



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

Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: June 30, 2020

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

Public law 110-432 required Amtrak to:

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

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

(b) Functions – the Committee may –

- 1) Determine the number of different types of equipment required, taking into account variations in operational needs and corridor infrastructure.*
- 2) Establish a pool of equipment to be used on corridor routes funded by participating states; and*
- 3) Subject agreements between Amtrak and States, utilize services provided by Amtrak to design, maintain and remanufacture equipment."*

Executive Board

Chair: Ray Hessinger, NYSDOT

Vice Chair: Charles King, Amtrak

Secretary: John Oimoen, IDOT

Treasurer: Tim Ziethen, Amtrak

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

During the month of June 2020, the Executive Board met two times, via conference call, on the 16th and on the 30th.

Highlights, decisions, and action items from the month of May 2020 include:

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

The intent of this effort is for states to submit their comments to the Access Board Docket on the Accessibility Requirement Guidelines Advance Notice of Proposed Rulemaking. Amtrak has submitted its comments already and will share them with the Executive Board. Once the comments have come back (The comment period has been extended) and there is ultimately a Final Rule, the Technical subcommittee (through its technical working groups) will compare them with the NGEC specifications to ensure compliance and make any necessary changes by utilizing the NGEC DCR process.

On 5-28-20, Melissa Shurland reported that the US Access Board extended the comment period for Recommendations on Access for Rail Vehicles until July 14, 2020.

On the 16th and the 30th, members were reminded by Steve Hewitt that any comments they wished to submit to the docket were due by July 14th.

<https://www.access-board.gov/guidelines-and-standards/transportation/vehicles/update-of-the-guidelines-for-transportation-vehicles/advance-notice-of-proposed-rulemaking-2>

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

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

In April it was agreed that developing a TSSSA template/menu of potential options would be undertaken by the Technical subcommittee.

On 5-19-20, Charlie King, Technical subcommittee Chair, reported that progress has been made in developing a TSSSA template/primer which will be brought first to the Technical subcommittee and then, once approved, to the Executive Board. He has recently received OEM approval to use on one of the Diagrams that had been jointly developed by Amtrak and the OEM. Amtrak is now drafting the explanation.

Charlie reiterated that the intent, as expressed by Chairman Hessinger, is to have an "a la carte" menu of options when considering a TSSSA as a part of the procurement process.

Once the DRAFT is prepared, it will be provided to Tammy Krause to get it ready to be included as an NGEN document for Technical subcommittee approval and, ultimately for Executive Board review and approval.

As of 6-30-20 - progress continues on the development of the TSSSA primer/template.

- FASC update and Treasurer's Report – as of 6-30-20:

Balance/Spend Rate:

Total Initial Grant Amount: \$1,250,000.
 Amount Spent: \$596,770.62 (through April 2020)
 Balance remaining: \$ 653,229.38
 Anticipated spending through the remainder of the current grant period – approximately \$90,000.
 Estimated balance remaining at the end of the current grant period (9-30-20) - \$563,837.45
 Actual current spend rate: \$13,878.39
 Average Monthly expenditure estimated for the extension period is: \$15,000.00
 Amount utilized if the Grant is extended for 36 months at estimated spend rate \$540,000.00
 Projected total remaining at the end of the 36-month extension: \$23,837.45

Grant Agreement extension request:

Tim Ziethen reported that the grant agreement extension request is still under review by FRA and it is expected to be completed and approved shortly. Amtrak and FRA grants are talking/checking in weekly. Tim will keep the Board apprised as he gets a status update.

- Update – Multi-State Rail Car Procurement (provided by Caltrans) as of 6-30-20:

Design review for the standard coach is complete. The Cab Car structure FDR is complete, and CEM element testing is currently planned for early July, with setup for compression testing to follow in July or August. The Cab Car brake system FDR is confirmed for July 13th. IDOT galley FDR reviews and releases are ongoing, and the latest galley review occurred on June 16th.

Travel restrictions are being evaluated, with potential travel in July to reviews and test sites. Video and photos continue to be provided for tests that SMEs are unable to witness. NEC testing is complete, and the test report is in process.

51 cars total are in production or have been produced at Siemens Sacramento Facility. System-level FAIs for standard coach are complete with final open items in work to complete first car overall FAI. The overall car FAI for IDOT is in process this week, followed by an FRA Sample Car Inspection. There are seven cars total at the Stockton facility. Cars 11 and 12 are scheduled to be shipped to Stockton at the end of June. The IDOT cars are scheduled to begin shipments near the end of July.

