



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: June 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 June 2016, the Executive Board met twice –via conference call - on the 7th, and on the 21st.

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

- Mid-West States – Section 6 progress report as of 6-21-16: Proposals for Fleet Manager are under review. Lease and operating agreements between the states and Amtrak Mechanical are being finalized. The states have executed an agreement to share equipment.
- 514 Subcommittee update as of 6-21-16: Updated forecasts for FY17 and the outlying years (5 years) have been presented by Amtrak, and are under review by the states. Feedback is due to Amtrak by July 6th with publication of the first full DRAFT of the CIP scheduled for July 15, 2016.

- Responding to VIA Rail's request to use PRIIA Specifications: VIA Rail had approached Vice Chair Mario Bergeron in May asking for authorization to reference the PRIIA Single Level Specification in a performance specification I is creating. The Finance and Administrative subcommittee approved a draft letter prepared by Steve Hewitt and sent it to the NGEC Executive Board for its review and consideration. In June, the Executive Board approved the letter as drafted, and it was sent under the signature of Chairman Eric Curtit to VIA Rail (Robert Becker). The letter encouraged VIA Rail to reference the PRIIA Specifications as it creates a performance spec with a goal of improving interoperability. VIA Rail, through the letter, was asked to keep the NGEC informed of changes made to the specification, and to provide feedback as they worked through the process of developing their specification. VIA Rail was also invited to join the NGEC's Technical subcommittee as industry participants. VIA Rail responded with a thank you to the Chair for authorizing its use of the specification and agreed to provide feedback. No decision has been made by VIA Rail as to whether or not they will join the Technical subcommittee.

Once the Bi-Level Car Revision C.4 has been adopted and the Technical subcommittee working groups begin a review and update to the Single Level specifications – Steve Hewitt will follow up with VIA Rail on the invitation to join the NGEC industry participants group.

- GAO Study: As reported in the May activities report, On May 26, 2016, the GAO released its report to: *Rail Grant Oversight: Greater Adherence to Leading Practices Needed to Improve Grants Management*. On that day, Steve Hewitt distributed the link to members of the Executive Board and followed up with a distribution on May 27th to the members of the Technical subcommittee.

The following link should be used to obtain the product.

<http://www.gao.gov/products/GAO-16-544> on the FRA's Grant Oversight.

This task is completed – no further NGEC action is required.

- Timeline: Review of the Bi-Level Car Specification C.4 proposed changes: Larry Salci had hoped to have completed his review and the report for Review Panel consideration by mid-June, however, his workload on other assignments, such as the multi-state procurements, has delayed this action. As soon as he has completed the report he will send it to Steve Hewitt for distribution to the Review Panel members, and Steve will schedule a conference call with the Panel to discuss and consider approval of the Report.
- Two page educational/outreach document: As of June 21, 2016, the two pager continues to be finalized by the MODOT communications staff and graphic artist. Once completed, the final draft will be distributed to the Board members for a last review. Following that review, Steve will provide AASHTO with the number of copies to be made and where they should be sent.
- **Status Update: Bi-Level Car Procurement:** The following report was submitted by Momoko Tamaoki, Caltrans, on June 21st:
 - *FAIs –The next upcoming FAI is the follow up FAI for Truck Assembly on July 12. We reviewed truck drawings and they have been approved.*
 - *Carshell –The Carshell update meeting was held on June 6 via web conference. The following points are the highlights of what happened during the conference:*
 - Ø *A number of action items have been closed.*
 - Ø *Design of the fuse and energy absorber are due to be complete within the next week or so.*
 - Ø *Weight reductions are being identified as part of the rework.*
 - Ø *Further mockup samples will be produced.*
 - *Testing –Seat Burn Test is scheduled for June 22, this Wednesday, and the seat dynamic test is scheduled for June 27, next Monday. Side Door Endurance Test is still going well with no issues. Cycling Count is now at 316,862.*
 - *Misc. – Program Management Plan Audit is scheduled for July 13, and QA and Manufacturing Readiness Meetings are scheduled for July 14 in Rochelle, IL.*

