



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

SECTION 305 NGEC Executive Board

MINUTES

NOVEMBER 17, 2020

11:30 EASTERN

CONFERENCE CALL

| | |
|--------------------|---|
| FACILITATOR | <i>Ray Hessinger, Chair, S305 NGEC Executive Board</i> |
| ATTENDEES | Board Members: Ray Hessinger, George Hull, Amanda Martin, Amanda Martin <i>also as proxy for John Oimoen, Tim Ziethen, Michael Lestingi, Troy Hughes, Jason Orthner, Arun Rao, Brian Beeler II</i> Support Staff and Colleagues: Jon Dees, Mike Murray, Joe Paul, Mike Kraft, Larry Salci, Steve Hewitt, Shayne Gill, Oscar Bermudez, Tammy Krause, Patrick Centolanzi, Jeff Gordon |
| ABSENTEES | Board Members: Michigan State DOT – which has yet to name its representative to the Board, John Oimoen, Ron Pate, Kyle Gradinger, Mike Jenkins Support: Momo Tamaoki, Jason Biggs, Strat Cavros, |

DECISIONS MADE

1.

Welcome – Ray Hessinger, Chair, S305 NGEC Executive Board:

Chairman Hessinger opened the meeting and asked Steve Hewitt to call the roll.

2. Roll Call – Steve Hewitt, NGEC Program Manager:

Steve Hewitt called the roll and confirmed the presence of a quorum.

3.

Action items Review – Steve Hewitt:

Steve Hewitt briefly reviewed the status of open action items not covered under the agenda this week and noted they will be included on the next call agenda, and the status of each is included in today's minutes (11-17-20).

On 11-17-20, Steve Hewitt added one item that he wanted to raise as a point of interest:

NGEC Industry Participants – industry participation is growing with 3 new members joining the NGEC this past week including the first member from Italy with a presence in the US. The fact that the NGEC is getting new industry members after nearly 11 years is a positive sign and shows that interest is growing and proves that there is a lot of activity.

Chairman Hessinger noted that it also shows that the NGEC's work product and results are impressive.

Update: States and Amtrak – Charger Locomotive Experience:

In-depth updates were provided during the Annual Meeting and were included in the minutes (2-21-20). Presentations were distributed and posted to the website.

Next Update: As appropriate

METRA Equipment Procurement Effort:

This item was tabled until John Oimoen receives an update from his contact at METRA. He will let Steve Hewitt and Ray Hessinger know when that is, and the item will be included on the following Board agenda.

Next Update: As appropriate

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 from the Access Board and there is 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 8-20-20, Melissa Shurland reported to the Technical subcommittee, that the comment period ended on 7-14-20 (after having been extended to that date) and the Access Board is now processing those comments received. Melissa stated, "we are in a holding pattern to see what the comments were and what the Access Board's disposition of them will be." Melissa will keep the NGEC technical subcommittee informed as the process is completed.

As of 10-15-20 (Technical subcommittee meeting) there was nothing new to report – the Access Board seems to be in a holding pattern.

Next Update: As appropriate

Update: TSSSA Primer/Template development as of 10-15-20:

The Amtrak team continues to work on the development of the TSSSA primer. They are developing the verbiage after having received permission to use some of the diagrams. This effort has been put on the back burner due to other workload issues facing the same team including the California venture cars and other issues related to VSIP etc.

Next Update: As appropriate

VIA Rail Equipment Procurement:

On 10-20-20, Ron Bartels, VIA Rail, provided the NGEC Executive Board with an update on the VIA Rail vehicle procurement program.

He gave an overview of an exciting program that will result in 32 trainsets - each with 1 locomotive, 4 coaches and a cab car. Ron provided a general overview of milestones and an anticipated timeline for delivery.

He also described the great level of progress that has taken place, even with a tight schedule and the challenges presented by the COVID 19 pandemic.

Next Update - Either 6 months – or - during the NGEC Annual Meeting in February 2021

Metro-North Dual Mode Locomotive Procurement:

On 11-3-20, Ray Hessinger reported that Metro-North remains in the procurement cone of silence.

Next Update – 12-1-20

Connecticut DOT Rail Car Procurement:

On 11-3-20, Steve Hewitt reported on behalf of Marci Petterson (Conn DOT) that the department was expecting to receive proposals on Monday 11-2-20.

