



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: August 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 August 2016, the Executive Board met twice –via conference call - on the 2nd and the 30th.

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

- Closing out the current Grant and applying for a new grant for the NGEC:
In late August, the FRA informed the Amtrak and the NGEC that informed that, although we have a grant agreement extension in place through 9-30-17, as a result of an error, the funds expire on 9-30-16. As a result, the FRA is moving from one grant to another and Amtrak must now apply for a new grant for the NGEC. The NGEC must develop a new scope of work, schedule and budget for the new grant which is to be effective for a 3-year period beginning October 1, 2016.

Per NGEC process, the Finance and Administrative subcommittee was to meet on 8-31-16 to discuss the new SOW for the new grant for a 3-year period effective October 1, 2016. The subcommittee will develop

the scope, schedule and budget for Executive Board approval and submittal to Amtrak grants and then on to FRA grants for its approval and execution.

The close out process for the current grant is underway with Amtrak requesting a final invoice from AASHTO by 8-31-16. Amtrak's deadline to submit to FRA is 9-22-16. Open questions concern the ability to include in the final invoice those expenses that will be incurred in September – primarily those of the Support Services Manager (a fixed monthly fee) and AASHTO. FRA will provide the answer to this question in time for AASHTO to meet the Amtrak August 31 deadline. (As of August 31, 2016, FRA informed Amtrak and the NGEC that the decision to accept an invoice that would include fixed monthly fees for the month of September as a part of the final invoice was "98%" approved. The final "2%" was expected to also be approved, and FRA would inform Amtrak in writing that it was ok to proceed with the inclusion of the September fixed fees. Assuming final approval, the NGEC will continue conducting meetings and the day to day operation of the committee and its subcommittees.

- Mid-West States – Section 6 progress report: The Mid-West states are working on a review of the By-Laws, insurance and allocation of the locomotives.

Continuing to meet on the Fleet Management Procurement process moving forward.

The group will talk next month around the SCORT meeting in Chicago in October.

- Collaboration among the states continues to proceed well.
- 514 Subcommittee update as of 8-30-16: The DRAFT CIP was finalized and distributed. Subcommittee Chair Brian Beeler II has the action to provide Amtrak with an updated list of members who worked on the document for inclusion in it. Mr. Beeler is also working on the memo to go to the NGEC Executive Board from the 514 subcommittee per the NGEC process.
- Responding to VIA Rail's request to use PRIIA Specifications: The Executive Board previously approved the DRAFT letter prepared by Steve Hewitt, through the FASC and it was finalized for Eric Curtit's signature, and sent on 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 also invited to join the Technical subcommittee as industry participants.

With the adoption of the Bi-Level Car Revision C.4, on August 2nd, the Technical subcommittee working groups will soon begin updating the Single Level specifications – Steve Hewitt will follow up with VIA Rail on the invitation to join the NGEC industry participants group. (ongoing)

- Two page educational/outreach document: Siemens has provided new pictures of the Charger which were taken in August. MO Dot has included them in a revised draft. Today, Eric asked that Steve Hewitt transmit the latest version to all Board members in hopes of getting approval on the next call – 9-13-16.
- **Status Update:** Bi-Level Car Procurement: The following report was submitted by Bruce Roberts, Caltrans, on August 30:

Overall, progress on the bi-level car procurement is moving forward. They are working their way through the FAI's.

Testing is progressing well with there being a few open items yet to be resolved.

Work on the carshell design 2 is moving along well also with the schedule for design review holding.

The Mid-West states and Caltrans are working with Nippon Sharyo to extend the contract through 2022 for delivery. The delivery period for the cars would be from 2018-2022, "keeping us under contract for delivery of the base order through 2022."