- Status Update: Diesel-Electric Locomotive Procurement – On June 21st the following detailed update was provided 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 were conducted June 7-9 at Siemens' factory. The FAI for the first complete locomotive is complete with follow-up action items. The FRA sample car inspection was also conducted, with a few labeling items for correction and one step rung to adjust.*
 - *The first two pilot locomotives have been shipped to TTCL (6-16-16) by Amtrak.*
 - *The next QA meeting will be resumed in July.*
 - *The Tier-4 Certificate has been received by Siemens/Cummins for the diesel engine. Load testing for the engine continues this week at Siemens factory.*
 - *IDOT has added a third in-plant QA inspector to cover inspections for our option locomotives.*
 - *All fifteen (15 ea.) DCRs have been sent to Tammy Krause, for processing by NGEC.*
 - *The test plan for 125 mph testing on the North East Corridor was submitted to FRA by (Maryland MARC Train Service) MARC. (approved by FRA 6-16-16)*
 - *Each JPE are 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.*
 - *The Diesel Exhaust Fluid (DEF) planning team last met June 13th.*
 - *The locomotive weight was reported in May 2016, at 271,500 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. We are advised that the first scale-weight for a completed locomotive is trending less than the calculated weight. We will likely have the actual weight in the next few weeks, however things still look good.*

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 June 2016, the Technical subcommittee met twice, once via conference call on the 16th and 30th. Key decisions and action item updates from the month of June 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. Nothing new was reported on this item in June, 2016.
- Accessibility Working Group Update: As of 5-19-16: Melissa Shurland, FRA, reported that she is working with Amtrak on finalizing the layouts and anticipates having an AWG web-conference call in early June. Nothing new was reported on this item in June, 2016.
- Backgrounder educational document: The Executive Board is currently finalizing a new "two-pager" education and outreach document. Once approved, it will be printed by AASHTO and made available to all members.
- DEF Working Group: Progress continues and regular bi-weekly updates are provided to the subcommittee. The next call will take place on 6-13-16.

- Diesel- Electric Locomotive procurement update as of 6-30-16 (provided by IDOT):
 - JPEs received Siemens' revised schedule and conduct weekly conference calls. Siemens has been requested to provide a recovery plan for slips in the delivery schedule of the WSDOT and IDOT locomotives. 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 were conducted June 7-9 at Siemens' factory. The FAI for the first complete locomotive is complete with follow-up action items. The FRA sample car inspection was also conducted, with a few labeling items for correction and one step rung to adjust.
 - The first two pilot locomotives are being shipped to TTCI by Amtrak.
 - The next QA meeting will be July 6.
 - The Tier-4 Certificate has been received by Siemens/Cummins for the diesel engine. Load testing for the engine continues for each locomotive, at Siemens factory.
 - IDOT has added a third in-plant QA inspector to cover inspections for our option locomotives.
 - All fifteen (15 ea.) DCRs have been sent to Tammy Krause, for processing by NGEC. The locomotive working group is being re-established for do the reviews.
 - The test plan for 125 mph testing on the North East Corridor was approved by FRA, as submitted by (Maryland MARC Train Service) MARC. MARC/Amtrak need to process the test agreement.
 - Each JPE are working out details for pre-revenue test plans, with Amtrak.
 - 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 locomotive weight was reported in May 2016, at 271,500 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. We are advised that the first scale-weight for a completed locomotive is trending less than the calculated weight. We will likely have the actual weight in the next few weeks, however things still look good.
- Update: Bi-Level Car Procurement – On 6-30-16 the following update on the Bi-Level car procurement was provided by Caltrans:
- FAIs –The next upcoming FAI is the follow up FAI for Truck Assembly on July 12. We are reviewing the drawings and getting ready for the FAI.
 - Carshell –Nippon Sharyo is making progress in Carshell re-design. Monthly meetings are being held to keep track of their progress. We have completed the review and approval of stress analysis and test plan, CEM collision and Survivability Plan, and are making progress in the review of Finite Element Model Analysis and Primary Energy Absorber Test Procedures.
 - Testing –The seat dynamic test is scheduled for today and tomorrow. As for the Side door endurance test, as of last week, The Endurance rig is now cycling at 86Vdc. Cycling is good. Cycling count is at 316,862 cycles. No issues have been reported since restarting the test.
 - Misc. – Program Management Audit, QA and Manufacturing Readiness Meetings are scheduled for July 13 & 14 in Rochelle.
- Review of the Bi-Level Car Specification C.4 proposed changes: The Review Panel has been re-convened. Larry Salci is completing his review and preparing a report with recommendations for the Panel to consider. Once the Panel has met and approved the report with recommendations, it will be submitted to the Executive Board for its consideration.
- AAR Committee: The committee has been reactivated and three of the 7 sub-groups (Loss of Shunt, VTI and Interoperability) met on 5-27-16 for a 3-hour call. Brief details are described in the minutes of today's call. The next update to the Technical subcommittee is due: 7-14-16.

