



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: March 31, 2016

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 March, 2016, the Executive Board met twice –via conference call - on the 1st, and on the 15th. DC.

Key decisions and action items from the month of March, 2016 included:

- 514 Subcommittee update: As of 3-15-16 progress was moving along well on update tables for the CIP from 2017-2021. Amtrak had agreed to revise the tables to include additional information that will increase visibility. The DRAFT report, once complete, was to be distributed to subcommittee members with a comment period of about one-month. The final report anticipated to be published in July.
- Bi-Level Car Procurement status as of March 15: The technical review team met to go through the elements of "Car Shell Model 2". The official Design Review is anticipated for the end of May 2016, for consideration

of acceptance. The production schedule is being updated. Overall, progress is being made. Caltrans is working closely with IDOT and the FRA on the funding issues.

- Diesel-electric Locomotive Procurement status as of March 15, 2016: The multi-state locomotive procurement continues to progress well and, although the timeline has showed some slippage, the overall schedule for delivery of the last locomotive is still within the ARRA funding window. IDOT is monitoring the situation closely with weekly meetings with Siemens focused on schedule.
- GAO Study: Members of the GAO project team have begun to write the DRAFT report. It is anticipated that it will be submitted to the agencies for review sometime in April, 2016. GAO continues to provide monthly progress reports to the Technical subcommittee. Next update: 4-7-16.
- Adoption of the Dual Mode Locomotive (DC 3rd Rail) specification – The Dual Mode (DC 3rd Rail) Locomotive specification PRIIA 305-011 is in final form with the initial release date and signature page having been completed. The spec can be accessed via the website following the NGEC procedures described therein.
- Finance and Administrative subcommittee update: The Finance & Administrative Sub-committee is continuing to work through the next steps for future funding options, and is doing a bit of a re-evaluation based on the NGEC's actual spend rate as provided for this past year at the Annual Meeting (about half of what was planned). The subcommittee is working to have a full report by the end of May, 2016 (delayed from end of March).
- Mid-West States – Section 6 progress report: The states are still working to finalize their agreements – the Mid-West Intercity Passenger Rail Commission (MWIPRC) has approved the ownership agreements to allow the states to own the vehicle jointly. The group is working on taking the necessary steps to own and operate the vehicles in the Mid-West. The Fleet Management Plan is being updated and the Fleet Manager procurement is still being worked on.
- Two page educational/outreach document: The Board has reviewed the DRAFT two pager developed by MO DOT, and is in general agreement with the concept. Changes were agreed to on March 15, and will be made to the document. A revised version will be circulated for Executive Board Review prior to going to print.

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 March, 2016, the Technical subcommittee met twice, via conference call on the 10th and 24th. Key decisions and action items for the month of March, 2016, included:

- RVAAC: RVAAC presented its recommendations for improved access on rail vehicles to the Access Board on July 29, 2015. Melissa will keep the Tech SC apprised as deliberations conclude. There is a backlog in rulemaking projects, and so it was not decided how and when to proceed with those recommendations. Anyone who would like the link to the RVAAC report should contact Melissa Shurland, at Melissa.shurland@dot.gov. On February 19, 2016, at the NGEC Annual Meeting, Melissa provided an update presentation to NGEC members. The presentation can be found on the NGEC website.
- Accessibility Working Group Update: Progress continues on the restroom drawings. On 12-17-15, Melissa Shurland reported that the Accessibility Working Group had a meeting during the week with participants from Amtrak, FRA, manufacturers and the Access Board, to review Oregon State University's (OSU) preliminary work on accessibility restrooms. Good feedback was received and OSU will go back and incorporate the comments received accordingly. Melissa Shurland provided a full status report at the NGEC Annual Meeting on 2-19-16. The presentation is available on the NGEC website.
- The PRIIA Dual Mode (DC 3rd Rail) Passenger Locomotive Technical Specification adoption: It has been formatted by the NGEC technical writer in final form and is posted on the website (restricted access).

