



*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: May 31, 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 May 2020, the Executive Board met two times, via conference call, on the 5th and on the 17th.

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.

<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 NGEC documents to ensure there are no holes in the NGEC 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 NGEC 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 NGEC document for Technical subcommittee approval and, ultimately for Executive Board review and approval.

- FASC update and Treasurer’s Report – as of 5-19-20:

Balance/Spend Rate:

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

Amount Spent: \$579,201.22 (through March 2020)

Balance remaining: \$ 670,798.78

Estimated balance remaining at the end of the current grant period (9-30-20) - \$568,055

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: \$28,000

Grant Agreement extension request update:

FRA Grants has reached out to Amtrak Grants suggesting that the grant agreement extension request amend the performance period to include the first 26 months and add the requested 26 months making the grant performance period 72 months.

Tim Ziethen commented that this is really what the extension meant to do so this amendment/clarification is fine, and he will let the grants people know.

FRA also asked that the NGEC budget be reviewed to see if there are any changes to be made at this time within categories/tasks.

Tim Ziethen explained that in conducting a review of the budget – he noted that there is \$100,00 in it for two audits to be conducted by Amtrak’s OIG at \$50,000 each. The first would take during the performance period and the second would be at the end of the grant period.

- Update – Multi-State Rail Car Procurement as of 5-19-20:

Design review for the standard coach is now complete. The Cab Car structure FDR took place in February and plans are in work for structural and CEM testing. IDOT galley FDR reviews and releases are ongoing. Cab Car F-coupler FDR occurred on May 6.

Open items for complete coach FAI are near closure. Non-domestic testing has been postponed due to travel restrictions. Video and photos are being provided for tests that SMEs are unable to witness. The Interior Lighting test was repeated last week, and open items are being reviewed. NEC testing made good is complete (Thank you Amtrak!) and the car is being prepared for return shipment to Sacramento.

49 cars total are in production or have been produced at Siemens Sacramento Facility. The production facility remains open under an Essential Business clause. System-level FAIs for standard coach are complete with final approvals in work. Cars 7, 9 and 13 were shipped to Stockton on April 27<sup>th</sup>, and there are now seven cars total at the Stockton facility. Cars 10 through 34 are in final assembly. Cars 11 and 12 are scheduled to be shipped the 2<sup>nd</sup> week of June. The First IDOT cars are scheduled to ship the 3<sup>rd</sup> week of June.

The project teams are continuing 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 5-19-20:

As of 5-19-20, the process remains in the procurement “cone of silence” period, but things are moving forward, and they are “getting closer everyday”.

- Amtrak Equipment Procurement Update – as of 5-19-20:

On the Acela:

The first trainset is at TTCL and has hit speeds of up to 160mph.

Trainset 2 is in Philly and is addressing some issues related to access and PTC. It remains on schedule with testing to begin this month in a normal test process.

On Intercity Passenger Rail cars/trainset:

This remains an active procurement still under review.

On the Locomotives:

This remains ongoing at the Siemens facility in Sacramento. It is still all green (go) to be on time for a delivery in February 2021. It will go to Wilmington for testing with a goal of being in service by this time next year (May 2021).

- 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](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.*

*This will be listing digitally in Railway Age tomorrow (5-1-20) or Monday (5-4-20).*

We will ask Marci to provide monthly updates on the progress of this procurement on Technical subcommittee calls and Steve Hewitt will provide that update on the following Executive Board 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 5-19-20:

All DCRs for the DMU specification have been sent to the working groups and I have received comments back from the Propulsion group.

Tammy has received comments on the Equipment Acquisition Best Practices document from Dick Bruss and Andrew Wood, the review meeting was scheduled for 5/28.

Tammy received working group member lists from the Mechanical, Electrical and Interiors groups.

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

The Equipment Acquisition and Ownership DRAFT document has been prepared by the Technical Writer and was distributed to the working group members for review and comment. The members have been asked to provide their comments to Tammy Krause by COB 5-14-20 with CCs to Ray Hessinger and Steve Hewitt.

A meeting of the working group took place on 5-28-20.

After hearing from several members on the 100,000-foot level, it was agreed that, while some comments need to be addressed, the document is taking shape and “nearing the home stretch”. NGEC Chair Ray Hessinger commented that he is not looking to cut corners to get it done – he wants it to be right.

