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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: December 31, 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 will hold web- conference calls every 4 weeks on – Tuesdays at 11:30am Eastern.**

During the month of December 2023, the Executive Board met once – on the 19th.

Highlights, decisions, and action items status updates from the month of November include:

Treasurer's Report – 12-31-23:

**- Balance/Spend Rate Through September 2023 – end of prior Grant:**

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

Expenses incurred through September 2023: \$1,257,530.66

Balance remaining: (\$7,530.66).

Current Spend Rate per month (as info and used in calculating): \$15,150.97.

Estimated Balance at the end of the Grant Period: (\$7,530.66).

Amtrak is seeking reimbursement for funding the overage in September.

On the new "interim" 12-month funding, Tim will be providing Steve Hewitt with the Balance and Spend rate info. The amount budgeted for the 12-month period is \$260,000. The current run rate continues to be about \$15,000 per month.

**Prior Grant Agreement Close-out items – actions:**

There will be certain close out actions required by the end of March 2024. Tim is working with the Amtrak grants office to identify what those actions are.

**Status – Contract Modifications Amtrak/AASHTO and AASHTO/Sub-Contractors:**

Tim is working with AASHTO and may need to do a new contract with them rather than a simple extension. Seems to be a difference of opinion about the funding levels with the actual amount being more than what AASHTO understood (this is a good thing – in that there is more actually available rather than less). The \$260,000 budgeted should leave the NGEC in a positive balance at the end of the period.

**Seeking Long-Term Funding – discuss next steps/options:**

Tim Ziethen reported that there still needs to be discussions of long-term funding. He noted that another CRISI NOFO will be coming out next year and Amtrak could, again, apply for funding for the NGEC through that program. Tim also noted that Amtrak and FRA are planning to meet to discuss other potential funding options. He added that the FASC will begin discussions of alternate funding sources as well on the next call – 1-4-24.

**By-Laws Annual Review – FASC Recommendation**

In December, the Executive Board accepted the FASC recommendation that no changes be made to the By-Laws for 2023.

**NGEC two-pager updates for 2024 version – FASC Recommendations:**

The Executive Board has accepted the changes recommended by the FASC and has asked Steve Hewitt and Ray Hessinger to finalize choice of photos and provide Laura Seabaugh, MODOT with the recommended changes and photos for formatting and finalizing the 2024 version.

Joe Paul, Amtrak agreed to provide updated numbers on the Chargers. He has agreed that 68 is the correct number for the Venture Cars in service.

- Metro-North Dual Mode Locomotive Procurement – Ray Hessinger, NYSDOT:

Ray Hessinger provided the following update:

Metro-North (MNR) has picked up options for 8 additional locomotives (Base is 19), CTDOT picked up options for an additional 6 locomotives.

Metro-North (MNR) and Siemens conducted the FAI for the truck completely assembled (with pre-series Schunk current collector installed) in the Siemens factory in Sacramento on 11-29-23.

On 11-29-23, Siemens and Metro-North performed the data maintenance demonstration of truck and collector assemblies.

MNR Locomotive #301 completed low voltage cable tray installation and is progressing towards machine room complete and ready for install.

MNR Locomotive #302 completed car shell painted and ready for final assembly and is progressing according to schedule in sub-assembly.

MNR, LIRR and Siemens started technical design clarification meetings and agreed on a monthly meeting going forward.

All FDRs are finalized and closed.

- Multi-State Rail Car Procurement as of 12-19-23 (provided by Caltrans):

The remaining Cab Car FDR items are in the final closure stage. The Cab Car MCAT simulation report has been approved by the states and the FRA. IDOT Café Car system level FDR reviews are complete, and the requested Café Car MCAT simulations have also been approved by FRA.

The Cab Car Complete FAI and FRA sample car inspection occurred in July with open items in review and closure.

137 cars are in production or have been produced at Siemens Sacramento Facility. IDOT coaches are currently in revenue service and Caltrans and Amtrak have completed shakedown testing of the first trainset, with revenue service pending some final maintenance items.

