



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

Monthly Activities Report: October 31, 2014

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 October, 2014, the Executive Board met once via conference call – October 14 – and once at a face to face meeting held in Wilmington, DE on October 24, 2014. Key decisions and action items for the month of October, 2014 included:

- Mid-west States Section 6 progress report: This remains as an ongoing agenda item. The RFP for a Fleet Manager continues to be developed, and an RFI for a Fleet Maintainer is being prepared by Michigan DOT.
- 514 Working Group updates: The Capital Equipment 5 Year Plan (CIP) memorandum and the CIP itself have been accepted by the Executive Board consideration (10-14-14)

At the meeting in Wilmington (10-24-14) the Executive Board formally approved the establishment of a 514 subcommittee to begin to address the next steps as identified in the CIP.

- NGENC Procurement updates: The 2 procurements – bi-level cars and the diesel-electric locomotives-will continue to be standing agenda items on the Executive Board calls.
- The NGENC Future Working Group recommendations: On 10-24-14, the Executive Board accepted and adopted the recommendations of the NGENC Future Working Group by approving three separate motions as described below:

First motion:

To adopt the Committee Mode as described above (to establish a budget with a burn rate of \$460,000 per year; to create a Finance and Administrative Subcommittee to replace/consolidate the Finance subcommittee and Administrative task force – Darrell Smith as Chair and Ray Hessinger and Brent Thompson as vice chairs; to formally establish the “514” subcommittee - Ron Pate as Chair; and to absorb the NGENC working group functions as an integral part of the NGENC Executive Board’s responsibilities and create a standing agenda item dedicated to these activities).

Motion #2:

To direct the Finance and Administrative subcommittee to develop a Statement of work and budget for a no-cost Extension of the current grant agreement with FRA through September 30, 2017; and to recommend NGENC by-law changes, as appropriate, reflective of the changes resulting from adoption of the Committee Mode recommendation.

Motion #3:

To direct the Finance and Administration subcommittee (FASC) to propose/recommend funding options for the NGENC in time for the Executive Board to act on the recommendation by October, 2015.

- The NGENC Future Working Group activities: The work of this group will be absorbed as a full Executive Board activity and will become a standing agenda item on all Executive Board conference calls beginning on November 18, 2014.
- Bi-Level Car Revision C.2: Today, the Executive Board adopted Rev C.2 – Larry Salci will finalize the review panel report to include the details provided by Stan Hunter.
- D-E Locomotive DCRs: Larry Salci has completed a draft report on the revisions with recommendations. Mr. Salci will send it to Steve Hewitt for distribution to Locomotive Review Panel members for their review, with a conference call to be scheduled over the next few weeks.
- Letter to the FRA: On 10-24-14, the Executive Board agreed to 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 NGENC 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.
- The Finance and Administrative subcommittee (FASC), as established by the Board on 10-24-14 will:
  - Organize itself and set its agenda. The first call is currently scheduled for November 19, 2014.
  - Will begin its review of the by-laws to revise, where necessary, to reflect the changes approved on 10-24-14. (Chairman Smith will contact Ray Hessinger to discuss beginning a by-law review with the assistance of Steve Hewitt)
  - Will begin to develop a revised Statement of Work and budget for a no-cost extension of the current grant agreement through September 30, 2017, as agreed on 10-24-14 and as so directed by the Executive Board.

Will begin developing a proposal for potential funding options to present to the Board for its consideration by October, 2015.

**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 October, 2014, the Technical subcommittee met once – on October 9, 2014. Some of the key decisions and action items of the Technical subcommittee during the month of October 2014 included:

- The Executive Board has directed the Technical Subcommittee to draft a proposed revision to the Dual Mode (DC 3<sup>rd</sup> rail) Requirements Document. This effort is underway. A draft has been approved by the Technical working group and distributed to all Technical subcommittee members for review and comment. Comments on the draft revised Requirements document are due by COB October 17, 2014 to Jack Madden at [john.madden@dot.ny.gov](mailto:john.madden@dot.ny.gov). The intent is to consider the revised document for Technical subcommittee approval on the November 6<sup>th</sup> call.
- Diesel-Electric Locomotive Procurement update: On 10-9-14, Rich Steger provided the following update which was read into the minutes by Dave Warner:
  - a) The last two Milestone 'A' CDRLs (#10 & #11) are being processed.
  - b) Intermediate design review (IDR) week #1 was held last week in Chicago.
  - c) Mock-up reviews for the diesel engine room are planned to be conducted at Siemens' 3-D reality-lab in Munich week of December 8th.
  - d) Long-range planning for FDR is underway. The location for FDR will be in Seattle.
  - e) A set of legacy locomotive schematics for P42 and F59PHI locomotives are needed for electrical design reviews. (Please contact Rich Steger)
- Updating ECP Standards: remains as a standing action item and as activities occur; Paul Jamieson will provide status updates to the subcommittee. (Ongoing) On 0-9-14 Paul provided the following update:
 