The project teams continue to monitor potential production and schedule impacts due to the coronavirus and are receiving frequent updates from SCOA and Siemens.

- Metro North Dual Mode Locomotive Procurement – Update as of 6-30-20:

As of 6-30-20, the process remains in the procurement “cone of silence” period, but things continue to move forward, and they are “getting closer everyday”.

- Amtrak Equipment Procurement Update – as of 6-16-20:

On the Acela:

The first Trainset is at Pueblo at TTCI for testing. It has reached speeds up to 165 mph on the test track.

The second Trainset has done a few early runs out of Philly a couple of times and has reached 125 mph. There are still a few PTC issues that are being worked on.

On the Charger Locomotives:

The locomotive continues to be under construction with little impact from the COVID 19 pandemic. It remains on schedule for February-March (2021) delivery of the first test locomotive on the NEC.

On the Intercity Trainset Procurement:

This procurement is proceeding, but it is at a stage where it remains in the “cone of silence”.

- Connecticut DOT Rail Car RFP:

On 4-30-20, during the Technical subcommittee call, Marci Petterson, Connecticut DOT, announced that Conn DOT would be releasing an RFP for new rail cars. The ConnDOT RFP, as have others, used the NGEC specification as its basis. Conn DOT is an NGEC member – active participant and voting member of the Technical subcommittee.

Later, on 4-30-20, Marci provided the link to the RFP to Steve Hewitt for distribution to all NGEC participants. The link was sent to over 250 email addresses on 5-1-20 and was scheduled to be posted in Railway Age either 5-1-20 or 5-4-20.

The link and Marci’s message as distributed on 5-1-20 are inserted below:

https://biznet.ct.gov/SCP_Search/BidDetail.aspx?CID=53056

Of interest to other states as well as carbuilders – while our spec is based on the PRIIA spec, there is no Federal funding in this procurement. However, our scoring gives points to work done in and components supplied from the US and CT. We are open to partnering with other states while maintaining those terms. The car amenities will be somewhere between a traditional commuter car and an intercity car, leaning toward intercity.

Next update is expected to take place on 7-9-20 during the Technical subcommittee call.

- VIA Rail Equipment Procurements – as of 2-21-20

At the Annual Meeting, 2-21-20, Mario Bergeron, Bob Becker and Joe Diliello provided an update on the ongoing VIA Rail equipment procurement and on overview of VIA Rail as a company.

The complete presentation was is provided as a PDF file and was not re-printed in the Minutes but is available on the website and was distributed along with other NGEC presentations.

Next update – as appropriate

- Document Control Update - as of 6-30-20:

Document Control activities have primarily been around the Equipment Acquisition and Ownership Working Group on which Ray Hessinger has provided an update (see agenda item 7). Tammy is preparing to send out the working group approved changes and finish collecting comments before getting the next version of the draft issued.

The updating of the trainset continues to bring it in line with the other PRIIA specifications.

Tammy is still waiting to hear from 2 working groups on their DMU comments, and she is still waiting for membership lists from 2 working groups.

- Equipment Acquisition and Ownership Best Practices/Lessons Learned reference document:

The group met on 6-25-20 to go over comments received on the most recent draft. It was a productive session with all comments addressed in one way or another. Some suggested edits will require additional rewriting to address comments made.

Another version of the document will be drafted, and another round of working group review will be needed. The next meeting will take place on 7-30-20 and Ray is hopeful it will be the last round of reviews by the working group before advancing the DRAFT to the Executive Board for its review and comment.

- METRA Equipment Procurement Effort:

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

METRA has the NGEC specification, but it was unknown if the plan to use it or if they will be in contact with the NGEC or not.

John Oimoen, IDOT, is scheduled to provide an update on this procurement to the Executive Board in a future Board call.

- Updates: States and Amtrak – Charger Locomotive Experience:

In-depth updates were provided during the Annual meeting and were included in the minutes. Presentations were distributed and posted to the website.

Next Update – as appropriate

- Distribution of the NGEC two-pager – educational document as of 6-30-20:

The updated NGEC two-pager remains available in hard copy and PDF. To date over 400 hard copies and electronic copies have been distributed.

Copies are available in either version by request from Steve Hewitt at shewitt109@aol.com

Technical Subcommittee:

Chair: Charles King, Amtrak

Vice Chair: George Hull, Amtrak

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

During the month of June 2020, the Technical subcommittee met twice, via conference call, on the 11th and the 25th.

