



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: April 30, 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 April, 2016, the Executive Board met twice –via conference call - on the 12th, and on the 26th.

Key decisions and action item updates from the month of April, 2016 included:

- 514 Subcommittee update: Member states have received the DRAFT 2017-2021 CIP document. Comments on the tables are due by 5-15-16 and should be submitted to Darrell Smith, Jeremy Jewkes, and Jason Biggs. July, 2016 is the timeframe for publishing the final document.

The subcommittee is in the process of nominating a new chair and vice chair to fill vacancies created by changes to WSDOT staffing assignments. The intent is to wrap this up by the next 514 meeting, and then submit a motion for formal Board action to fill the vacancies.

- Bi-Level Car Procurement status as of April 26, 2016: The work on the re-design of the car shell (carshell 2) continues. The re-design will incorporate Crash Energy Management (CEM). Overall progress continues towards developing a working model of Carshell version 2.
- Diesel-electric Locomotive Procurement status as of April 26, 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. (for more detailed status update – see Technical subcommittee section of this report)
- GAO Study: The DRAFT report has been completed and has been sent to the agencies (FRA and Amtrak) for review and comment.
- Executive Board approval of 305-912 Revision B: As of April 26, 2016: The subcommittee approved Revision B on 9-24-15. The next step is to incorporate the changes, and submit to Steve Hewitt in final form for distribution upon request. (per NGEC procedures) Tammy Krause will follow up on getting the revisions to Camren Cordell to finalize the document.
- 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: As of April 26, 2016, it was reported that the letter of intent with Amtrak as the maintainer of the equipment has been signed.
- Two page educational/outreach document: As of April 26, 2016, the two pager is being finalized by the MODOT communications staff and graphic artist, to include the agreed upon revisions – noted above. Once complete, the final draft will be distributed to the Board members for final review. If no comments are noted, Steve Hewitt will contact AASHTO and ask that the document be printed. Steve will provide AASHTO with the number of copies to be made and where they should be sent.

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 April, 2016, the Technical subcommittee met twice, via conference call on the 7th and 21st. Key decisions and action item updates from the month of April, 2016, included:

- RVAAC: RVAAC presented its recommendations for improved access on rail vehicles to the Access Board on July 29, 2015. On February 19, 2016, at the NGEC Annual Meeting, Melissa Shurland, FRA, provided an update presentation to NGEC members. The presentation can be found on the NGEC website. Melissa will continue to keep the Technical subcommittee apprised of the Access Board's progress on its review of the report.
- Accessibility Working Group Update: As of 4-21-16, work was progressing and outreach had been made to the FRA Office of Safety with regard to containment and possible testing. An AWG meeting will be arranged in the near future to discuss this and other issues.

- Backgrounder educational document: A new educational “two pager” has been developed by the Finance and Administrative subcommittee and is has been approved, pending final review, by the NGENC Executive Board. Once finalized, it will be made available for NGENC members use.
- DEF Working Group: The last meeting reported on in April (18th) the working group went over training information related to the environmental team – provided by Siemens. Additional information needed has been identified and will be brought forth and discussed during the next meeting.
- Diesel- Electric Locomotive procurement update as of 4-21-16 (provided by IDOT):
 - All previous invoices for project milestones have been paid by IDOT. New invoices for Change Order #5 (Grab Handles) and Change Order #20 (Layer 3 Switch for XITCS) are being processed by IDOT.
 - JPEs received Siemens’ revised schedule and conduct weekly conference calls. Although some delay for the first 11 locomotives and a 6-day delay for the balance of the production, the overall schedule for delivery of the last locomotive is still within the ARRA funding window.
 - 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 monthly QA review was held on April 13th at Siemens factory in Sacramento. The meeting in May is planned for 5/11.
 - The diesel engine for locomotive #1 was started 4/18 and functional tests for locomotive sub-systems for unit #1 continue. JPE subject matter experts are witnessing the tests.
 - The first six of 15 DCRs have been sent to Tammy Krause. We target to submit six more DCRs early next week. 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 was submitted to FRA by MARC. IDOT/JPE will send letter of concurrence.
 - Each JPE are working details for commissioning of the locomotives, and 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.
 - There next Diesel Exhaust Fluid (DEF) planning team meeting will be May 2nd.
 - 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 and we expect the update for March, this week.
- Update: Bi-Level Car Procurement – On 4-21-16 the following update on the Bi-Level car procurement was provided by Caltrans::
 - FAIs – Truck FAI was conducted on April 7 & 8. There are some open items remaining, so a follow up FAI will be conducted soon. Manual Door FAI is scheduled for May 24.
 - Carshell –NS is making progress in analysis on the countermeasures’ effectiveness. They are building Mock-Ups of some portions of the Side Panel. This is a trial build of a modified Side Panel so that they can confirm the manufacturability, actual appearance and effects of heat by additional welding, etc. Results will be fed back to the final design presented to the customer team for approval. Next update meeting is scheduled on April 27 in Sacramento (face to face).

Schedule –A brief schedule meeting held in Rochelle, IL on 4/7, and Caltrans/IDOT explained our expectations. To help expedite some of the redesign effort, we continue to hold ongoing meetings with NS via GoToMeetings as well as face to face meetings.

Misc. – Both Caltrans/IDOT exterior design have been submitted to NS; various project plans, such as engineering plan, configuration management plan, and QA plan are being audited for its accuracy and implementation by Caltrans/IDOT team; draft manuals of various components have been submitted to Caltrans/IDOT for our subject matter experts' review.

- GAO/NGEC project: As of 4-26-16, the DRAFT GAO report has been submitted to FRA and Amtrak for review and comment. The next update to the Technical subcommittee will take place on 5-5-16.
- Document Control Update- As of 4-21-16:

Tammy Kreuse, Amtrak reported that she was sending to send Steve Hewitt a summary chart with all the DCRs for the Bi-level specification. Steve, then distributed it to all members of the technical subcommittee. Comments are due to Tammy in advance of the 5-5-16 Technical subcommittee call. A discussion, and possible vote on the summary of changes will take place during the 5-5-16 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.

During the Month of April, 2016, the Finance and Administrative Subcommittee (FASC) held its monthly meeting on 4-6-16. Key decisions and action item updates from the meeting included:

- Interpreting NGEC related provisions contained in the FAST Act: Beth Nachreiner, FRA, agreed to follow up with the subcommittee by the next call (5-4-16), and, if a response is prepared by FRA, she will make it available to Steve Hewitt for distribution as a read-ahead -in advance of the call.
- Developing a report to the Executive Board on the FASC findings with regard to Recommendations 1, 2 and 3: A report to the Board is due by May 31, 2016. Darrell Smith will prepare a draft report (based on today's discussions) and provide it to Steve Hewitt for distribution to FASC members one week (4-27-16) in advance of the 5-4-16 conference call.
- Specification User Fee: This item seems to be a non-starter at this point – as is the possibility of establishing a pooled technical service fee or adding to the AASHTO dues.

The 514 Subcommittee:

Chair: Ron Pate, Washington State DOT

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

On 4-26-16, Jason Biggs provided the following update to the Executive Board:

- Member states should have all received the DRAFT 2017-2021 CIP document.
- Comments on the tables are due by 5-15-16 and should be submitted to Darrell Smith, Jeremy Jewkes, and Jason Biggs.

- July of 2016 is the timeframe for publishing the final document.

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.

The Review Panels did not meet during the month of April, 2016.