Caltrans) as of 3-21-23:

The remaining Cab Car FDR submittals are in the final closure stage and the Cab Car dynamic framing representative approach has been submitted to FRA for review, with comments from FRA received. IDOT Café Car system level FDR reviews are nearly closed.

The Cab Car Collision and Corner Post Appendix F test reports are approved. The Cab Car emergency egress demo occurred on October 25 with Amtrak and FRA in attendance. The Car Complete FAI for Cab Car is tentatively scheduled for June or July.

125 cars are in production or have been produced at Siemens Sacramento Facility. IDOT coaches are currently in revenue service and Caltrans is planning revenue start first half of 2023 once all necessary agreements are in place.

- Metro-North Dual Mode Locomotive Equipment as of 3-21-23:

- *Siemens is preparing a Change Offer for Bench Test Equipment (BTE) per Metro North's direction.*
- *MNR is reviewing Change Offer COR-10 Maximum Weight Increase – Phase 1 – DEF tank.*
- *FAI execution and planning continued through the month of February with motor and gear box FAI, coming up in March 2023.*
- *Monthly Quality Meeting took place during the face-to-face project meeting on February 22nd.*
- *Metro North and Siemens are planning a pre-FAI current collector shoe review meeting with Schunk in NYC on March 28th and 29th.*
- *System Test progressed with ultra cap rack and alternator start testing.*
- *SMI submitted 34 FDR documents to MNR and received comments back from MNR on all of them, 28 topics are closed.*

- Amtrak Equipment Procurement Update – as of 3-21-23:

On the Acela – Work is progressing well with one trainset now in production.

On the Charger Locomotives – There are thirty locomotives – twenty-eight have been shipped. Two are to be shipped in the next few weeks. There are twenty in service. They are operating on the Empire Builder, the City of New Orleans and the Coast Starlight.

On the Airo trainsets– they continue with Final Design Review and the first shell is now in production.

- Connecticut DOT Rail Car Procurement as of 3-31-23:

This procurement has advanced to the “cone of silence” phase.

Nothing new was reported in March 2023.

- VIA Rail Equipment Procurements:

A detailed update presentation was provided to the NGEN during the Annual Meeting on 2-3-23. The presentation is posted in the Meetings section of the website at www.ngec.org

Next Update: As Appropriate

- Document Control Progress Report – 3-21-23:

- Tammy Krause provided the following timeline for the completion of the technical writing for the Bi-Level Specification update to Revision D.

Timeline to complete Bi-Level technical writing.

I met with Camren and we worked out the following timeline for the completion of the Bi-Level Specification:

Task	Hours	Timeframe
<i>Prepare Table of all changes to the specification</i>	16	3/20 – 4/7
<i>Change the Specification per the approved changes</i>	50	4/8 – 5/19
<i>Review entire specification for any formatting issues</i>	4	5/19 – 5/26

This is a time period of 10 weeks for 70 hours of work, there are 129 changes to be completed.

Steve Hewitt asked if she had a plan of action for the remaining 6 months of the current performance period. Steve mentioned that he and the Chair had discussed the fact that we do not stop progressing the work of the committee. Yes, we need to be cognizant of the budget, but much of the work that is done – particularly by the technical working groups is in-kind service.

Steve noted that in her presentation at the Annual Meeting, Tammy had provided a list of items to be completed in 2023. Steve had reprinted those in the agenda asking that Tammy provide a plan of how she intends to proceed. (See below – excerpt from the Document Control Annual Meeting presentation). Steve stressed the point that it is important to continue to move forward with the work and that starts with the technical working groups. They will need direction from the Document Control Manager (Tammy Krause) to proceed with what she deems as the most important work that will advance the NGEN's efforts while awaiting solutions to funding beyond 9-30-2023.

Tammy Krause said that she would rather take this up with the Technical subcommittee on its next call. Steve Hewitt said that is fine, but they will need her direction and recommendations as to what is the next priority – especially in updating specifications. Ray Hessinger agreed that this can be taken up on the Technical subcommittee call next week. He noted that priority in specification updates should be based on what may be coming up for procurement in the near future.

Ray also agreed with the points made by Steve Hewitt, that the work of the committee should not stop. Yes, the funding is what it is currently, but work should proceed through the working groups and should be prioritized. This work should be based on prioritization while not incurring additional costs.