Ray laid out the process for getting it approved and released. First, the latest comments need to be incorporated into a revised version, the working group would need to review and ultimately approve it as DRAFT and send it to the Executive Board for its review and comment. Depending on the extent of the Executive Board’s comments, it could be sent back to the working group again. He also noted that it is meant to always be a living document and it will be updated as more experience in procurements occurs.

Jennifer Bastian, IDOT, added that she hopes it will not be too long before it is completed because she is helping Wisconsin DOT on a procurement for the Mid-West States and could use the document as soon as possible.

Ray Hessinger commented that Jennifer should feel free to use it to help in the procurement effort as a DRAFT. Even though it is not finalized, it can certainly be useful.

Jeff Gordon, FRA, suggested that sharing the DRAFT with an entity not involved in developing it could be helpful in providing feedback to the group.

Jennifer agreed and said she will share it and ask for feedback.

After some continued discussion, it was agreed that the additional comments that have been received will be incorporated into a revised DRAFT (Tammy/Cameron will do this). Dick Bruss offered to rewrite a specific section – about 3 pages and send that to Ray, Steve and Tammy for inclusion in the next DRAFT. (Tammy will wait for Dick to provide his update before she completes the next DRAFT.

When the next DRAFT is sent to working group members, they are asked to review the comments and only note where they disagree. A call will then be scheduled to resolve the short list of comments not yet agreed on.

On 5-28-20, It was agreed that a call to review the "short list" of comments unresolved will be scheduled for 6-25-20 at 4:00PM Eastern. This gives Dick Bruss time to complete his rewrite and for Tammy to complete the incorporation of all comments into the revised DRAFT.

Following that members will have about two weeks to provide their input on what they do not agree with and for Tammy to compile the "short list" in advance of the 6-25-20 conference call.

- METRA Equipment Procurement Effort as of 5-31-20:

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 5-31-20:

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](mailto:shewitt109@aol.com)

- Discussion of Executive Board Call Frequency:

On 5-5-20, there was discussion about reducing the frequency of Executive Board calls to once a month or every four weeks, especially during this time when there is a lull in NGEC activities which would require decisions and there are a vast number of increased calls by other organizations with many of the NGEC members as participants. It was also discussed that the call schedule should remain the same on the calendar (bi-weekly) with the thought that Ray Hessinger and Steve Hewitt, when developing the agendas, will keep focus on canceling calls where the agenda is light, but maintaining a call at least once each month. Steve and Ray would err on the side of holding calls once every four weeks rather than bi-weekly, and simply cancel the calls deemed to have light agendas. On 5-5-20, Board Members had been asked to think about how to best move forward and come back with their thoughts on today's (5-19-20) call.

On 5-19-20, Ray Hessinger opened the floor for discussion:

Michael Lestingi, FRA, recommended that the calls be moved to monthly and if there was a desperate need for DCR approvals or something similar, it could be handled by email rather than wait for the monthly call.

Ray Hessinger raised a counterpoint, noting that with other organizations such as SAIPRC (and others) competing for time on busy calendars – if the NGEC calls are taken off the calendar – "we will never get the time back". This is a significant concern.

Dave "Emeritus" Warner suggested that the calls be kept on the schedule - that the NGEC maintain that slot on the calendar. The thought would be that the calls would not necessarily take place bi-weekly – but the slot would remain and be used as needed. (The premise would be to always hold at least one call each month). Dave emphasized that there is no doubt – once it is off the calendar, it is not coming back.

Brian Beeler II, NNEPRA for Maine DOT, commented "I agree with the idea that the calls should be kept on the calendar to be used when needed".

Steve Hewitt, NGEC Program Manager, echoed the view that it was important to keep the slot on the calendar. He agreed that the NGEC is in a quiet period right now and there are a lot of pressing issues facing the states that are competing for time on the calendar, but the work of the NGEC is ongoing and needs continuity and there will be times of greater activity. Some of the other calls competing right now are revolving around current times and shorter-term activities and that will not be as pressing down the road. Steve also noted that – if you take it off the calendar now – it never comes back on and you are relegating the NGEC long-term to a once a month or once every four weeks schedule. It is better to leave it on as it is – preserve the slot – and Ray and Steve can cancel calls with light agendas. Steve also mentioned that, when possible, the calls could be kept to a half hour – acknowledging that SAIPRC calls are pressing up against the Board calls by meeting at Noon and that is a large part of what is driving the concern. Steve also noted that the work on the NGEC is different, but of equal importance to that of some of the competing activities pressing on the calendars.