"The four ECP emulation cars continue to operate on the Amtrak Keystone service. The FMECA report was change an FMEA report has the criticality can only be determined based on the manufacturers' implementation. The FMEA final draft report was received. During the last two days, a detailed FMEA review was conducted by the technical subgroup. The final report and OSHA must be completed by year end."
- ***Dave Warner, Amtrak, and the NGEN Revision Control Coordinator made the following announcement:***

***"This is my last Technical Subcommittee Call as a paid PRIIA professional at Amtrak. I am retiring from Amtrak on Oct. 24 to begin a new job as the Chief Engineering Officer-Rail Vehicle Engineering at SEPTA, the public transportation authority for Philadelphia. I'm not severing all PRIIA ties, as I plan to continue participating as a "PRIIA emeritus" and industry member. My current duties will be properly transferred to another individual, but I do not wish to mention names today."***

***Upon hearing the news of Dave's retirement as a PRIIA professional at Amtrak, and his embarking on a new career with SEPTA, many of the subcommittee members on the call (including Eric Curtit, NGEN chair) expressed their gratitude to Dave for all he has done to help the NGEN succeed. All expressed congratulations and well wishes to Dave as he begins his new career at SEPTA. Without question Dave will be missed. Many of the accomplishments of the NGEN can be directly attributed to Dave's incredible knowledge, experience, and dedication.***

***Thank you Dave! All the best!***

**Finance subcommittee:**

**Chair: Darrell Smith, Amtrak CFO**

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

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

The Finance subcommittee meeting in October was canceled in deference to the October 23 and 24 NGEF Fall Meetings held in Wilmington, DE.

During the Board meeting it was agreed that the Finance subcommittee and the Administrative Task Force will be consolidated and reorganized as one subcommittee – The Finance and Administrative subcommittee (FASC). This newly formed subcommittee will combine the work plans of the two groups and will be chaired by Darrell Smith, Amtrak with Brent Thompson, WSDOT and Ray Hessinger, NYSDOT serving as vice chairs.

The first meeting of the FASC will take place on November 19<sup>th</sup>, 2014.

At the Board meeting, the FASC was directed to begin work on the following tasks:

The Finance and Administrative subcommittee (FASC), as established by the Board on 10-24-14 will:

Organize itself and set its agenda. The first call is currently scheduled for November 19, 2014.

Will begin its review of the by-laws to revise, where necessary, to reflect the changes approved on 10-24-14. (Chairman Smith will contact Ray Hessinger to discuss beginning a by-law review with the assistance of Steve Hewitt)

Will begin to develop a revised Statement of Work and budget for a no-cost extension of the current grant agreement through September 30, 2017, as agreed on 10-24-14 and as so directed by the Executive Board.

Will begin developing a proposal for potential funding options to present to the Board for its consideration by October, 2015.

**Administrative Task Force (ATF):**

**Chair: Ray Hessinger, NYSDOT**

**Vice Chair: Darrell Smith, Amtrak Finance**

**The Administrative Task Force holds conference calls every four weeks on Fridays at 11:00am Eastern**

The Administrative Task Force meeting in October was canceled in deference to the October 23 and 24 NGEF Fall Meetings held in Wilmington, DE.

During the Board meeting it was agreed that the Finance subcommittee and the Administrative Task Force will be consolidated and reorganized as one subcommittee – The Finance and Administrative subcommittee (FASC). This newly formed subcommittee will combine the work plans of the two groups and will be chaired by Darrell Smith, Amtrak with Brent Thompson, WSDOT and Ray Hessinger, NYSDOT serving as vice chairs.

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

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

In October, 2014, the Bi-Level Review Panel met on October 16<sup>th</sup> and approved Revision C.2 for the Bi-Level Car Specification. C.2 was subsequently transmitted to the executive Board with a recommendation for adoption. On October 24, 2014 Bi-Level Car Specification Revision C.2 was adopted by the Executive Board.