Kyle added – good news – that they expect to have a “quiet rollout” of the first trainset beginning Thursday, 12-20-23, with a bigger event with the governor involved after 30 days of being failure free.

- Amtrak Equipment Procurement Update – as of 12-31-23:

On the Charger Locomotive:

57 of 125 units have been delivered or are in progress and 42 are in active service and are expanding to more routes.

On the Airo Trainset:

There are 22 vehicles in production – 20 railcars and 2 locomotives.

On the Acela:

Waiting on FRA to finish review of Test Plan – anticipated by next Wednesday (12-27-23).

On the Long Distance Fleet:

The release of the RFP is expected to occur shortly.

On the Long-Distance procurement – an RFP should be out by the end of the year.

- Connecticut DOT Rail Car Procurement:

On 10-12-23, Marci Petterson reported to the Technical Subcommittee that the kick-off meeting was held and they have begun pre-design meetings.

No update provided in December.

Next Planned Update: 2024 NGEC Annual Meeting 2-2-24 (CtDOT invited)

- VIA Rail Equipment Procurements:

A detailed update presentation was provided to the NGEC during the Annual Meeting on 2-3-23. The presentation is posted in the Meetings section of the website at [www.ngec.org](http://www.ngec.org)

Next Planned Update: 2024 NGEC Annual Meeting 2-2-24 (VIA Rail has accepted the invite to provide an update presentation “virtually” during the NGEC 2024 Annual Meeting.

- Document Control Progress Report – 12-19-23:

Update Specification 305-901 has been signed by Ray Hessinger; it is currently with George Hull for signature.

I have updated the WG Member Lists and sent them to the WG Leaders. I did have a few additions and will be sending a revised member list to Steve Hewitt.

- Filling Vacancies:

NGEC Executive Board – Specification Review Panels/Members: 2024

Ray Hessinger, once again, reported on several Review Panels that have vacancies. The vacancies are seats that have always been filled by IDOT and Caltrans, and still should be.

Consultants/ Technical Support to the Review Panels:

Review Panel Consultant – Larry Salci

NGEC Support – Steve Hewitt

Technical Support – Tammy Krause

Amtrak Technical Support – Mike Kraft

Bi-Level Car Review Panel:

Ray Hessinger, NYSDOT – Chair

Vacant Caltrans

Amanda Martin, Iowa DOT

Melissa Shurland, FRA

Locomotive Review Panel:

Ray Hessinger, NYSDOT – Chair

Vacant Caltrans

Vacant - IDOT

Jason Biggs, Washington State DOT

Melissa Shurland, FRA

Trainset Review Panel:

Ray Hessinger, NYSDOT – Chair

Ed Engle, Iowa DOT

Jason Biggs, Washington State DOT

Melissa Shurland, FRA

Single Level Rail Car Review Panel:

Ray Hessinger, NYSDOT -- Chair

Ed Engle, Iowa DOT

Jason Biggs, WSDOT

Melissa Shurland, FRA

DMU Review Panel Members:

Ray Hessinger, NYSDOT -- Chair

Melissa Shurland, FRA

Brian Beeler, for Maine DOT

Vacant - Caltrans

Action:

Kyle Gradinger is still working on determining who will be Caltrans representative on the various Review Panels but agreed that Caltrans does want to remain on those panels. John Oimoen had previously stated that IDOT was filling vacancies internally and would not have a name for filling the Review Panel seat until the internal vacancies are filled. The seat will be held for IDOT.

Note: John Oimoen, IDOT announced his retirement effective 12-31-23. On 12-30-23, John provided Steve Hewitt with the names of those who will fill the various seats John held with the NGEC:

Melina Perez will be IDOT's representative on the Executive Board and the Finance and Administrative Subcommittee and Todd Poppish will be the alternate.

Art Peterson will remain as the IDOT rep on the Technical Subcommittee.

No one has yet been named to serve for IDOT on the Review Panels.

- NGENC 2024 Annual Meeting:

Steve Hewitt is focused on the need for getting speakers named for the various agenda items.