Next Update – 12-1-20

Amtrak Equipment Procurement Update – 11-3-20:

On 11-3-20, George Hull, Amtrak, reported:

CAF cars had 12 remaining to be finished.

The Charger locomotives are progressing on track with 12 locomotives online in production at Siemens.

The Trainsets – Amfleet replacement – continue to be in negotiation with vendors and there is not much more he can add at this time.

Next Update – 12-1-20

4.

Approval of the Minutes from the 11-3-20 conference call meeting – Ray Hessinger, NYSDOT:

On a motion by Amanda Martin, Iowa DOT, and a second by Michael Lestingi, FRA, the minutes from the 11-3-20 conference call meeting were approved as presented.

5.

Update: Finance and Administrative subcommittee (FASC) – Steve Hewitt for Tim Ziethen, Amtrak:

Tim Ziethen provided a status update:

Balance/Spend Rate:

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

Amount Spent: \$669,646.87.

Balance remaining: \$ 580,353.13.

Estimated balance remaining at the end of FFY 2020 (9-30-20): \$580,353.13.

Estimated spend at current rate for the next 36 months (through 9-30-23) - \$524,071.46.

Current Spend Rate (as info and used in calculating) - \$14, 557.54

Estimated balance at the end of the Extension Period – 9-30-23 – (Contingency) - \$56,281.67.

Status: Contract extensions Amtrak/AASHTO, and AASHTO/Sub-contractors (Hewitt, Krause, Casamar, Salci):

Tim Ziethen reported that the Amtrak/AASHTO 36-month contract extension has been fully executed by Amtrak and AASHTO. In turn, AASHTO has fully executed 36-month contract extensions with each of the subcontractors (Hewitt, Krause, and Casamar). NGEN Technical Consultant, Larry Salci's, contracts are individual task orders, and he has provided a statement of work (SOW) and budget for the DMU specification update review panel effort. AASHTO is processing that task order now.

Updating the NGEN two pager – Tim Ziethen:

On 11-16-20, the FASC two-pager update working group (Tim Ziethen Ray Hessinger, Troy Hughes, and Steve Hewitt) met for the second time via web conference.

On the call on 11-16-20, the working group prepared a rough draft mark-up of the two-pager with proposed changes in content and in design format. The intent, today, (11-17-20) is to get a general sense from the Board about the direction they are taking. The next step would be to have Laura Seabaugh, MODOT graphics arts, format it and smooth it. It would then be presented to the FASC for its review before coming back to the NGEN Executive Board for final approval.

Steve Hewitt provided a brief overview of the suggested changes/updates as prepared by the working group.

Ray Hessinger commented that he would like to add to the Charger information on the timeline column on page 1. Ray's change would be to add the number of Chargers in service and how many are on order.

Ray also noted that MARC should be added to the list of entities that are using NGEN specs.

Steve Hewitt added that John Oimoen, IDOT, sent him some suggestions just prior to this call (see below). They are good suggestions and will also be included in the next DRAFT.

John Oimoen was not available for the meeting, but provided the following suggestions for inclusion in the two-pager:

- Safety Enhancements – both the locomotives and cars, for example the CEM system among many other features.
- ADA Enhancements (cars) – intensive involvement with the ADA community and numerous improvements made.

Steve Hewitt also noted that the group is looking for a new picture (Single Level Coach Car) for the front page and asked states, preferably from the Mid-West, to provide one to Steve Hewitt and MODOT along with permission to use it.

Ray Hessinger and Tim Ziethen encouraged Board members to provide any comments/edits/suggestions they have to Steve Hewitt in advance of the next FASC call – 12-9-20. Meanwhile, the working group will move forward and make

the formatting improvements and confirm some of the information contained in the DRAFT.

6.

Review proposed By-Laws changes – Tim Ziethen, Chair FASC and Steve Hewitt, NGEC manager:

Steve Hewitt walked through the FASC approved/proposed updates and minor edits to the By-Laws.

Some of the changes were minor punctuation corrections and others were to correctly state the NGEC's evolving mission to not only develop, but to also **maintain** specifications. Additional updates were clarifications/corrections to better state the work of the NGEC and identify some of the functions of the FASC Chair, First Vice Chair and Second Vice Chair.

