



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

**Monthly Activities Report: November 30, 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 November, 2015, the Executive Board met once –via conference call - on the 10<sup>th</sup>. Key decisions and action items from the month of November, 2015 included:

- Mid-West States – Section 6 progress report as of November 10, 2015: The states are in the final stages of finalizing a multi-state ownership agreement. Attorneys for the states were meeting and it was anticipated that a final draft will go to the states in the coming weeks. The next major issue to be resolved is that of insurance.
- The Finance and Administrative subcommittee (FASC) activities as on November, 2015: The FASC finalized its report and recommendations on future funding options, met on 11-18-15, and approved its submittal to the NGEC Executive Board. Board consideration is anticipated to take place on its next call – 12-7-15.

- The "backgrounder" educational document remains available upon request. Please contact Steve Hewitt at [shwitt109@aol.com](mailto:shwitt109@aol.com) with the number of copies requested and a mailing address.
- 514 Subcommittee update: As of November 10, 2015, the subcommittee had begun work on minor updates; and was continuing to work through policy issues with the States Amtrak Intercity Passenger Rail Committee (SAIPRC). The next call was scheduled for 11-16-15.
- Diesel-Electric Locomotive Procurement update as of November 27, 2015: The Diesel-Electric multi-state procurement is progressing well and is on time and on schedule.
- Bi-Level Car Procurement status as of November, 2015:  
  
The car shell re-design continues to be the biggest issue yet to be resolved. They continue to work through issues related to the model, analysis and criteria for car shell re-design. As of November 10, 2015, there was no firm timeline for the re-design and a revised production schedule was not yet finalized.
- Diesel-electric Locomotive Procurement status as of November, 2015: The multi-state locomotive procurement is progressing well and on time.
- GAO Study: Members of a GAO project team have begun to conduct interviews with members of the Technical subcommittee working group team leaders and industry 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 December 3, 2015.
- Adoption of the Dual Mode Locomotive (DC 3<sup>rd</sup> Rail) specification – status as of 11-30-15: Larry Salci has begun his review of the Dual Mode (DC 3<sup>rd</sup> Rail) Locomotive specification. Due to schedule conflicts, the report will not be before the Review Panel until early December, with Board approval to follow by mid to late December.
- 2016 NGEC Annual Meeting: the 2016 NGEC Annual Meeting is scheduled for February 19<sup>th</sup> 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.) Hotel room block information has been provided to all NGEC members.

#### **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 November, 2015, the Technical subcommittee met twice, via conference calls on the 5<sup>th</sup> and 19<sup>th</sup>. Key decisions and action items for the month of November, 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. Melissa will keep the subcommittee apprised.
- Accessibility Working Group Update: Progress continues on the restroom drawings. Oregon State University is working with Amtrak. Alternatives are being looked at such as having one universal restroom as opposed to two. Valuable input is being provided by Amtrak on what can and can't be done. Melissa Shurland, FRA, will provide a report on what has been accomplished to date at the NGEC Annual Meeting (2-19-16).

- Document Control Update as provided by Revision Control Coordinator Tammy Krause on November 19, 2015:

The Dual Mode locomotive specification is still under review by consultant Larry Salci. Tammy will be starting to put together the C.3 version of the bi-level specification in the next few weeks. She has asked that any new DCRs be submitted by December 4<sup>th</sup>.

- Backgrounder educational document: The 2015 version of the "Backgrounder" remains available upon request. Please contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com) if you want to receive "Backgrounders".
- DEF Working Group: The working group, as of November 19, 2015 continued to work on consumption estimates - 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 steps are to begin developing an RFI for a DEF supplier once IDIT has an agreement in place. The next DEF call was scheduled for 11-23-15.
- Diesel- Electric Locomotive procurement update as of 11-19-15 (provided by IDOT:

The invoice for milestone E (Invoice #10), associated with FDR is being processed by IDOT

FDR follow-up action items are now closed. The balance of submittal drawings have now been received, as well.

The FAI for the truck assembly was held on 11/17 and went well.

The FAI for the Prime Mover (Engine and alternator together) was held on 11/12 in Sacramento and went well.

The kick-off for monthly QA reviews was held in Sacramento on 11/18.

A planning meeting to review the compression test process is planned for 12/1 in Sacramento.

We anticipate two more draft DCRs has will processed by the JPEs. The total will be Seventeen draft DCRs, and are being prepared and Rich Stegner has contacted Tammy Krause, to send a list re-capping the DCRs and will begin drafting DCRs. Camren Cordell will assist.