Excerpt from Annual Meeting Presentation - below:

- Continue to review the APTA PRESS Standards and Recommended Practices for updates that may require changes to our specifications.
 - Update the Single Level Specification. It is currently at Revision B2, dated 1/12/2019.
 - Update the Diesel Electric Locomotive Specification. It is currently at Revision B, dated 6/20/2017.
 - Review "Emerging Technologies" for alternative propulsion options.
- Carry over from 2022:

Priority Area: Review/update NGEN Reference and Drawings series 305-900 and 305-800.

On this item – Tammy noted costs would need to be incurred in developing drawings unless Amtrak would take that up.

On the other items above, Tammy will address those with the Technical subcommittee and make assignments to the technical working groups.

Action: On the 3-30-23 Technical subcommittee call, Tammy Krause will address with the Technical subcommittee issues related to prioritizing work going forward through the end of the current grant performance period. Following the discussion and input from members Tammy will make assignments to the technical working groups. The intent is to move forward and be in position to complete updates with technical writing and technical review once new funding is in place.

Technical subcommittee

Chair: George Hull, Amtrak

Vice Chair: Joe Paul, Amtrak

The Technical subcommittee holds bi-weekly conference calls on Thursdays at 3:00pm Eastern.

During the month of March 2023, the subcommittee met on the 2nd and the 30th:

Key decisions and action item updates from the month of March 2023, included:

- Backgrounder educational document:

The 2023 NGENC two-page educational document/handout was released in January and distributed widely during the Annual Meeting on 2-3-23.

It remains available in electronic or hard copy versions. Requests should be sent to Steve Hewitt at shewitt109@aol.com

To date 330 copies have been distributed.

- Document Control Update as of 3-30-23:

On 3-21-23, Tammy Krause was asked by the NGENC Executive Board to prioritize the next steps in her work plan as presented at the Annual Meeting. Steve pointed out that it is important that activities do not cease while the Committee awaits the FRA's decision on Amtrak's NGENC CRISI Grant application. It is better to finish the ongoing technical writing of the Bi-Level specification Revision D, but not stop there. There are other items in the work plan Tammy presented at the Annual Meeting that should progress at the working group level and be ready to go through the full document management procedures once funding is provided beyond the end of the current grant agreement performance period. On 3-21-23, Tammy suggested that it would be better to hear from the technical subcommittee first, before determining what PRIIA specs should be updated next.

Tammy Krause provided the following report/update:

The Bi-level specification is currently being revised and I will let you know when it is completed. The anticipated completion date is May 2023.

The current tasks for document control and the technical subcommittee are:

1. Determine which equipment specification should be updated next. (below is the list of specs and the last update)
 - a. Next Generation Dual Mode Passenger Locomotive – IR 2/2/16
 - b. Next Generation Diesel Electric Locomotive –Revision B 6/20/17
 - c. Next Generation Single Level Car – Revision B.2 2/12/19
 - d. Next Generation Trainset –Revision B 10/22/19
2. Review and update as needed, the PRIIA Support Technical Drawings and Specifications.
 - a. There are 27 documents and drawings.
 - b. They will be sent to the technical working group team leaders to review with their groups.
 - c. The distribution would be:
 - i. Interiors – 5 documents and 5 drawings
 - ii. Electrical – 6 documents and 1 drawing.
 - iii. Mechanical – 4 documents and 5 drawings
 - iv. Communications – 1 document
3. Review the updated APTA PRESS Standards and Recommended Practices:
 - a. There are at present 16 APTA documents that have been updated and released since the first PRIIA specification.
 - b. They will be sent to the technical working group team leaders to review with their groups.
 - c. The distribution would be:
 - i. Structural – 1 document
 - ii. Interiors – 1 document
 - iii. Mechanical – 14 documents

Tammy added that the primary question is which of the specifications should be taken up next for updating. Should it be in the order of the oldest or is there an upcoming procurement which would be using a specific spec – making that the priority. One exception noted by Tammy was the Dual Mode Locomotive specification which is currently being used for the Metro-North procurement and it would be best to wait until that procurement is complete and look at lessons learned.

George Hull asked the states on the call if they had a preference. Hearing none, he recommended the subcommittee proceed with updating the oldest to the newest - in that order. The one exception would be

the Dual Mode Locomotive specification which would be on hold until the Metro-North procurement is completed. (The next oldest would be the Diesel-Electric Locomotive spec)

Jeff Gordon, FRA, asked if there was an actual work plan? Steve Hewitt commented that the work plan is what was presented by Tammy Krause at the Annual Meeting, and the Board is asking her to prioritize those activities to be sure progress is made over these next 6 months while awaiting word on the CRISI grant or other funding options beyond the 9-30-23 grant agreement performance period. The work plan is basically the items listed in today's agenda.