Tim Ziethen and Ray Hessinger asked if there were any comments from members participating in today's meeting. With none forth-coming, the discussion was concluded, and Ray Hessinger moved on to agenda item 7.

7.

Consider adoption of the FASC approved/proposed changes to the By-Laws – Ray Hessinger:

Ray Hessinger asked if there was any discussion. Hearing none, Ray called for a motion to adopt the changes to the NGEC by-Laws as presented by the Finance and Administrative subcommittee.

A motion to adopt the changes was offered by Michael Lestingi, FRA and was seconded by Brian Beeler II, for Maine DOT.

Ray Hessinger asked if there was any discussion, again, hearing none, he asked Steve Hewitt to conduct a roll call vote of Executive Board voting members represented on today's web/conference:

Ray Hessinger, NYSDOT – aye
George Hull, Amtrak – aye
Amanda Marti, Iowa DOT – aye
Amanda Martin as proxy for John Oimoen, IDOT – aye
Tim Ziethen, Amtrak – aye
Michael Lestingi, FRA – aye
Troy Hughes, MODOT – aye
Jason Orthner, NCDOT – aye
Arun Rao, WisDOT – aye
Brian Beeler II, NNEPRA for Maine DOT – aye

With a quorum having been established, and all represented members present voting in the affirmative, Chairman Hessinger determined that consensus was achieved, and the motion was approved.

Steve Hewitt will finalize the By-Laws document and provide it to all NGEC Board members along with the minutes of this meeting and to AASHTO for posting to the website.

8.

Update – Multi-State Rail Car Procurement as of 11-17-20 –Steve Hewitt for Kyle Gradinger, Caltrans:

Kyle Gradinger and Momo Tamaoki, Caltrans, were unavailable for the call but provided the following update which Steve Hewitt read into the record:

Design review for the standard coach is complete. The Cab Car structure FDR is complete and the structural test plans have been reviewed and are in revision. IDOT Café Car releases are ongoing. The FDR for Cab Car Safety Appliances is scheduled for November 18 and the documents are in review. The Café Car IDR has been approved. The new emergency egress windows are now being installed on cars in California and Illinois.

Workstation table testing is ongoing in Spain and though some parameters have not passed, overall results are positive. A repeat test is scheduled for Thursday, November 12. NEC testing for standard coach is complete and report reviews are ongoing with FRA. Caltrans 238.111 testing is complete, and the report is in final review. The IDOT 238.111 test runs on the IDOT corridors is pending results of the 213 report discussions.

Cab Car Compression Test Preparation is ongoing, and test setup is being planned. 60 cars total are in production or have been produced at Siemens Sacramento Facility. System-level FAIs and the Complete Coach FAI are now approved for the standard coach. There are nine cars delivered to the Stockton facility. Four more CALTRANS cars are scheduled to ship on November 20th. A shipment of 5 cars is scheduled to ship to IDOT this week.

9.
Update: Document Control Management - Tammy Krause:

Tammy Krause provided the following update for inclusion in today's (11-17-20) minutes:

I have sent out requests for contact information to members of the Structural, Interiors and Mechanical Working Groups. I have received many replies so far and I am currently building those membership lists. I will send out requests to the remaining working groups after I finish these lists.

The final draft of the Equipment Acquisition and Ownership document (Recommended Practices) was received from the technical writer and has been sent to that working group.

I am now meeting with the technical writer weekly to work on the outstanding documents. The Trainset specification work is the next to work on once the Equipment Acquisition and Ownership document has been completed.

I have received notice that Stadler intends to submit some proposed changes to the DMU specification revision. Stadler has put together an internal review schedule of each chapter and should be finished December 4th. They are a DMU manufacturer so I think that they may have some valuable proposed changes. I can send the changes out when I get them and maybe we can vote on the changes at the TSC meeting of 12/17/2020.

Discussion:

Steve Hewitt noted that, in light of the fact that Stadler's changes were not going to be considered by the Technical subcommittee until 12-17-20, the intended timeline for adoption of DMU specification Revision B was going to have to be revised. The original intent was to complete the DMU update by the end of 2020, but that timeline cannot be met. Steve emphasized that it was understandable, especially since Stadler builds DMUs, and their input is important. So, even though the plan was to complete the update in this calendar year, it is far more important to get it right than rush it to fit into a timeline.