Ray Hessinger weighed in in agreement with Steve and noted that the SAIPRC calls taking place at noon were in relation to the Amtrak procurements and the procurement will not be going on forever, so those calls will go away at some point, but the work of the NGEC is long-term.

Asking for additional comments, and hearing none, Chairman Hessinger determined that the prudent way forward was to keep the schedule as is. Steve Hewitt and Ray Hessinger will add to their weekly one on one call a standing agenda item to determine the status of the next call based on anticipated agenda content.

#### **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 May 2020, the Technical subcommittee met twice, via conference call, on the 14<sup>th</sup> and the 28<sup>th</sup>.

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

- Backgrounder educational document:

The updated NGEC 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](mailto:shewitt109@aol.com)

- AWG/RVACC:

With the release of the Access Board Advance Notice of Proposed Rulemaking regarding accessibility guidelines for Rail vehicles, the Technical subcommittee will wait until a final rule is published and will then (through its technical working groups) compare them with the NGEC specifications to ensure compliance and make any necessary changes by utilizing the NGEC DCR process.

On 5-28-20 it was announced that the comment period was extended to 7-14-20.

- 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 NGEN 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 5-28-20:  
Tarek Omar reported that they had a meeting last week (week of 5-18-20) and all testing has been done on Phase 4. On Phase 3, the report is complete and should be out soon. On Phase 4, Tarek expects to have a DRAFT report to share with the members of the TAG committee in a week or 2.
- University of Nebraska study on High Speed wireless technology as of 5-14-20:  
Hamid Sharif-Kashani summarized the High-Speed Wireless Study what has been done and what the plan is going forward. He also provided the following written update for inclusion in the minutes of 5-14-20:

**Hamid Sharif – University of Nebraska-Lincoln Report:**

**Completed Project:**

*We designed, developed, and evaluated a unified communications architecture for high-speed passenger rail services. We focused on our evaluation framework and tested it on 4G LTE. This testing framework is designed to be applicable to a wide range of technologies under test by utilizing software radios. It also allows us to conduct both lab tests and field tests, both stationary and mobile.*

*We utilized this platform to conduct a series of tests. These included lab tests using our channel emulator facility to evaluate it under different wireless channel models. It also included testing in rural, urban, and suburban environments, as well as mobile drive tests at Interstate velocities.*

*We found our testing framework to dependable and versatile. With this testing framework now available, our aim for the next phase is to study different technologies that fit into different aspects of our architecture design.*

**Next phase:**

*One key challenge that drives system expense is the limited wireless communications bandwidth available to support these railroad applications, especially in high-density traffic areas. For example, data shows that dense urban areas such as the Chicago area have spectrum shortages that are expected to severely impact the performance of PTC systems and railroad operations. The 220 MHz band is the primary frequency used for interoperable PTC systems. Other railroad frequency bands are therefore of considerable interest to the rail industry to alleviate the demand on currently utilized bands.*

*We plan to conduct an in-depth review of the operating regulations and restrictions of these frequency bands and their theoretical applicability for different key railroad applications such as wayside communication, onboard train control and monitoring operations, and the exploration of mixed voice/data applications.*

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

- Update: Electronics on Trains Working Group as of 5-14-20:  
NGEC Electronics Subcommittee – Update for 5-14-20 as provided by Team Leader David Brabb:

*We are currently asking the group to help us with guidance on the original intent of the PRIIA 305 specification, including the topology, for the DTL system. In our last meeting, on April 21st, we discussed whether we should specify a RING topology or a Linear topology. This question came up because our initial find seemed to point to a Ring topology. But after review and feedback, it looked as though a linear topology would be more appropriate. Additionally, we have had industry suppliers tell us that we should specify the allowance for both topologies. This, as you know, would make interoperability between the two difficult, as one of them would have to be changed to the other to work correctly in the same consist.*

*We've yet to receive clarification as to the main intent.....do we need to design the specification(s) to ensure interoperability between all vehicles? Or, is this optional? And, if it does not apply to all vehicles, which vehicles or train sets would it apply to? That is the information that we are looking to clarify now.*

*Our next meeting is planned for May 19th.*

Tammy Krause agreed to look at the issues/questions raised by David Brabb and to provide him with a response.

