



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: October 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 October, 2015, the Executive Board met twice –via conference call - on the 13th and the 27th. Key decisions and action items from the month of October, 2015 included:

- Mid-west States – Section 6 progress report: In October, the Mid-West State DOTs met (10-21-15) with their legal representatives in attendance as well, to go over agreements for the distribution of equipment (cars and locomotives) throughout the Mid-West. At the meeting they began to lay out the terms and conditions that will ultimately lead to a fleet maintainer and fleet manager.
- In October, the Finance and Administrative subcommittee continued to look at potential funding options and organizational structures to carry out those options. The subcommittee met on October 28th to discuss and prepare a final draft report with recommendations to go to the NGEC Executive Board. It was agreed that the report will be finalized and considered for FASC approval on November 18th, and submitted for Board consideration on its November 24th call.

- The "backgrounder" educational document remains available upon request. Please contact Steve Hewitt at shwitt109@aol.com with the number of copies requested and a mailing address.
- 514 Subcommittee update: The subcommittee approved the 2016 Amtrak Capital Improvement Plan (CIP), and submitted it to the NGEC Executive Board for its consideration of acceptance. On October 27, 2015, the Board formally accepted the 2016 CIP and it was sent to AASHTO for posting on the NGEC website.

209/305 coordination: It has been agreed that Policy issues will be handled by the newly formed States Amtrak Intercity Passenger Rail Committee (SAIPRC).

- Diesel-Electric Locomotive Procurement update as of October 27, 2015: The Diesel-Electric multi-state procurement is progressing well and is on time and on schedule.
- Bi-level car procurement update as of October 27: The key issue being focused on is the failed compression test. Nippon Sharyo is meeting with FRA next week (week of 11-2-15) to provide input on the schedule and on efforts to move forward.

Re-testing the car shell itself is a key priority. A final design review will take place in Japan to look at a complete analysis of the failure and at counter measures will take place in early December, 2015, so that the design and approach can be presented and accepted.

- GAO Study: Members of a GAO project team have begun to conduct interviews with members of the Technical subcommittee working group team leaders and others key NGEC participants.

The team will participate on future Technical subcommittee calls (on a monthly basis) to listen and to provide periodic updates on as the project progresses. The next call on which they are scheduled to participate is November 5, 2015.

- Document Control Update: On October 27, 2015, Revision Control coordinator, Tammy Krause, reported that:

Bi-level specification Revision C.2, previously approved, has been finalized and is available through the website request process.

Bi-Level specification Revision C.3 is going through the review process with changes being evaluated.

The Dual Mode (DC 3rd Rail) Locomotive Specification, approved in August by the Technical subcommittee, is moving through the Executive Board review process. Larry Salci, consultant to the Review Panels has begun to review the specification against the Requirements document and has provided a timeline for completion of the review and anticipated presentation of the Review Panel report with recommendations to the Executive Board. The date for Board consideration is expected to be November 24, 2015.

- Executive Board Approval of PRIIA 305-912 Revision B: The Executive Board, on October 27, 2015, formally adopted 305-912 Revision B, and will be finalized with a signature page and release/approval date and will be available through the specification request process.
- 2016 NGEC Annual Meeting: On October 27, 2015, Steve Hewitt announced that the 2016 NGEC Annual Meeting is scheduled for February 19th in Washington, DC at the Hyatt Regency, Capitol Hill. It is being held, as usual, in conjunction with the AASHTO SCORT DC meeting (February 17-18.) Details to follow. Steve Hewitt has sent a notice to all NGEC members' calendars to lock in the date.

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, 2015, the Technical subcommittee met once 8th. Key decisions and action items for the month of October, 2015 included:

- RVAAC: RVAAC presented its recommendations for improved access on rail vehicles to the Access Board on July 29, 2015. On October 8, 2015, Melissa Shurland, FRA, reported that she has learned that because the report was produced by an advisory committee, the Access Board is not bound by its recommendations and will probably not be making any statement about approving or disapproving the report. The next step is for the Access Board to review the report and then decide how to proceed. There is a backlog in rulemaking projects, and so it was not decided how and when to proceed with those recommendations.
- Accessibility Working Group Update: Oregon State University (OSU) is making progress in developing the spatial model of the recommendations. Amtrak's Blair Slaughter has provided valuable input and has provided additional updated drawings to OSU.
- Backgrounder educational document: The 2015 version of the "Backgrounder" remains available upon request. Please contact Steve Hewitt at shewitt109@aol.com if you want to receive "Backgrounders".
- DEF Working Group: The working group, as of October 8, 2015 continued to work on consumption calculations – the models showed that they are close to the existing equipment, and the fueling point locations will likely not need to be changed. The next step is to begin developing an RFI for a DEF supplier. However, while they will begin working on the RFI, IDOT must have an agreement with Amtrak before proceeding.
- The PRIIA Dual Mode (DC 3rd Rail) Passenger Locomotive Technical Specification: The specification, as approved by the Technical subcommittee in August, 2015, is currently proceeding through the Executive Board's review process with a target approval date of November 24, 2015.
- Specification 305-912 Revision B: As approved on September 24, 2015 by the Technical subcommittee, was formally adopted by the NGECE Executive Board on October 27, 2015.
- Bi-Level Car Procurement Update as of October, 2015: See above – Executive Board monthly status update.
- Diesel-Electric Locomotive Procurement update as of October, 2015: The D-E Locomotive procurement is progressing well and is on time and on schedule.
- AAR Committee Update: The committee was formed to establish standards (by 12/31/15) to address the new passenger equipment that will coming on line in the near future. The committee will develop a list of standards most of which are related to VTI and shunting. The standards will not apply to the PRIIA procurements but will be used as a comparison against them as they are underway to see if they work.

Jeff Gordon, FRA, provides ongoing progress reports to keep the subcommittee on a monthly basis. Due to the October 22, 2015 subcommittee meeting having been canceled, the next report is scheduled for November 5, 2015.

AAR is coordinating the effort and FRA is participating.

- GAO project: The GAO team is scheduled to participate on the November 5, 2015, Technical subcommittee call. As of mid-October, the team had begun contacting members of the Technical subcommittee working groups and other key participants.

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.

During the Month of October, 2015, the Finance and Administrative Subcommittee held its monthly meeting on the 28th:

On the October 28th call, FASC members reviewed a draft report with recommendations for submittal to the Executive Board. The following action items and timeline were reported out of the October 28th call:

- The FASC report and recommendations to the Board will be revised, as discussed on the October 28, 2015 call, and will be distributed to the FASC members by COB on November 6th.
- Members will provide their comments on the revised draft report by COB on November 13th.
- On November 18, 2015, on the next FASC call, members will consider approval of the report with recommendations, and its submittal to the Executive Board.
- If approved by the FASC, on November 18th, the report will be submitted to the Executive Board on November 19th, for its review, with a request that it be considered by the Board on its call on November 24th.

The 514 Subcommittee:

Chair: Ron Pate, Washington State DOT

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

On October 27, 2015, the following subcommittee progress report was provided to the Executive Board with regard to the updated 2016 Amtrak Capital Improvement Plan (CIP):

- *Progress over the past year includes:*

Coordination with the newly created State Amtrak Intercity Passenger Rail Committee (SAIPRC) - As the PRIIA 209 policy body, the SAIPRC informs work in the 514 subcommittee. Changes to policy effecting capital use charge will be reflected in future editions of the CIP.

Definitions – Key definitions used throughout the plan are identified near the beginning.

Updated Process – An updated process for Minor Updates that accommodate more interaction between Amtrak and states.

Updated Five Year Forecasts – Forecasts of units used and equipment capital overhaul schedules have been updated based on information gathered through the process.

Quantified Equipment Released from State Service – The CIP identifies Amtrak equipment planned to be displaced from state corridor service with new state-owned equipment by units used and the pro rata share of equipment overhaul capital. A new corridor, titled Released for Redistribution/Underdetermined, quantifies this impact by the units used and pro rata share equipment capital for each plan year.

SOGR Plan – The CIP includes Amtrak’s plan to bring all non-State of Good Repair equipment into a SOGR.

Budget Contingencies – Based on year-of-plan, baseline suggestions for contingency levels for budget planning purposes are new to the CIP.

In concluding the progress report to the Board, 514 subcommittee co-chair Jeremy Jewkes requested that the NGECE Board take action on the following motion to accept the 2016 CIP:

“The Next Generation Equipment Committee (NGEC) accepts the Capital Investment Plan (CIP) prepared by Amtrak, in cooperation with the 514 Subcommittee, as a best practices document meeting the intent of the Section 209 policy and the approved charge statement, and concurs with the 5-year investment plan contained therein. The board also recognizes that the CIP is a living document and there will be annual updates and continued efforts required to complete the next steps included in the document.”

The NGEC Executive Board subsequently (on October 27, 2015) approved the motion to accept.

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, 2015, the NGEC Review Panels did not meet, but Review Panel Consultant, Larry Salci, began his review of the Dual Mode (DC 3rd Rail) Locomotive Technical specification, and a Review Panel meeting to consider the report with recommendations to go to the Executive Board has been scheduled for November 19, 2015.