Steve noted that this point segued into the next agenda topic which is Larry Salci and the DMU review timeline status.

Ray Hessinger agreed that it was better to wait and get the DMU revision right and he echoed Steve's sentiments that since Stadler builds DMUs it will be interesting to see what their changes are, and it would not be prudent to go forward without getting those changes/DCRs adjudicated.. He then called on Mr. Salci to provide his thoughts on the impact of this on his review.

10.
Revised Timeline and status – Review of proposed changes to the DMU specification – Larry Salci:

Larry Salci reported that he has reviewed the 82 DCRs and the supplemental comments received from FRA and the mechanical working group on the recent Technical subcommittee call. He noted that there are a number of issues in need of clarification.

Larry provided several examples of issues needing clarification – most of them related to defining weight.

Larry added that wheels are also an issue with 2 conflicting DCRs having been included in the summary of proposed changes.

Additionally, Larry noted that this review is more time consuming and more complicated than others he has done for the NGEN due to the fact that in doing his review he has to look at and compare three specs – including the DMU spec and the Locomotive specification to ensure consistency and compliance.

Larry added that he knows that AASHTO is working on completing the contract process, and he may need to contact Strat Cavros, AASHTO, to revise the scope because his estimate of time to be spent on the review is understated.

Larry has had a recent discussion with Document Control Manager Tammy Krause about these issues and others that need clarification going forward. He believes that a working group should be established by the NGEN technical subcommittee to reconcile the weight issue and ensure FRA compliance.

He also noted that, while Stadler builds DMU's, they are primarily running under waivers from FRA compliance because they are operating on freight railroad rights of way and under an agreement to run when there are no freight trains running at the same time.

Larry added that it will be interesting to see what Stadler provides and that whatever the changes are – they will need to be FRA compliant.

Patrick Centolanzi asked Larry if the DMU specification is a new product?

Larry responded that it is because it was developed under PRIIA requirements to be FRA compliant.

Patrick asked several other questions which Larry responded to by explaining the car types included and the fact that they are not self-propelled.

Steve Hewitt clarified that the PRIIA DMU specification initial release dates back to 2012 and the effort that is taking place now is to update it to reflect consistency with other NGEC specifications and to make it current. It was always a new product in compliance with FRA. Steve offered to send the current specification to Patrick if he would like to see it.

Patrick, overall, expressed that he was pleased with what he was hearing and excited to learn the DMUs was a new product.

He asked if commuter railroads could use the NGEC specifications and was pleased with the response that – yes, they can use this or other NGEC specifications and, in fact, they have in several instances.

11.

Discussion: Setting a date for the NGEC 2021 Virtual Annual Meeting – Ray Hessinger:

Steve Hewitt and Ray Hessinger are working on setting the date for the NGEC 2021 Virtual Annual Meeting (during the month of February 2021). They will coordinate with AASHTO, SPRC and SAIPRC to be sure that the meetings do not overlap and also to try to space this meeting out so as not to be one on top of the other.

AASHTO has not set a date for its CORT meeting but will let Steve Hewitt and ray Hessinger know when they have it scheduled.

12.

Other:

With no other business forthcoming, Chairman Hessinger adjourned today's meeting (11-17-20) at around 12:23 pm Eastern.

The next conference call will be held on 12-1-20

Decisions/Action Items

Update – Multi-State Rail Car Procurement as of 11-17-20:

Design review for the standard coach is complete. The Cab Car structure FDR is complete and the structural test plans have been reviewed and are in revision. IDOT Café Car releases are ongoing. The FDR for Cab Car Safety Appliances is scheduled for November 18 and the documents are in review. The Café Car IDR has been approved. The new emergency egress windows are now being installed on cars in California and Illinois.

Workstation table testing is ongoing in Spain and though some parameters have not passed, overall results are positive. A repeat test is scheduled for Thursday, November 12. NEC testing for standard coach is complete and report reviews are ongoing with FRA. Caltrans 238.111 testing is complete, and the report is in final review. The IDOT 238.111 test runs on the IDOT corridors is pending results of the 213 report discussions.

Cab Car Compression Test Preparation is ongoing, and test setup is being planned. 60 cars total are in production or have been produced at Siemens Sacramento Facility. System-level FAIs and the Complete Coach FAI are now approved for the standard coach. There are nine cars delivered to the Stockton facility. Four more CALTRANS cars are scheduled to ship on November 20th. A shipment of 5 cars is scheduled to ship to IDOT this week.