Jeff asked Tammy to what extent was the review of the APTA PRESS Standards and Recommendations?

Tammy responded that it was a peripheral review to see if/how those standards impact the PRIIA specs. She added that APTA has modified the way standards and recommended practices are identified, so the PRIIA specs, at a minimum, should be modified to match the current nomenclature.

Jack Madden asked if the Amtrak procurement of the Diesel-Electric Locomotives used in the Airo trains is in the same boat as the Metro-North Dual Mode Locomotive.

George Hull responded that the Airo's are considered trainsets and are further along. He does not believe it is the same situation.

Ray Hessinger agreed and added that "my concern" on the Dual Mode Locomotive procurement is that there be a technical subcommittee review while FDR and FAI is underway and changes are made before they can finish the vehicle.

Ray added that the Chargers (Diesel-Electric Locomotive) have been in production for several years and are in service in many locations. It would be good to see how much has changed or is changing. This is a more mature specification which is in production and probably should be the "next one up" for updating.

George Hull agreed and added the Airo is part of a trainset and is further down the road in the process. On the Long Distance Locomotives there have been a lot of lessons learned by the states making it prime candidate for the next review and update.

Jeff Gordon, commented that the Executive Board should be the ones to tell the subcommittee which is the priority, not the other way around.

Steve Hewitt noted that that is why Tammy was asked to have this discussion with the Executive Board on 3-21-23 and she asked to first take it to the technical subcommittee to get its input. The subcommittee is being asked to make recommendations to the Executive Board which meets next week (4-4-23).

George Hull agreed, as did Ray Hessinger. George will present the subcommittee's recommendations to the Executive Board next week and Tammy Krause can describe implementation.

Dave Warner suggested that the discussion with the Board be framed to say something like - in absence of any compelling vehicle procurement in need of a specific spec update, the subcommittee is recommending that it begin review of the support and administrative documents (305-800 and 305-900 series) that have not been looked at for a dozen years as well as a review of the APTA press Standards as they relate to the PRIIA spec. Steve Hewitt added that the recommendation should also note that the next specification update will be the Charger Locomotive (Diesel-Electric Locomotive) and that, basically, along with the administrative updates, the specification updates will begin from the oldest to the newest with the exception of the Dual Mode Locomotive spec which will be looked at after the current procurement is complete and a lessons-learned review can take place.

Action: On 4-4-23, George Hull will present the subcommittee's recommendations for prioritizing its activities. Tammy Krause will discuss implementation.

- Communications Working Group that has been formed from the Electronics on Trains Working Group. The focus is on-car communications. The sunseting of the Digital Hardware Specification and stopping work on the Software specification was approved by the Executive Board on 8-23-22. The working group has begun to meet.

Ken Martin is the team leader and keeps Document Control Manager, Tammy Krasue apprised of activities.

Multi-State Car Procurement - Caltrans (Lead State) update as of 3-30-23:

The remaining Cab Car FDR submittals are in the final closure stage and the Cab Car dynamic framing representative approach has been submitted to FRA for review, with comments from FRA under review. IDOT Café Car system level FDR reviews are nearly closed.

The Cab Car Collision and Corner Post Appendix F test reports are approved. The Cab Car emergency egress demo occurred on October 25 with Amtrak and FRA in attendance and the Car Complete FAI for Cab Car is tentatively scheduled for July.

127 cars are in production or have been produced at Siemens Sacramento Facility. IDOT coaches are currently in revenue service and Caltrans is targeting revenue start in May of 2023 once all necessary agreements are in place.

- Metro North Dual Mode Locomotive Procurement as of 3-30-23:

Metro-North and Siemens are finishing Final Design Review with only a few yet to be resolved. The first car shell is in production in at the Siemens facility Sacramento, Ca. The initial FAI's are being scheduled.

- Amtrak Equipment Procurement Updates as of 3-30-23:

On the Acela – Work is progressing well.

On the Charger Locomotives – There are 22 locomotives in service and 30 units on site.

On the new Airos – they continue with Final Design Review and the production of the first car shell is complete and going through inspection.

- Connecticut DOT Rail Car Procurement:

This procurement has advanced to the “cone of silence” phase.