FRA Update: Jeff Gordon suggested Mike Murray be named to provide FRA's update, although he is likely going to split the update into two presentations. For now, Steve Hewitt will list Mike.

Steve Hewitt will reach out again to CTDOT to ascertain their interest in giving presentations on their procurements.

Ray Hessinger reached out again to Metro-North after the call and MN agreed to give the update on the Dual Mode Locomotive procurement but they have not named the presenter yet.

Caltrans, IDOT and Washington State are asked to confirm speakers for their presentations on their procurements and/or experiences with the Chargers and Venture Cars. Still TBD.

Steve Hewitt will send a check list to Kyle Grading on Caltrans topics in need of speakers. Caltrans will give their presentations virtually.

Tim Ziethen will get an Amtrak Government Affairs person for the Amtrak update and let Steve Hewitt know.

Below is the updated link for the 2024 Winter Rail Meeting provided by Kamasha Hendrickson, AASHTO Senior Meeting Planner:

The per diem rate is now \$193 per night (single/Double rooms).

<https://www.hyatt.com/en-US/group-booking/WASRW/G-HTO4>

Cut-Off Date: January 5, 2024

- Considering the question of changing web-conference service provider from WebEx to Teams:

Based on input from both FRA and Amtrak and no concerns expressed by the Technical Subcommittee members or the Executive Board, Ray Hessinger determined that the preference is to switch from WebEx to Teams. Steve Hewitt has researched costs and reported to the Board that moving to Teams requires a minimal expense and he will absorb the cost.

The move to Teams will take place at some point after the first of the year (2024).

Officers & State Executive Board Member Elections – Ray Hessinger:

Ray Hessinger noted that the election of officers and State Board members will take place at the Annual Meeting in February (2-2-24).

Steve Hewitt walked through the process and asked that State members confirm, on the next call, if their State would like to remain on the Executive Board and to confirm their representative.

Two officer positions will be up for election – Chair (Ray Hessinger) and Secretary (John Oimoen). These are State positions. The Vice Chair and Treasurer, by precedent, are Amtrak representatives – currently George Hull as Vice Chair and Tim Ziethen as Treasurer.

On 11-28-23, Ray Hessinger confirmed his interest in staying on for another two-year term as Chair.

On 11-29-23, George Hull informed Ray Hessinger and Steve Hewitt that he is naming his deputy CMO, Dan Ruppert, as the Vice Chair of the NGEC Executive Board and Chair of the Technical Subcommittee beginning after the Annual Meeting.

On 12-19-23, Tim Ziethen confirmed that he will stay on as Treasurer and Chair of the FASC.

On 12-19-23, John Oimoen, IDOT, announced his retirement at the end of the year. This will leave a vacancy for NGEC Board Secretary and for the 2<sup>nd</sup> Vice Chair position on the FASC.

John Oimoen, in announcing his retirement, commented that the NGEC was one of the more rewarding parts of his career. This committee from the outset, dating back to Bill Bronte has accomplished so much in developing specs that are now used across the country and in advancing passenger rail in the US. John also noted that he had the unique experience of serving on the NGEC from two States – initially Wisconsin and most recently for IDOT. He thanked everyone for the opportunity to represent his agency and to serve as Secretary of the NGEC Executive Board and Vice Chair of the Finance and Administrative Subcommittee. He believes the NGEC has played an integral part in moving passenger rail forward and he hopes it is able to continue doing so.

Steve Hewitt, Ray Hessinger, and Kyle Gradinger each thanked John Oimoen for all he has done for the NGEC and for passenger rail in the US. John has been an active member of the NGEC (from two states) and as an officer for several terms on the Executive Board. John has been an invaluable resource and asset and will be greatly missed.

On 12-19-23, Chairman Hessinger appointed Mike Jenkins Oregon DOT, to the Nominating Committee to fill the slot vacated by the retirement of John Oimoen.

Nominating committee:

Amanda Martin, Iowa DOT  
Mike Jenkins, Oregon DOT  
Troy Hughes, MODOT

Actions:

States are again asked to inform Steve Hewitt as to their interest in remaining on the Board and to confirm who their representative to the Board will be.