Update: Metro-North Dual Mode Locomotive Procurement as of 11-3-20:

Metro North continues to be in the "cone of silence" period while Metro-North continues reviewing proposals.

Next update – 12-1-20.

Update: Document Control Management – 11-17-20:

Tammy Krause reported on 11 17-20:

I have sent out requests for contact information to members of the Structural, Interiors and Mechanical Working Groups. I have received many replies so far and I am currently building those membership lists. I will send out requests to the remaining working groups after I finish these lists.

The final draft of the Equipment Acquisition and Ownership document (Recommended Practices) was received from the technical writer and has been sent to that working group.

I am now meeting with the technical writer weekly to work on the outstanding documents. The Trainset specification work is the next to work on once the Equipment Acquisition and Ownership document has been completed.

I have received notice that Stadler intends to submit some proposed changes to the DMU specification revision. Stadler has put together an internal review schedule of each chapter and should be finished December 4th. They are a DMU manufacturer so I think that they may have some valuable proposed changes. I can send the changes out when I get them and maybe we can vote on the changes at the TSC meeting of 12/17/2020.

Revised Timeline and status – Review of proposed changes to the DMU specification – Larry Salci:

Larry Salci reported that he has reviewed the 82 DCRs and the supplemental comments received from FRA and the mechanical working group on the recent Technical subcommittee call. He noted that there are a number of issues in need of clarification.

Larry provided several examples of issues needing clarification – most of them related to defining weight.

With the delay in receiving the Stadler changes and the need to reconcile several other critical issues and areas of conflict with some of the DCRS already submitted, the timeline will slip past December 2020.

Larry noted that this review is more time consuming and more complicated than others he has done for the NGEC due to the fact that in doing his review he has to look at and compare three specs – including the DMU spec and the Locomotive specification to ensure consistency and compliance.

Amtrak Equipment Procurement Update – 11-3-20:

CAF cars had 12 remaining to be finished.

The Charger locomotives are progressing on track with 12 locomotives online in production at Siemens.

The Trainsets – Amfleet replacement – continue to be in negotiation with vendors and there is not much more he can add at this time.

Next Update – 12-1-20

VIA Rail Equipment Procurement:

On 10-20-20, Ron Bartels, VIA Rail, provided the NGEC Executive Board with an update on the VIA Rail vehicle procurement program.

He gave an overview of an exciting program that will result in 32 trainsets - each with 1 locomotive, 4 coaches and a cab car. Ron provided a general overview of milestones and an anticipated timeline for delivery.

He also described the great level of progress that has taken place, even with a tight schedule and the challenges presented by the COVID 19 pandemic.

Next Update - Either 6 months – or - during the NGEC Annual Meeting in February 2021

METRA Equipment Procurement Effort:

This item has been tabled until John Oimoen, IDOT, receives an update from his contact at METRA. He will let Steve Hewitt and Ray Hessinger know when that is, and the item will be included on the following Board agenda.

NGEC Treasurer’s Report and FASC Activities update as of 11-17-20:

Balance/Spend Rate:

Total Initial Grant Amount: \$1,250,000.
Amount Spent: \$669,646.87.
Balance remaining: \$ 580,353.13.
Estimated balance remaining at the end of FFY 2020 (9-30-20): \$580,353.13.
Estimated spend at current rate for the next 36 months (through 9-30-23) - \$524,071.46.
Current Spend Rate (as info and used in calculating) - \$14, 557.54
Estimated balance at the end of the Extension Period – 9-30-23 – (Contingency) - \$56,281.67.

Status: Contract extensions Amtrak/AASHTO, and AASHTO/Sub-contractors (Hewitt, Krause, Casamar, Salci):

Tim Ziethen reported that the Amtrak/AASHTO 36-month contract extension has been fully executed by Amtrak and AASHTO. In turn, AASHTO has fully executed 36-month contract extensions with each of the subcontractors (Hewitt, Krause, and Casamar). NGEN Technical Consultant, Larry Salci's, contracts are individual task orders, and he has provided a statement of work (SOW) and budget for the DMU specification update review panel effort. AASHTO is processing that task order now.

