



## Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: January 31, 2015

Submitted by: Steven J Hewitt, Manager, S305 NGEC Support Services

### 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: Eric Curtit, Missouri DOT**

**Vice Chair: Mario Bergeron, Amtrak**

**Secretary: Ray Hessinger, NYSDOT**

**Treasurer: Darrell Smith, Amtrak**

**The Executive Board holds bi-weekly conference calls – Tuesday's at 11:30am Eastern**

During the month of January, 2015, the Executive Board met twice - via conference call – on the 6<sup>th</sup> and the 20<sup>th</sup>. Key decisions and activities reported for the month of January, 2015 included:

- Mid-west States – Section 6 progress report: This remains as an ongoing agenda item. An RFP for a Fleet Manager is being finalized by IDOT, and an RFI for a Fleet Maintainer has recently been released.
- Letter to the FRA: the NGEC will formally ask the FRA for a FY2016 budget request for funding for the development and maintenance of specification standards. Eric Curtit and Steve Hewitt will draft a proposed letter, for Board review, to be submitted to the FRA. This is not meant to be the funding options solution for sustaining the NGEC in the long term, but is seen as one potential future resource which would mirror funding provided to some of the other transportation modal administrations. A draft letter was circulated to the Board on January 22, 2015 for discussion on its February 3<sup>rd</sup> call.

- Revising/updating the NGEC bylaws:

The FASC approved revisions to the Bylaws on its January 14, 2015 conference call. The revised (redline) version was sent to all Board members on January 16<sup>th</sup> along with a clean version as well. The Board was asked to be prepared to come to consensus on the next call (February 3, 2015) for formal adoption at the NGEC Annual Meeting.

- Development of a Statement of Work and budget for a no-cost extension of the current grant agreement through September 30, 2017:

The FASC approved the proposed SOW on January 14, 2015, with the agreement to include additional language to be provided by the FRA. The Board was to review and discuss on February 3, 2015 with the intent of adopting the new SOW at the February 20, 2015 Annual Meeting.

- The Finance and Administrative subcommittee will begin developing a proposal for potential funding options to present to the Board for its consideration by October, 2015:

The FASC began discussions on this activity on January 14<sup>th</sup>. Members of the FASC have been asked to bring ideas to the table for discussion.

Exploring options for long term future funding of the NGEC is now the primary focus of the FASC with a due date of submitting recommendations to the Executive Board by October of 2015.

Darrell and Steve Hewitt are compiling a list of concepts/ideas presented to date and other relevant material to help the FASC as it begins to progress this effort forward.

- Outreach to All Aboard Florida:

- It was agreed that a "simple outreach" to AAF would be made by Chairman Curtit with regard to use of the NGEC specs. Tim Hoeffner will provide Eric Curtit with contacts for the outreach.

- Approval of the revised Dual Mode Locomotive (DC 3<sup>rd</sup> Rail) Requirements Document: On January 6, 2015, the Executive Board adopted Dual Mode Locomotive (DC 3<sup>rd</sup> Rail) Requirements Document Revision A and directed the Technical subcommittee to begin developing the specification.

#### **Technical Subcommittee:**

**Chair: Mario Bergeron, Amtrak**

**Vice Chair: Dale Engelhardt, Amtrak**

#### **The Technical subcommittee holds bi-weekly conference calls on Thursday's at 3:00pm Eastern**

During the month of January, 2015, the Technical subcommittee met twice – on the 15<sup>th</sup> and the 29<sup>th</sup>. Some of the key decisions and activities of the Technical subcommittee during the month of January, 2015 included:

- Accessibility Working Group/RVAAC related issues update:

On January 20, 2015, Melissa Shurland, FRA, reported that the Boarding and Alighting committee of RVAAC has met and completed its recommendations on guidance on accessibility elements relating to boarding the train and entering/exiting the car. The discussion centered on technology that can reach the minimum requirements. The committee will brainstorm and research the needs to recommend to RVAAC in order to determine the feasibility of their spatial recommendations. One example is the study of the minimum horizontal gap between the car and the platform, specifically to reduce the gap to 2 inches from the required 3 inches.

Between now and February 26, 2015, the Communication Subcommittee will be conducting meetings. It will be finalizing recommendations for the full RVAAC meeting scheduled for February 26.

Melissa Shurland will be compiling the differences between their guidance and what they've done to bi-level cars. This will be complete before the NGEN Annual Meeting on February 20.

- The AWG received the go-ahead on maintaining contracted support from Oregon State University. Drawing formation and a feasibility review will occur, in addition to examining impact and maneuverability issues within the car. Anyone interested in this guidance can contact Melissa who will provide it to them.
- Update: NGEN Procurements:

Diesel-Electric Locomotive as reported on January 29<sup>th</sup>:

- "a) Invoice for Milestone 'A' has been paid and Milestone 'F' (major purchase orders) is being processed for payment.
- b) Follow-up action items to close IDR are nearing closure.
- c) Detailed planning for Final Design review (FDR), in Seattle, is underway for February and March 2015.
- d) The Mock-up reviews for the machine rooms (four compartments) and the under floor equipment are complete and closed-out.
- e) The locomotive weight is holding steady at 270,000 lbs (+/-) and the calculated P2 force is within specified limits.
- f) Five draft DCRs are being processed. Rich Stegner will contact Tammy Krause to coordinate.
- g) The locomotive specification calls for a 140M wheel profile. A DCR will be prepared to specify either the 140M or a 340 wheel profile for the locomotive. The project needs Amtrak to reconfirm that the APTA 340 profile as referenced in APTA document PR-M-S-015-06 (figure B.8) is identical to Amtrak drawing D062-00106."