- Technical subcommittee call Frequency:

On 5-28-20, Charlie King reported to the Technical subcommittee that the Executive Board had been discussing the possibility of reducing the frequency of its calls (currently Bi-Weekly). (see discussion in Board section of this report)

While there were some thoughts on changing the Technical subcommittee call frequency (to potentially every three weeks or every four weeks), Charlie has determined that the calls will remain as they have always been – bi-weekly. There may be times that a call is canceled, but primarily they will continue to follow the current schedule of every two weeks. Charlie believes “it is a routine we are all in” and it is better to hold the time on the calendars and to not disrupt the flow that has worked quite well. While these calls are important for the voting members (states, Amtrak and FRA), they are also important to the members of the industry (200+) as well.

#### **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 May 2020, the Finance and Administrative Subcommittee met via conference call on the 27<sup>th</sup>.

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

Treasurer's update as of 5-27-20:

Balance/Spend Rate:

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

Amount Spent: \$579,201.22 (through March 2020)

Balance remaining: \$ 670,798.78

Estimated balance remaining at the end of the current grant period (9-30-20) - \$568,055

Average Monthly expenditure estimated for the extension period is: \$15,000.00 (just above current spend rate)

Amount utilized if the Grant is extended for 36 months at estimated spend rate \$540,000

Projected total remaining at the end of the 36-month extension: \$28,000

Grant Agreement extension request update:

FRA Grants has reached out to Amtrak Grants suggesting that the grant agreement extension request amend the performance period to include the first 26 months and add the requested 26 months making the grant performance period 72 months.

Tim Ziethen commented that this is really what the extension meant to do so this amendment/clarification is fine, and he will let the grants people know.

FRA also asked that the NGEN budget be reviewed to see if there are any changes to be made at this time within categories/tasks.

Tim Ziethen explained that in conducting a review of the budget – he noted that there is \$100,00 in it for two audits to be conducted by Amtrak's OIG at \$50,000 each. The first would take during the performance period and the second would be at the end of the grant period.

Since the initial execution of the grant and approval of the budget, it has been determined that it is no longer anticipated that the NGEN will incur these costs because it will be covered by the general audit of all Amtrak grants.

Tim noted that there are two options – re-purpose the money or leave it alone, for now, understanding that the NGEN Executive Board has the authority to shift money within the various budget line items as it has done in shifting Amtrak support to AASHTO support for the Document Manager position.

Tim's thoughts were that it makes no sense to do it right now – leave it as it is and come back to it through normal channels which would be a recommendation by the FASC to the Executive Board with its subsequent action at the appropriate time.

Steve Hewitt was asked for his counsel on this issue and he noted that since the Board has the authority to move money with the budget, it would make sense to not amend it now, rather to leave it and address it once the NGEN has a specific purpose for expending those funds. He noted that this would mean there is no change to the budget to be requested of FRA as a part of the grant extension request.

Ray Hessinger, NGEN Chair, agreed with Tim and Steve that there is no need to amend the budget now within the extension request – better to leave as is and use the Board's authority to move it at the appropriate time.

With no further discussion forthcoming, Tim Ziethen formally recommended that Amtrak grants be directed to inform FRA grants that a budget review has been completed, and there are no immediate changes to the budget distribution at this time.

John Oimoen, IDOT, offered a motion to accept the recommendation of Chairman Ziethen. A second was offered by Troy Hughes, MODOT.

After asking if there was any further discussion and/or any objections, Tim Ziethen determined that consensus has been achieved and the motion is approved.

In his next report to the NGEN Executive Board (6-16-20) he will inform the Board members of this action as a part of his update on the progress of the grant extension request.

- Conveying the Message (as of 5-27-20):

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

The FASC oversees this effort with Executive Board approval. In January 2020, the NGEN 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 will take another look at this document and update it as appropriate and redistribute it.

- Status Update as of 5-31-20- NGEN Equipment Acquisition and Ownership Best Practices Working Group:

Developing a Reference Document

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

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

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 17<sup>th</sup> 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 May 2020, the Review Panels did not meet.

As reported previously, at the February 2020 NGEN Annual Meeting, vacancies were filled on all Review Panels.