Steve Hewitt has set up a call with the nominating committee members for 1-9-24 to discuss what their role is.

Mike Jenkins will talk to Jason Biggs, WSDOT, to see if he would be interested in being nominated for NGEC Secretary.

Steve Hewitt asked members and support to let him know if they plan to attend the Annual Meeting and, if so, if they will attend in person or virtually.

### **Technical subcommittee**

**Chair: George Hull, Amtrak**

**Vice Chair: Joe Paul, Amtrak**

**Note: On August 8<sup>th</sup> the technical subcommittee discussed the cadence of its meetings as directed by the Executive Board and determined that the meetings would remain bi-weekly with the Chair and Steve Hewitt making the determination to cancel an up-coming meeting if the agenda was light.**

During the month of December 2023, the subcommittee met once – on the 7th:

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

- Backgrounder educational document:

The 2023 NGENC two-page educational remains available in electronic or hard copy versions. Requests should be sent to Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com)

To date 368 copies have been distributed.

The Executive Board has approved FASC proposed changes for updating to the 2024 version of the two-pager.

- Document Control Update as of 12-31-23:

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

- Communications on Rail Cars Working Group & the Carbody Materials Working Group's status - 10-12-23:

The Communications Working Group met last week and have finalized their changes to the DTL Section of the Single Level Specification. The Working Group decided to create the section for the Single Level and it will be applied to other specifications. They have submitted a DCR with all of the changes.

No update provided in December.

- Multi-State Car Procurement - Caltrans (Lead State) update as of 12-31-23:

See Executive Board section of this report for the status of the Venture car multi-state procurement.

- Metro North Dual Mode Locomotive Procurement as of 12-31-23:

See Executive Board section of this report for the status of this procurement.

- Amtrak Equipment Procurement Updates as of 12-31-23 reported by George Hull, Amtrak:

See Executive Board section of this report for the status of this procurement.

- Connecticut DOT Rail Car Procurement:

See Executive Board section of this report for the status of this procurement.

- University of Nebraska/FRA study on High Speed wireless technology as of 12-31-23:

On 11-28-23, Hamid Sharif, University of Nebraska, provided an update on the High-Speed Wireless Study. He gave a brief background/overview of the study and the progress thus far in its current phase:

The University of Nebraska Advanced Telecommunications Engineering Lab has been studying the sub-giga-Hertz frequencies for rail applications to ease the current spectrum saturation for railroads, under the direction of FRA. We have studied the 160 MHz frequency as an example of these sub-giga Hertz bands. Theoretical and computer models were designed to represent a typical Transmitter, a Receiver, and a channel model for this frequency band. Then, different applications and rail scenarios were simulated, and performance data were collected.

After conducting modeling and simulation testing, they began to conduct field testing. Up to now the data from the field testing is close to the modeling and simulations.

They will continue on this phase through the end of December and will look to FRA for funding to continue the study in different areas.

Additionally, as they plan for the next phase of this project, they are interested in hearing any suggestions for implementing any other sub-giga frequencies or any specific rail application utilizing the 160 MHz.

Hamid also confirmed his attendance at the NGENC Annual Meeting 2-2-24 and that he will give a presentation on the study.

Hamid Sharif  
Advanced Telecommunications Engineering Lab

University of Nebraska-Lincoln

Phone: 402-917-6363

Email: [HSHARIF@UNL.EDU](mailto:HSHARIF@UNL.EDU)

- Working Group on Specification Weight Issues as of 11-9-23:

The Weight Working Group plans on submitting their final recommendations to the TSC next week so that it can be discussed at the next TSC meeting on 1-4-24.

The recommended specification was provided to all Technical Subcommittee members during the last week of December and will be discussed during the 1-4-24 meeting of the subcommittee.

- Status: NGENC Funding – CRISI Grant Timeline – path forward:

See the Executive Board section of this report for more detail on a potential path forward.