- Technical working groups Review/Update of the three PRIIA Single Level Specifications (car, trainsets, DMUs): On 6-16-16 Mario Bergeron directed the technical working groups to organize to begin a review/update of the aforementioned specifications once the Bi-Level Car Specification Revision C.4 has been formally adopted. The working groups will review the Bi-Level changes as applicable to the single level specs and also look at other proposed DCRs for inclusion in updated specification revisions.

As of 6-30-16, Tammy Krause has reached out to working group team leaders to re-affirm their continued interest in staying on as team leaders. All have agreed to stay on.

The team leaders will do outreach to the members of their respective working groups to ascertain their continued involvement.

Tammy Krause has prepared a description of the technical working groups and an invitation to all technical subcommittee members and industry participants to join the teams. Steve Hewitt has disseminated the description and invite to all members of the Technical subcommittee and industry participants encouraging their involvement.

- Updating ECP Standards: This is an ongoing action item which the Technical subcommittee is tracking – it is anticipated that status updates will take place once a month.

On 6-30-16, during the Technical subcommittee conference call, Paul Jamieson, SNC-Lavalin, walked through a status update presentation previously given during the APTA conference on 6-20-16. The presentation is available upon request (contact Steve Hewitt)

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 June, 2016, the Finance and Administrative Subcommittee (FASC) held its monthly meeting on 6-1-16.

Key decisions and action item updates from the meeting included:

- Preparing for the No Cost Grant Agreement Extension Request:
 - Actions:
 1. As agreed on 6-1-16, Darrell Smith requested (during the 6-20-16 Executive Board call) that the standing subcommittees review their current budgets and work plans to determine the status of current budget needs and if there are any variations that they are aware of. Also the subcommittees should prepare anticipated budget needs and work plans in for the time frame of 10-1-17 through 9-30-2020 as Darrell begins to develop a SOW and budget for a no-cost grant agreement extension through 9-30-2020.
 2. Darrell will meet with the Amtrak grants office over the next few weeks and will present – prior to the next FASC call – scheduled for 7-27-16 a reverse timeline for developing and processing a no-cost grant agreement extension. This schedule and timeline was sent to FASC members during the week of 6-22-16.
- Responding to a VIA Rail Request: Steve Hewitt drafted a proposed response to the VIA Rail request which was subsequently approved by the Executive Board and sent to VIA Rail.

- Legislative Outreach Task Force – developing a strategy and implementation plan to obtain future federal funds for the NGECC: On 6-1-16 it was agreed that each state member and Amtrak is to work with its Government Affairs office and ask that the two pager (currently being finalized) be included in its package during Hill visits to keep the NGECC on Congress' radar even though we are not yet ready to ask for more money.

A "regular update/report card/dash board" will be developed through the NGECC Legislative Task Force with the intent that it be provided to Congress through the states and Amtrak Government Affairs Offices as a means of continuing the outreach and education on the activities of the NGECC.

The 514 Subcommittee:

Chair: Brian Beeler II – NNEPRA (Maine DOT)

Vice Chair: Jonathan Dees - NCDOT

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

On 6-21-16, Brian Beeler II, new chair of the 514 subcommittee, provided the following update to the Executive Board: Good progress has been made.

Darrell Smith provided updated forecasts for FY17 and the outlying years (5 years).

The states are now in the process of reviewing the numbers and seeing how they match up with states anticipated numbers. Feedback is due to Amtrak no later than July 6th. This should keep the first full DRAFT CIP on schedule for July 15th.

NGECC Specification Review Panel(s):

For each PRIIA NGECC 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 NGECC 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 June 2016, however, on May 24, 2016, the Bi-Level Car Specification Review Panel was reconvened by the Executive Board for the purpose of reviewing Revision C.4 and providing a report with recommendations to the Executive Board. NGECC Consultant, Larry Salci, has begun his review of C.4 and is preparing a report with recommendations for Review Panel consideration. It is anticipated that the Report will be ready for review by the end of July, 2016.