Updating the NGEN two pager – Tim Ziethen:

On 11-16-20, the FASC two-pager update working group (Tim Ziethen Ray Hessinger, Troy Hughes, and Steve Hewitt) met for the second time via web conference.

On the call on 11-16-20, the working group prepared a rough draft mark-up of the two-pager with proposed changes in content and in design format. The intent, today, (11-17-20) is to get a general sense from the Board about the direction they are taking. The next step would be to have Laura Seabaugh, MODOT graphics arts, format it and smooth it. It would then be presented to the FASC for its review before coming back to the NGEN Executive Board for final approval.

Technical subcommittee review of the Access Board 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 and there is a final Rule, the Technical subcommittee (through its technical working groups) will compare them with the NGEN specifications to ensure compliance and make any necessary changes by utilizing the NGEN DCR process.

On 8-20-20, Melissa Shurland reported to the Technical subcommittee, that the comment period ended on 7-14-20 (after having been extended to that date) and the Access Board is now processing those comments received. Melissa stated, "we are in a holding pattern to see what the comments were and what the Access Board's disposition of them will be." Melissa will keep the NGEN technical subcommittee informed as the process is completed.

Next Update: as appropriate

Developing a template – TSSSA:

The Amtrak team continues to work on the development of the TSSSA primer. They are developing the verbiage after having received permission to use some of the diagrams. This effort has been put on the back burner due to other workload issues facing the same team including the California venture cars.

Next Update: As appropriate

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

Status Update – Connecticut DOT Rail Car Procurement as of 11-3-20:

Connecticut DOT was anticipating receiving proposals on 11-2-20.

Next Update: 12-1-20

Annual By-Laws Review:

On 11-17-20, the proposed changes to the NGEC By-Laws as recommended by the Finance and Administrative subcommittee were adopted by the NGEC Executive Board. Steve Hewitt will finalize the changes and distribute them to all NGEC Executive Board members along with the minutes of this call (11-17-20). He will also send them to AASHTO and ask that they be posted to the NGEC website.

Task Completed

NGEC 11th Annual Meeting – February 2021:

Steve Hewitt and Ray Hessinger are working on setting the date for the NGEC 2021 Virtual Annual Meeting (during the month of February 2021). They will coordinate with AASHTO, SPRC and SAIPRC to be sure that the meetings do not overlap and also to try to space this meeting out so as not to be one on top of the other.

AASHTO has not set a date for its CORT meeting but will let Steve Hewitt and ray Hessinger know when they have it scheduled.

S305 NGEC Executive Board Conference Call

11-17-20

11:30 AM – 12:30 PM Eastern

By computer:

<https://stephenhewitthewittconsulting.my.webex.com/meet/shewitt109>

By phone:

1-415-655-0001

Access code:

126-073-1531

Agenda

- | | |
|--|---------------------------------|
| 1. Welcome and Open the Meeting | Ray Hessinger |
| 2. Roll Call | Steve Hewitt |
| 3. Action Items Status Review | Steve Hewitt |
| 4. Approval of Minutes from 11-3-20 conference call meeting | Ray Hessinger |
| 5. Update: Finance and Administrative subcommittee activities | |
| - Treasurer’s Report – Balance/Spend rate | Tim Ziethen |
| - | |
| - Status: Contract extensions Amtrak/AASHTO, and AASHTO/Sub-contractors (Hewitt, Krause, Casamar, Salci) | |
| - Status: Updating the NGEC two-pager | |
| 6. Review By-Laws proposed changes | Tim Ziethen/Steve Hewitt |
| 7. Consider adoption of proposed changes to the NGEC By-Laws | Ray Hessinger |
| 8. Update: Multi-State Car Procurement | Steve Hewitt for Kyle Gradinger |
| 9. Update: Document Control Management | Tammy Krause |
| - Updating the member list of each of the technical working groups | |
| - Status: Updating the DRAFT Recommended Practices Document: | |
| - Finalizing the Single Level Trainset Specification 305-007 Revision B: | |
| - Update: Electronics on Trains working group activities. | |

10. Revised Timeline and Status – Review of the proposed changes to the DMU specification
11. Discussion: Setting a date for the NGEN 2021 Virtual Annual Meeting
12. Other

Larry Salci

Ray Hessinger

All

Next Meeting – 12-1-20