- Follow-up: Question of changing the web-conference service provider from WebEx to Teams:

As reported in the Executive Board section of this report, the NGENC will move to Teams as the web conference service. The change will likely take place after the first of the year (2024).

- 2024 NGENC Annual Meeting:

The most recent DRAFT agenda has been approved by the Executive Board with some speakers yet to be confirmed.

AASHTO has provided the hotel link for the rail meetings to be held during that week. As always, the NGENC is a part of several meetings held in conjunction with AASHTO's Council on Rail Transportation.

**Below is the link for the 2024 Winter Rail Meeting provided by Kamasha Hendrickson, AASHTO Senior Meeting Planner:**

**The per diem rate is now \$193 per night (single/Double rooms).**  
<https://www.hyatt.com/en-US/group-booking/WASRW/G-HTO4>  
**Cut-Off Date: January 5, 2024**

AASHTO Meeting Planner:

Kamasha Hendrickson, CMP, CGMP  
 Senior Meeting Planner  
 American Association of State Highway and Transportation Officials (AASHTO)  
 555 12th St, NW, Suite 1000  
 Washington, DC 20004  
 Tel: 202-624-5403  
 E-mail: [khendrickson@aaashto.org](mailto:khendrickson@aaashto.org)

### **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**

**Note:** The second vice chair position became vacant on 12-31-23 with the retirement from State service by John Oimoen, IDOT. Melina Lopez will be the IDOT rep on the FASC, and Tim Ziethen, Chair will appoint a second vice chair.



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

During the Month of December, the Finance and Administrative Subcommittee met once on the 7th.

The FASC discussed its' cadence of once every four weeks, and, like the Tech subcommittee, it left the cadence as is with the Chair and Steve Hewitt making the determination to cancel an up-coming meeting if the agenda was light.

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

**Treasurer's Update- Balance and Spend Rate – Forecast as provided by Tim Ziethen to the Executive Board on 12-19-23:**

**- Balance/Spend Rate Through September 2023 – end of prior Grant:**

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

Expenses incurred through September 2023: \$1,257,530.66

Balance remaining: (\$7,530.66).

Current Spend Rate per month (as info and used in calculating): \$15,150.97.

Estimated Balance at the end of the Grant Period: (\$7,530.66).

Amtrak is seeking reimbursement for funding the overage in September.

**- Conveying the message as of 12-31-23:**

The NGEC 2023 backgrounder/educational document was released in January and formally introduced during the Annual Meeting. To date 368 copies have been distributed (hard and soft).

See the Executive Board section of this report for a detailed description of the recommended changes and future action required to update the document for 2024.

The NGEC website is up and running at: [www.ngec.org](http://www.ngec.org). Steve Hewitt reviews the website periodically and sends updates and/or changes to AASHTO – the maintainer of the site.

**- Quarterly Grant Agreement Progress Report to FRA**

All reports have been submitted on time.

The report for the period ending 9-30-23 was submitted on 10-30-23.

The next report will be due on 1-31-24.

**- Annual NGEC By-Laws Review:**

On 11-28-23, the Board accepted the FASC recommendation that no changes were needed for 2023, and asked Steve Hewitt to make that notation on the front page of the By-Laws.

**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 Review Panels did not meet in December. Vacancies are still being filled as discussed during the 12-19-23 Executive Board meeting.

**Special Note:**

*Effective December 31, 2023, the NGEC saw the retirement of two of its most dedicated and supportive members – Jeff Gordon, FRA and John Oimoen, Illinois DOT. Both John and Jeff were here at the beginning. John, notably, held a position with the NGEC first from Wisconsin and later with IDOT. Jeff was a legacy member representing the FRA. Jeff was always a voice of reason for the NGEC and brought to the table his experience, expertise and incredible knowledge of intercity passenger rail equipment in the US. Without Jeff Gordon this Committee would not have accomplished all that it has to date. As for John Oimoen, aside from having represented two states at different times on the NGEC, he was a long-time member of the Executive Board and an officer (Secretary). John also served as second vice chair of the NGEC's Finance and Administrative Subcommittee. He had an undying belief in the NGEC and always credited it as having an incredible impact on passenger rail in the US.*

*Jeff and John will be missed greatly. We wish them both well in their retirement and great success in whatever endeavors lie ahead.*

*Thank you both!*

*Steve Hewitt, NGEC Manager*

**Milestones – Quarterly update (October 1 2023 through December 31, 2023)**

**Note:** This is the first quarterly report for the period beginning 10-1-23 under the 12 month interim funding provided by Amtrak.