- University of Nebraska study on High Speed wireless technology as of 3-31-23:

A detailed update presentation was provided to the NGEN during the Annual Meeting on 2-3-23. The presentation is posted in the Meetings section of the website at www.ngec.org

- Working Group on Specification Weight Issues:

On 3-30-23, Jeff Gordon, FRA, and the working group team leader, reported that he intends to update the document based on working group feedback rather than schedule a meeting. He will then ask for input from the members via email. His issue is that he has been called for Jury duty and if enpaneled could be serving for 3 months and he would not be able to hold a working group meeting. If he is not enpaneled, this may change, but for now he intends to begin updating the document based on feedback received to date.

Steve Hewitt asked Jeff to let him know when he is ready to present an update to the technical subcommittee and he will add it to the agenda at that time.

The Finance and Administrative Subcommittee

Chair: Tim Ziethen, Amtrak

Vice Chair: Brian Beeler II, NNEPRA for Maine DOT

Second Vice Chair: John Oimoen, Illinois DOT

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

During the Month of March 2023, the Finance and Administrative Subcommittee met on the 1st and the 29th.

Key decisions and action item updates from the month of March 2023 included:

- **Treasurer's Update as of 3-29-23:**

Balance/Spend Rate Through December 2023

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

Expenses Incurred through December 2022: \$1,084,266.24

Balance remaining: \$165,733.42.

Estimated spend at current rate for balance of the Grant: \$130,112.01

Current Spend Rate per month (as info and used in calculating): \$14,456.89.

Estimated Balance at the end of the Grant Period: \$35,621.00.

Forecast:

Remaining Funds through December 2022: \$165,733.26

Balance Run Rate: \$35,621.25

Carry Forward Balance: \$15,008.00

Available: \$50,629.25

Expenses Above Run Rate:

Larry Salci: Tech Review: \$19,131.35

Casamar/TLK: \$22,346.30

Website Refresh: \$10,000.00

Annual Meeting Travel/Misc.: \$4,000.00

Forecast Above Run Rate: \$ 54,477.65

Balance Favorable/Unfavorable: \$ (3,848.40)

Strat Cavros, AASHTO added that AASHTO has submitted the January invoice in the amount of \$18,348.41. He added that this amount includes Casamar.

Strat also noted that the February invoice would be in the amount of \$26,456 and would include \$10,000 for iEngineering.

Steve Hewitt asked if Larry Salci's has been paid. Strat said that payment would be included in the March invoice.

Determining if gap funding will be needed and how much?

Tim reported that he has not yet heard back from the Amtrak grants office regarding gap funding if the expenses result in the negative. Currently projections would be that the Committee will be in the negative at around \$4,000, but there are variables that could change that either to the good or could be worse. Thus far, all numbers are coming in as anticipated in the forecasts.

Tim also noted that if the Amtrak NGEC CRISI grant application is approved, there will be a need for bridge funding in anticipation of the funding being obligated. The process usually takes about 6 months and the CRISI grant announcements will not come out until the May-June timeframe.

Tim also noted that he has not heard back from Amtrak grants on this question or on the issue of other options which would potentially include approaching FRA with a direct request for funding if the grant application were not approved.

Ray Hessinger suggested that “we have it Teed up” for immediately after the May-June timeframe to go directly to Amit Bose with a request for funding if a CRISI grant is not awarded.

Ray added that this action should be ready to go, but not acted on until the CRISI grants have been announced.

Tim agreed and added that this is one of the discussions he will have with Amtrak grants as to how and when to approach FRA.

- Conveying the message as of 3-31-23:

The NGEC 2023 background/educational document was released in January and distributed widely during the 2-3-23 NGEC Annual Meeting. It can be requested in hard or soft copy by contacting Steve Hewitt at shewitt109@aol.com

To date 330 copies have been distributed.

The website refresh is completed and is up and running. The new website is: www.ngec.org.

- Quarterly Grant Agreement Progress Report to FRA

All reports have been submitted on time. The report for the period ending 12-31-22 was submitted to FRA by the due date of 1-31-23.

The next report will be due to FRA by 4-30-23.

- By-laws changes to allow activities that will increase public awareness:

The recommended changes were adopted by the Executive Board on 12-13-22 and have been provided to AASHTO for posting to the new website.

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 NGEC Bi-Level Rail Car Specification Review Panel was convened by the Chair in January and on February 14th the Panel went through the DRAFT Review Panel Report and Recommendations prepared by technical consultant Larry Salci. The Panel recommended approximately 20 additional revisions and on February 17th approved the Report and its Recommendations as revised by Mr. Salci in an electronic vote. On 2-21-23, the Report and its Recommendations was adopted by the Executive Board and the changes that will comprise 305-001 Revision D were sent to the technical writer for incorporation into the spec.