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

- Backgrounder educational document:

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

- AWG/RVACC:

Technical subcommittee review of Access Board advance NPRM Accessibility Guidelines and compare with current NGENC Specifications

The intent of this effort is for states to submit their comments to the Access Board Docket on the Accessibility Requirement Guidelines (advanced) Notice of Proposed Rulemaking. Amtrak has submitted its comments already. Once the comments "have come back", the Technical subcommittee will compare them with the NGENC specifications to ensure compliance.

On 5-28-20, Melissa Shurland, FRA, informed Steve Hewitt that The US Access Board extended the comment period for Recommendations on Access for Rail Vehicles until July 14, 2020.

<https://www.access-board.gov/guidelines-and-standards/transportation/vehicles/update-of-the-guidelines-for-transportation-vehicles/advance-notice-of-proposed-rulemaking-2>

- Document Control Update:

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

Procurement Updates:

- Multi-State Car Procurement - Caltrans (Lead State): Progress reports from the lead state on the PRIIA multi-state car procurement is provided on each Technical subcommittee call and each Executive Board call.

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.

- Connecticut DOT Rail Car Procurement:

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

- METRA Equipment Procurement:

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

- AAR Update on the TAG Committee on LED Headlights Phase 4 as of 6-25-20:

On 6-25-20, Tarek Omar, FRA, reported that Phase 3 and 4 are complete and they are working on the final report. Tarek hopes to be able to share the report with this group soon.

- University of Nebraska study on High Speed wireless technology as of 6-25-20:

Hamid Sharif-Kashani, University of Nebraska, reported that phase 1 and the current phase were completed (development of the simulator and verification of the model) and they are now getting ready for the next phase – to determine effectiveness.

For more information, please contact Hamid Sharif (HSHARIF@UNL.EDU)

- Update: Electronics on Trains Working Group as of 6-11-20:

The Electronics on Trains working group had a call on June 2nd. A topology was decided on and they are moving forward with for DTL. They are now making the appropriate changes to the specification.

They were scheduled to meet again on 6-30-20.

The Finance and Administrative Subcommittee

Chair: Tim Ziethen, Amtrak

Vice Chair: Brent Thompson, Washington State DOT

Second Vice Chair: John Oimoen, Illinois DOT

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

During the Month of June 2020, due to schedule conflicts, the Finance and Administrative Subcommittee did not meet. Work of the subcommittee continued with status updates provided to the Executive Board on 6-16-20 and 6-30-20.

Treasurer's update as of 6-30-20:

See update provided to the Executive Board and noted in that section of this report.

- Conveying the Message (as of 6-30-20):

One of the NGEC Grant requirements is to develop and keep updated an educational document to provide congress and others (states, Amtrak, industry) with information describing what the NGEC is and what it does, and to highlight its accomplishments.

The FASC oversees this effort with Executive Board approval. In January 2020, the NGEC released its updated background and educational document. To date over 400 hard copies and electronic versions have been distributed. Overall, in the past 15 months we have distributed more than 1300 copies of the most recent versions of the educational document.

It remains available, by request, from Steve Hewitt in both versions hard copy and PDF and is useful in conveying the message – (something that is critical with reauthorization on the table).

As the year progresses, particularly if reauthorization heats up, the FASC may wish to take another look at this document and update it as appropriate for re-distribution.

- Status Update as of 6-30-20- NGEC Equipment Acquisition and Ownership Best Practices Working Group:

Developing Recommended Practices

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

- **Quarterly Grant Progress Report – due to FRA 7-31-20:**

The next Progress Report will be for the period ending 6-30-20 and will be due to FRA on 7-31-20.

NGEC Specification Review Panel(s):

For each PRIIA NGEN specification a Review Panel has been established to compare the specification (as developed by the Technical subcommittee) against a Requirements document previously adopted by the Executive Board. As the Review Panel completes its work, it prepares a report with recommendations. This report is submitted to the Executive Board for its consideration. Once accepted by the Board, the specification is subsequently formally adopted by the Executive Board. As part of the Document Control process, any proposed revisions to a PRIIA NGEN specification must go through the Review Panel process as well. At such times, the Review Panel, previously established for a specification, is re-convened by the Executive Board chair.

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

In June 2020, the Review Panels did not meet.

Milestones – Quarterly update (April 1 through June 30, 2020)

Bi-weekly meetings:

Throughout the quarter, the NGEN Executive Board and the Technical subcommittee held bi-weekly conference call meetings.