**Monthly meetings:**

Throughout the quarter, the NGEC Executive Board and the FASC held meetings every 4 weeks as agreed to under a discussion of meeting cadence earlier in 2023.

**Bi-weekly meetings:**

The Technical subcommittee holds bi-weekly calls except when it is deemed by the chair and the NGEC Manager that there is not a strong enough agenda for a particular meeting and it is then canceled.

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

**Dissemination of educational/informational pieces:**

The 2023 two-page educational/backgrounder was released in February 2023. To date, 368 hard and soft versions have been distributed to NGEC members and various associations.

The website is up and running at [www.ngec.org](http://www.ngec.org).

Updates and/or changes are provided to AASHTO by the NGEC Manager periodically.

**NGEC Annual Meeting:**

The (13<sup>th</sup>) 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 is scheduled for 2-2-24 at the Hyatt Regency Hotel Capitol Hill, Washington, DC. The agenda is in the process of being finalized with only a few speakers yet to be confirmed. A nominating committee has been appointed to recommend a slate of officers for two-year terms of office beginning at the conclusion of the Annual Meeting. The committee will also nominate the State representatives to the Board for two-year terms of office per the NGEC By-Laws.

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

The 2023 Annual review of the NGEC By-Laws has begun (9-13-23) within the NGEC FASC. The Executive Board, in November 2023 accepted the FASC's recommendation to make no changes to the By-Laws in 2023. A notation of the review and determination will be inserted on the By-Laws.

In the Fall of 2024, the required annual review will again begin with the FASC with recommendations to be made to the Executive Board no later than 10-31-24.

**Grant reporting:**

As required by the prior Grant Agreements, Amtrak will continue to 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 2024 for the period covering 10-1-23 through 12-31-23 will be submitted to FRA by 1-31-24.

**Fiscal and contractual actions:**

The Amtrak Board of Directors approved an appropriation for \$260,000 from its AOP as interim funding with long-term funding to be yet to be identified. In 2023, Amtrak applied for a CRISI Grant for the NGEC but it was not awarded. It is likely that a new application will be submitted during the next round of CRISI Grant applications, and the NGEC FASC will continue to work with Amtrak and FRA to find other potential sources of long-term funding.

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

This activity is ongoing.

Activities specific to this quarter:

During this quarter, the Reference Specification 305-901 was adopted as rewritten and approved through the document control process.

The working group on weight issues completed its work and has a proposed specification that has been distributed to all Technical subcommittee members for its review and discussion on the first meeting of the Subcommittee in 2024. (1-4-24).

**On-Going Activities – status updates this quarter:**

The 2023 By-Law Review was completed and FASC recommendations for no changes this year was accepted by the Executive Board. The next annual review will take place in the Fall of 2024.

The website continues at [www.ngec.org](http://www.ngec.org). Updates and new information are submitted regularly by Steve Hewitt to AASHTO for posting.

The CRISI Grant application submitted earlier in 2023 was not awarded a grant by the FRA. The FASC is assigned to discuss other potential options for long-term funding and will be the place where a new CRISI Grant Application will likely be developed for submittal in the next round.

In the 3<sup>rd</sup> quarter of FY 23, the NGEC Executive Board accepted the Finance and Administrative subcommittee's recommendation to continue its activities – under a 12-month budget of \$260,000 funded by Amtrak through its 2024 AOP.

In this quarter administrative updates were also approved for the other series 900 reference specifications where applicable.

In this first quarter FY24, the appropriate Technical working groups began review of the Dual Mode Locomotive Specification and the Single Level Rail Car Specification.