- Backgrounder educational document: A new educational "two pager" has been developed by the Finance and Administrative subcommittee and is being considered by the NGENC Executive Board. Once approved it will be available for NGENC members use.
- DEF Working Group: The group is working with Amtrak to answer questions on the process. The environmental review is currently with Amtrak and is ongoing and the agreement with Amtrak and IDOT is getting finalized. The next DEF working group meeting was scheduled for Thursday 3-31-16.
- Diesel- Electric Locomotive procurement update as of 3-24-16 (provided by IDOT):
- All previous invoices for project milestones have been paid by IDOT. New invoice for Change Order #5 (Grab Handles) is being processed by IDOT.

JPEs are reviewing Siemens' revised schedule, which now indicates a 2 to 3-week schedule slip for the first 11 locomotives. The overall schedule for delivery of the last locomotive is still within the ARRA funding window. IDOT is monitoring schedule closely with weekly meetings with Siemens focused on schedule.

- All of the supplier's factory FAIs are complete. The remaining FAIs will take place at Siemens' factory in Sacramento. At the time when the locomotive-complete FAI is scheduled in early June, it is planned that the FRA sample car inspection can also take place.
- The next monthly QA review is planned for April 13th at Siemens factory in Sacramento.
- All carbody compression and structural tests have been successfully completed and the tested carbody is now in paint prep.
- The first two of 15 DCRs have been sent to Tammy Krause. Our plan is to submit between two (2 ea.) and four (4 ea.) DCRs per week to finish the process. The Diesel Electric DCRs are tracking parallel to the edits for the Dual Mode Locomotive Specification.
- The test plan for 125 mph testing on the North East Corridor is being prepared and will be submitted to FRA by MARC, with IDOT/JPE will send letter of concurrence.
- Each JPE has had kick-off meetings with Siemens and Amtrak for commissioning of the locomotives, as working out details for pre-revenue test plans.
- 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.
- Please refer to Jennifer Bastian's report the Diesel Exhaust Fluid (DEF) planning team.
- The locomotive weight was reported in February 2016, at 271,924 lbs (+/-). Based on actual component weights, the locomotive weight has varied little in the last six months. 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 3-24-16:
 - One FAI is scheduled for 4- 7/8 - 16 in Rochelle, Illinois.
 - The manufacturer has made some progress on the car shell re-design.
 - The next web update meeting on the car shell re-design will take place on 4-4-16.
 - The next face to face meeting may take place in Sacramento, CA on 4-25-16.

The next version of the revised production schedule is anticipated for mid-April.

The next QA and maintenance readiness meeting will take place in Rochelle, Illinois on 4-7-16.

- GAO/NGEC project: Swati Deo, GAO, provided an update on the GAO study to the Technical subcommittee on 3-10-16. She reported that the GAO team continues to write its draft report, and it is anticipated that the draft will be sent to the agencies for comment in an April, 2016 timeframe. The next GAO update to the Technical subcommittee is scheduled for 4-7-16.

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 March, 2016, the Finance and Administrative Subcommittee (FASC) canceled its monthly meeting due to schedule conflicts. The next meeting will take place on 4-6-16.

The 514 Subcommittee:

Chair: Ron Pate, Washington State DOT

The 514 Subcommittee holds monthly conference calls on Mondays at 4:00PM Eastern.

As of 3-15-16 progress was moving along well on update tables for the CIP from 2017-2021. Amtrak had agreed to revise the tables to include additional information that will increase visibility. The DRAFT report, once complete, was to be distributed to subcommittee members with a comment period of about one-month. The final report anticipated to be published in July.

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.

On January 28, 2016, the Executive Board's Locomotive Review Panel approved the Dual Mode (DC 3rd Rail) Locomotive Specification Review Panel Report with recommendations prepared by consultant Larry Salci. The report recommends adoption of the specification as approved previously by the NGEC Technical subcommittee. The formal adoption of the specification, by the NGEC Executive Board took place on 2-2-16, making the Dual Mode (DC 3rd Rail) Locomotive specification the 6th PRIIA Vehicle Specification developed and adopted by the NGEC.

The Review Panels did not meet during the month of February or March, 2016.