Monthly meetings:

During the quarter, the Finance and Administrative Subcommittee (FASC) met every four weeks on Wednesdays with one exception – the June meeting was canceled due to schedule conflicts, but due to the calendar configuration, the FASC did meet 3 times during the quarter – twice in April and once in May.

Dissemination of educational/informational pieces:

During this quarter, the 2020 NGEN two-page educational document was released and made available in in hard copy and electronically by request through NGEN Program Manager Steve Hewitt. The document is also posted on the opening page of the NGEN website at www.ngec305.org and it was distributed at the TRB Annual Meeting during the session on the NGEN in January; and at the NGEN Annual Meeting in February 2020.

As of 6-30-20, 400 hard copies and electronic copies have been distributed to NGEN members, Congressional staff, stakeholders, and transportation organizations.

NGEN Annual Meeting:

The NGEN's 10th Annual Meeting took place on 2-21-20 at the Hyatt Regency, Capitol Hill with approximately 80 NGEN members present.

The next (11th) Annual Meeting will take place in Washington, DC in February 2021. The location has not yet been formally determined, but could well be at the Hyatt Regency, Capitol Hill once again. The formal announcement and invitation to the Annual Meeting will go out in late Fall, 2020 (Location, date and format will depend on the status of the COVID 19 pandemic).

Annual Review of NGEN By-Laws and Operating Procedures:

In November 2019, the Finance and Administrative subcommittee accepted the recommendation of Steve Hewitt and Ray Hessinger (who were tasked with reviewing the By-Laws) that no changes or revisions were needed this year. I By-Laws Review. Subsequently, the Finance and Administrative subcommittee recommended the same to the Executive Board and in December, the Board adopted the recommendation to make no changes or revisions to the By-Laws and determined that the task was completed for 2019.

The next annual review (2020) will begin at the direction of the Finance and Administrative subcommittee in the 4th quarter 2020.

Grant reporting:

As required by the Grant Agreement, Amtrak will submit a quarterly report to the FRA. Information provided in the monthly NGENC Activities reports for the quarter, prepared by the NGENC 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.

The fourth quarterly report for 2018 includes the period from October 1, 2018 through December 31, 2018 and will be submitted by Amtrak to the FRA by January 31, 2019.

The first quarterly report for 2019 includes the period beginning January 1, 2019 through March 31, 2019 and will be submitted by Amtrak to FRA by April 30, 2019.

The second quarterly report for 2019 will include the period beginning on April 1, 2019 and ending on June 30, 2019. The report was submitted by Amtrak to FRA by July 31, 2019.

The third quarterly report for 2019 will include the period beginning on July 1, 2019 and ending on September 30, 2019. The report will be submitted by Amtrak to FRA by October 31, 2019.

The fourth quarterly report for 2019 will include the period beginning on October 1, 2019 and ending on December 31, 2019. The report was submitted by Amtrak to FRA on time by January 31, 2020.

The first quarterly report for 2020 will include the period beginning on January 1, 2020 and ending on March 31, 2020. The report will be submitted by Amtrak to FRA by April 30, 2020.

The second quarterly report for 2020 will include the period beginning on April 1, 2020 and ending on June 30, 2020. The report will be submitted by Amtrak to FRA by July 31, 2020.

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 NGENC budget approvals and to ensure compliance with the Audit of Grant Agreement of March 27, 2013, and the NGENC’s updated Procedure of Establishing Contract Support adopted August 6, 2013, the NGENC authorizes Amtrak to contract with AASHTO for administrative support services as well as subsequent sub-contracts per the statement of work for entities such as; with Hewitt Consulting for Manager of Support Services, and with SalciConsult for Specification

Consultant services. In addition, with the Federal Railroad Administration's June 8th, 2015, approval of the 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.

Review/Update of NGEC Specifications (Document Control):

This activity is ongoing and on track:

Activities specific to this quarter:

During the quarter ending March 31, 2020, the adopted update to PRIIA Single Level Trainset Specification 305-007 (Revision B) was with the Technical writer who is completing the incorporation of the approved changes to the specification as adopted by the Board. As of 6-30-20, there continues to be a delay in completing this task due to errors found in the numbering of the sections. It is expected that corrections will be completed in the 3rd quarter 2020.

Also, during this quarter, (ending 6-30-20) work continued on the update of the PRIIA DMU specification. Completion of the DMU update process is anticipated to occur in July 2020.

During the 2nd quarter 2020, the Technical subcommittee began work on the development of a TSSSA template/primer which, when complete, will be included as a part of the NGEC library of documents and specifications.