Milestones – Quarterly update (January 1, 2023, through March 31, 2023)

Bi-weekly meetings:

Throughout the quarter, the NGEC Executive Board and the Technical subcommittee held bi-weekly conference calls with exceptions as noted due to schedule conflicts.

All business of the Board, the Technical subcommittee and the Finance and Administration subcommittee continued to progress throughout the quarter.

Monthly meetings:

During the quarter, the Finance and Administrative Subcommittee (FASC) met once per month, including the Annual Meeting and, due to how the calendar played out, met twice in March – on the 1st and 29th.

Dissemination of educational/informational pieces:

The 2023 two-page educational/backgrounder was released in February 2023. To date, 330 hard and soft versions have been distributed to NGEC members and various associations.

The website refresh was completed last quarter, and the new website is up and running and receiving positive feedback. The domain is: www.ngec.org.

NGEC Annual Meeting:

The (13th) Annual Meeting of the NGEC took place virtually on 2-3-23 and was the NGEC's second Hybrid (in-person and virtual) meeting. The meeting was attended by approximately 110-115 members.

The NGEC's 2024 Annual Meeting (the 14th) has not yet been scheduled, but it is anticipated that it will take place in February 2024 in Washington, DC.

Annual Review of NGEC By-Laws and Operating Procedures:

The 2022 By-Laws review has been conducted. On 12-13-22, the NGEC Executive Board adopted revisions recommended by the Finance and Administrative subcommittee.

The By-Laws revisions, as approved on 12-13-22 have been incorporated into the document and it was distributed to all Board members in January 2023 and is posted to the NGEC website at www.ngec.org.

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.

All quarterly reports to date have been submitted on time to FRA.

The first quarterly report for FFY 2023 for the period covering 10-1-22 through 12-31-22 was submitted to FRA by 1-31-23.

The second quarterly report for FFY 2023 for the period ending March 31, 2023, is due to FRA by 4-30-23.

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 coordinated with the Grant Agreement and consistent with the budget and SOW. Currently, Amtrak and AASHTO are in the process of developing their contract extension and, following its execution, AASHTO has been directed to do the same with the sub-contracts identified in the SOW and noted in the adopted motion inserted below.

“As was intended in past NGEC budget approvals and to ensure compliance with the Audit of Grant Agreement of March 27, 2013, and the NGEC's updated Procedure of Establishing Contract Support adopted August 6, 2013, the NGEC authorizes Amtrak to contract with AASHTO for administrative support services as well as subsequent sub-contracts per the statement of work for entities such as; with Hewitt Consulting for Manager of Support Services, and with SalciConsult for Specification Consultant services. In addition, with the Federal Railroad Administration's June 8th, 2015, approval of the NGEC's Supplemental Statement of Work and related budget extension through September 30, 2017, and its subsequent approval of the Statement of Work and Budget included in the Grant Agreement executed on October 26, 2016 for the period beginning October 1, 2016 through September 30, 2019,

Amtrak is authorized to extend its agreement with AASHTO and AASHTO's sub-consultants in accordance with the Statement of Work."

Adopted by the NGEC Executive Board on 6-6-17.

On 9-26-17, AASHTO and Amtrak executed a contract extension for NGEC Support services to continue from 10-1-17 through 9-30-19. On 9-27-17 AASHTO executed a contract modification with Hewitt Consulting – (Steve Hewitt) extending the NGEC Manager's contract for the period 10-1-17 through 9-30-19.

In the fourth quarter, 2017 – AASHTO and Amtrak executed a contract extension for technical support (spec writing) with Casamar – extending the contract through 9-30-19.

During the fourth quarter, NGEC Revision Control Coordinator (RCC), Tammy Krause, Amtrak, accepted the separation agreement and announced her departure to the NGEC Executive Board – effective 12-31-17. To fill the void created by this change, Amtrak has temporarily assigned these responsibilities to Michael Burshtin, Amtrak, and has begun taking steps needed to potentially subcontract this work similarly to how the other NGEC support services are provided. The SOW was revised by the NGEC Executive Board during this quarter to provide the flexibility to have the duties of the RCC conducted in house – Amtrak – or be subcontracted to a consultant. The Amtrak and FRA grants offices are reviewing the proposed change and, if approved, a sole source contract will be executed per NGEC Contract Management procedures.