Follow up Technical Advisory Groups (TAG) continue working on an on-going basis for the action items from the AAR Standard vehicle qualification testing and acceptance. AAR's David Cackovic is the facilitator.

The Diesel Exhaust Fluid (DEF) planning team is reviewing logistics for fueling locations.

The locomotive weight has reduced to 271,684 lbs (+/-), due to actual component weights coming in a bit better than expected. The calculated P2 force is within specified limits. Weight is being closely monitored, each month."

- Bi-Level Car Procurement Update provided by Caltrans, as of November 19, 2015:

FAI's for sub-system items are ongoing with 29 of 44 done.

In December and January FAIs upcoming include seats and tables, electric panels etc. This reflects a slight slippage due to changes in the seat design.

Compression test analysis (since the test failure) are underway.

Changes in the design and updates to the anlysis are ongoing. A third party analysis expert, well-regarded by all parties – has been brought in to support the effort.

A new Design Review has not yet been scheduled – it may be a two part or a one part review – as of yet not determined.

There is an update scheduled for 11-24-15.

5 non carshell related design review are outstanding.

The product schedule is still under review – a draft has been provided by the manufacturer and is being reviewed.

No final delivery dates are in place as of yet.

They are working through the funding impacts of the delay.

The number of vehicles deliverable will be based on the schedule when finalized.

- 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.

On November 5, 2015 the following update was provided by Jeff Gordon, FRA. The next update is scheduled for December 3, 2015:

*“The Passenger Equipment Standards Committee first met at AAR HQ in early June, and formed a path forward plan with six subgroups. Several subgroup web cast meetings have been held.*

*The overall goal is to develop an AAR Standard approach to address areas of concern regarding the introduction and operation of new-design passenger cars and locomotives on freight railroad track. The AAR standard is intended to only address gaps where those goals and objectives are not met by existing APTA and other standards. The AAR standard will adapt existing standards and requirements to the extent possible.*

*A first draft of the specification has been prepared and has been distributed to all participants. In the next month or so meetings related to loss of shunt, interoperability and vehicle-track interaction are planned.*

*If you have any questions about this process, please contact Jeff Gordon ([Jeffrey.Gordon@dot.gov](mailto:Jeffrey.Gordon@dot.gov)).*”

- GAO/NGEC project: The GAO team is scheduled to participate on the December 3, 2015, Technical subcommittee call. As of mid-November, the team had begun contacting members of the Technical subcommittee working groups and key industry 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 November, 2015, the Finance and Administrative Subcommittee (FASC) held its monthly meeting on the 18th:

- On that call the FASC members approved the memo and recommendations on funding options. The memo was subsequently (on the 19<sup>th</sup>) submitted to the Board for its consideration on its next call (12-7-15).
- Darrell Smith, Amtrak, and Eric Curtit, MODOT, will begin a review of the NGEC website and ultimately recommend changes/updates. This will be carried as an action item on future FASC agendas.
- Ray Hessinger, NYSDOT, will lead an effort to review and proposed changes to the NGEC By-Laws and Operating Procedures. This will be carried as an action item on future agendas. It is anticipated that

updates will be proposed in time for consideration by the Executive Board at the NGEC Annual Meeting in DC on 2-19-16.

Note: Executive Board Members must receive written copies of By-Laws changes 30 days prior to consideration of adoption.

**The 514 Subcommittee:**

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

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

On November 10, 2015, the following subcommittee progress report was provided to the Executive Board:

- With the major update (CIP) having been accepted, (October 27, 2015) by the NGEC Executive Board, the 514 subcommittee is gearing up for minor updates. The spreadsheet from Amtrak to the states will be distributed in December.
- States should be prepared to provide projections and identify budget restrictions.
- A meeting invitation went out to the states to for the reconciliation meeting – 11-18-15.
- The 514 subcommittee continues to work with the States Amtrak Intercity Passenger Rail Committee (SAIPRC) on a list of policy issues identified in the major update. Policy runs through SAIPRC.

**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 November, 2015, the NGEC Review Panels did not meet, but Review Panel Consultant, Larry Salci, began his review of the Dual Mode (DC 3<sup>rd</sup> Rail) Locomotive Technical specification, and a Review Panel meeting to consider the report with recommendations is expected to be held in early to mid-December, 2015.