Bi-Level Car Procurement – as reported on January 15<sup>th</sup>:

First Article Inspections (FAIs) are being conducted.

In February and March FAIs on "a slew" of components will take place including: Air brake components; door leaves; hardware; latches; wheel and axle etc.

In regard to the new wheel profile Stan noted that they are working with Nippon Sharyo to make sure adequate supply of the 340 wheel profiles are available. He noted that "in California we still accept 140 profile wheels and have offered to take those if there are not enough 340 profiles for acquisition."

The FAIs will continue in April – looking at interiors, exteriors and lighting.

There will be a meeting in Rochelle, Illinois in early February to go over a corrective action from the QA audit. Caltrans, IDOT and FRA will be present at this meeting with Nippon Sharyo.

Caltrans is still looking to add 11 option cars to the order and is working with IDOT and FRA on a build schedule to that would modify the Grant Agreement to ensure ARRA compliance.

Caltrans and Amtrak are close to executing an OBIS agreement to begin implementation.

- Document Control update:

On January 15, 2015, Tammy Krause, provided the following update:

"The dual mode locomotive requirements document revision A was approved by the Executive Board on 1/6/15 and is now available on the AASHTO NGEN website. The Digital Train Line Hardware Specification 305-919 is now available on the website also."

- On January 15, 2015, the Technical subcommittee accepted the following "DRAFT" schedule for the development of the Dual Mode Locomotive (DC 3<sup>rd</sup> Rail) Specification (specific dates may change):

Schedule milestones include:

Teams complete Specification Development for their assigned chapters - 4/2/15  
 Amtrak Compiles Chapters, Draft Spec placed on AASHTO Website - 4/30/15  
 TSC Comment Period - 6/4/15  
 Locomotive Working Group Review and Address Comments - 6/18/15  
 TSC Final Review of DM Spec - 7/2/15  
 Vote to recommend DM Spec to Executive Board - 7/10/15  
 DM Specification Review Panel -8/18/15  
 Executive Committee vote to approve DM Specification - 8/18/15  
 Approved DM Specification on AASHTP Website - 9/24/15

Beginning January 29, 2015, progress reports will be provided as a standing agenda item for Technical subcommittee bi-weekly calls.

- On January 15, 2015, it was agreed that the Technical subcommittee would establish a Diesel Exhaust Fluid (DEF/UREA Working Group. Volunteers are to contact Steve Hewitt.

As of January 31, 2015 the DEF working group had 7 volunteers. The intent is to formally establish the working group and name a chair on the February 12, 2015 Technical subcommittee call.

#### **The Finance and Administrative Subcommittee**

**Chair: Darrell Smith, Amtrak CFO**

**Vice Chair: Brent Thompson, Washington State DOT**

**Vice Chair: Ray Hessinger, New York State DOT**

**The Finance and Administrative subcommittee holds a conference call every four weeks on Wednesdays at 3:00pm Eastern.**

Key decisions and action items from the January, 2015 conference call meeting of the Finance and Administrative Subcommittee included:

- Revision/updating NGECE By-Laws: On January 14, 2015, the Finance and Administrative Subcommittee approved the revised/updated NGECE Bylaws and transmitted them to the Executive Board with a recommendation of adoption.
- Developing a DRAFT SOW for a no-cost Grant Extension through 9-30-17: On January 14, 2015, the Finance and Administration Subcommittee approved the revised SOW, as presented, with agreed upon language proposed by FRA to be inserted as part of the final document to be transmitted to the Executive Board. The language was received from FRA, included in the SOW, and transmitted to the Board with a recommendation of its adoption.
- Developing Funding Option recommendations for continuing the NGECE:

For the next FASC call (February 11, 2015, Darrell Smith and Steve Hewitt will put together an outline of what has been done to date with regard to the NGECE future – funding options, functions and structure. Steve will distribute the David Ewing summary as well as the presentation given by Eric Curtit at the October Board meeting; and the original NGECE future working group's concept paper.

- Preparing the Treasurer's report and FASC update presentation for the Annual Meeting: On January 14, 2015, it was agreed that Darrell Smith will draft the presentation(s) for distribution to FASC members by 2-2-15. The presentation(s) will be discussed and commented on during the 2-11-15 conference call.

*At the October 24<sup>th</sup>, 2014 NGENC Executive Board Fall Meeting, the Section 209/305 Working Group was formally established as a Subcommittee of the NGENC – known as the 514 Subcommittee. The group is chaired by Ron Pate, Washington State DOT and meets on a bi-weekly basis. Status updates are provided to the Board on its bi-weekly calls.*

**The 514 Subcommittee:**

**Chair: Ron Pate, Washington State DOT**

**The 514 Subcommittee holds bi-weekly conference calls on Mondays at 4:00PM Eastern.**

During the month of January, 2015 key decisions and actions of the 514 Subcommittee, as reported by Chairman Ron Pate to the Executive Board included:

- The Subcommittee continues to progress well. Jeremy Jewkes is developing “straw dog” language. Some concern has been raised by states with regard to budget cap and the reconciliation process, but “progress is being made” and Chairman Pate believes these concerns will ultimately be resolved.

**NGEC Specification Review Panel(s):**

For each PRIIA NGENC 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 NGENC specification must go through the Review Panel process as well. At such times, the Review Panel previously established for a particular specification is re-convened by the Executive Board chair.