As of 3-31-18, and as noted previously in this quarterly report, the NGEC Grant Agreement SOW revisions have been submitted to FRA and are under review. It is anticipated that the revisions will be approved and executed in April 2018. Simultaneously, the actions necessary to execute a contract for the Document Control Manager (DCM) have progressed with a revised SOW and budget having been submitted by the prospective sole source contractor for review and approval of the NGEC Treasurer and the Technical Subcommittee Chair who will be responsible for managing the work of the DCM.

During the quarter ending June 30, 2018, per the NGEC process, AASHTO executed a contract with TLK Associates, LLC (Tammy Krause) to perform the Document Control Management responsibilities, as identified in the SOW and budget, and as previously approved by the NGEC Executive Board.

During the quarter ending September 30, 2018, the FRA and Amtrak executed a no-cost 12-month extension (as approved by the NGEC Executive Board and formally requested by Amtrak) of the NGEC Grant Agreement. This extends the grant performance period to 9-30-2020.

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

In December, the Executive Board Chairman approved a contract modification extending the document control manager's contract through 9-30-20.

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

In the quarter ending December 31, 2019, the FRA confirmed that a no-cost NGEC grant agreement extension can be for multiple years and has recommended that Amtrak (and the NGEC) make the formal request by July ,2019 to fit within the window for extension requests (July -September). The NGEC Executive Board agreed with the FASC recommendation that the grant agreement extension be for a 36-month period (10-1-2020 through 9-30-2023) and will formalized its request in January 2020.

In January 2020, Amtrak submitted the formal request (GARF) for a 36-month no-cost extension. It is currently in the review process at FRA with the intent being to approve/execute the agreement extension sometime in May 2020.

As of 6-30-20 – the FRA is reviewing the grant extension request with consideration of approval anticipated to occur soon.

As of this quarter, (ending 6-30-20) all NGEC subcontractor/consultant contracts are current.

On 9-16-20, the FASC Chairman announced that the FRA and Amtrak had approved and executed a 36 month – no cost NGEC grant agreement extension. This would extend the NGEC grant agreement through September 30, 2023.

The scope and activities identified in the grant agreement remain the same and the work of the committee will continue as described there-in.

As of 9-30-20 – the subcontractor/consultant contracts are current. As of the end of business on 9-30-20, they will need to be extended coordinated with the 36-month extension. The first step in this process is for Amtrak and AASHTO to extend the AASHTO contract for the 36-month period. AASHTO would, in turn, extend the subcontractors contracts for the same period as per the motion adopted by the NGEC Executive Board on 6-6-2017 and per Chairman Ray Hessinger's instructions during the Executive Board web conference held on 9-22-20.

In October 2020, all contract extensions (Amtrak/AASHTO) and ASSHTO/Hewitt, AASHTO/Krause and AASHTO/Casamar) were executed and will run through 9-30-23.

As of 9-30-21, all contracts are up to date and active.

As of 12-31-21 all contracts are up to date and active.

As of 3-31-22 all contracts are up to date and active.

As of 6-30-22 all contracts are up to date and active.

As of 9-30-22 all contracts are up to date and active.

As of 12-31-22, all contracts are up to date and active.

As of 3-31-23, all contracts are up to date and active.

Review/Update of NGEC Specifications (Document Control):

This activity is ongoing:

Activities specific to this quarter:

During this quarter, the Bi-Level Specification Revision D was adopted by the NGEC Executive Board and is with the technical writer to be finalized.

The working group on weight issues is close to completing its work and will provide an update next quarter to the NGEC Technical subcommittee.

The By-Law Revisions were adopted by the Executive Board and have been posted to the website.

The website refresh was completed is up and running at www.ngec.org. Updates and new information are submitted regularly by Steve Hewitt to AASHTO for posting.

A CRISI grant application (Amtrak as the applicant) for new funding for the NGEC was submitted to the FRA prior to the due date of 11-30-22 and has been uploaded by FRA. The application was submitted with enthusiasm expressed by states, Amtrak, associations including AASHTO, States for Passenger Rail Coalition, (SPRC), the Rail Passengers Association (RPA) and the manufacturing and supply industry through letters of support.

In this quarter, the NGEC Executive Board accepted the Finance and Administrative subcommittee's recommendation, to continue its activities – funding permitted and closely monitor expenses. In June, the Board will take another look at where things stand and adjust as appropriate.