- *FAIs – We are now gearing up for the remaining FAIs – Passenger Seat/Table, Food Service, and ATR/UTR. The FAI package for the seat/table was submitted for the customer team's review on July 25, and drawings for food service and ATR/UTR are being submitted continuously for the SME's review. All FAIs are anticipated to take place in fall and winter of 2016. The vendor submitted an FAI plan to break up the Food Service FAI for more efficient review and approval. Amtrak Public Health group is also assisting Caltrans in reviewing these system FAI prior to the FDA inspection.*

- *Carshell –We continue to have regular updates from NS to review the progress of the design issues and the schedule for the design activities. The last update meeting was July 25, Monday. Carshell design activities are now proceeding in accordance with the schedule requirements of the supplemental design review in 2017. NS presented an approach to fatigue that our SMEs stated seemed to be in the right direction, but example calculations are still required. The next update meeting will be held on September 8.*
 - *Testing –The seat/table dynamic tests took place on June 30 & July 1. While some tests were successfully completed, there are still a few open items that need to be discussed and worked out. We are hoping to resolve all issues by fall. The follow up seat dynamic test will take on 9/15 & 16. All other seat and table follow up tests will take place after all the remaining open items are closed. The next big tests are the Primary Energy Absorber and Fuse Testing in Japan on September 17 through 23.*
 - *Misc. –The next face to face Project Management meeting between Caltrans, IDOT and NS/SCOA will take place in the week of October 5. Also the FAI Plan audit will take place on 10/5. The Manufacturing and QA meeting is scheduled in Rochelle on 10/6.*
- Status Update: Diesel-Electric Locomotive Procurement – On August 30 the following detailed update was provided by John Oimoen, IDOT:
- *JPEs continue to receive Siemens' weekly revised schedule and conduct weekly conference calls. The main basis for revised weekly schedules reflects on-going testing up-dates.*
 - *The first two pilot locomotives were tested at TTCI, with instrumented wheel sets, for vehicle/track dynamic interaction. The tests are concluded with successful results.*
 - *The locomotives were also tested for AAR Chapter XI track interaction protocol, also using the instrumented wheel sets. The tests are concluded with successful results.*
 - *The four MARC cars have arrived at TTCI for locomotive propulsion tests. Initial tests up to 130 mph have been successfully completed.*
 - *Road Braking tests have been successfully completed at TTCI.*
 - *The EMC/EMI tests are now being conducted and are going well.*
 - *Locomotive propulsion tests are now also underway at TTCI with good results. Track speeds of 127 MPH have been routinely achieved, while acceleration, trip times, and fuel consumption performance have been found to be a bit better than estimated.*
 - *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 are reported processing the test agreement.*
 - *Siemens shipped locomotive #4 to Baltimore on Friday 8/5. The locomotive and the instrumented wheel sets are now in Baltimore and testing is set to begin on 9/9.*
 - *Each JPE are working out details for pre-revenue test plans, with Amtrak.*
 - *All fifteen (15 ea.) DCRs have been distributed to the locomotive sub-team leaders for review.*
 - *The locomotive weight was reported for locomotive # 4604, at a bit less than 267, 000 lbs (+/-). This is a little bit better than previously estimated. The calculated P2 force is within specified limits.*

John added that the testing has been going very well and they are looking forward to achieving the goal of getting the "Charger" locomotive into revenue service in early 2017.

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 August, 2016, the Technical subcommittee met twice, via conference call on the 11th and 25th. Key decisions and action item updates from the month of August, 2016, included:

- Accessibility Working Group Update: On July 20th, the AWG met to discuss the draft final review of the accessible seating and restroom layouts. The feedback received were net positive. The next step is for Oregon State University to finalize the draft report for submittal to the TSC for review and comments.

OSU reached out to service providers in Alaska and Canada that operate rail equipment with "elevators". This was in response to some of the recommendations currently in the RVAAC report for elevators to move passengers to upper level. They were able to get feedback on the systems. Take aways from those discussions are below and will be in the report. (see above)

Members were asked to review this information and relay any questions or comments to Steve Hewitt who will forward them to Melissa Shurland.

On 8-25-16, Melissa Shurland reported that she had not received any comments and Steve Hewitt reported he had not received any either. Once Melissa gets the report she will send it to Steve Hewitt for dissemination to the full Technical subcommittee.

- Backgrounder educational document: As noted in the Executive Board section of this report, Siemens has provided new pictures of the Charger which were taken in August. MO Dot has included them in a revised draft. Steve Hewitt will transmit the latest version to all Board members in hopes of getting approval on the next call – 9-13-16.
- Diesel- Electric Locomotive procurement update as of 8-25-16 (provided by IDOT): See Executive Board report above.
- Update: Bi-Level Car Procurement – On 8-25-16 the following update on the Bi-Level car procurement was provided by Caltrans: See Executive Board report above.
- AAR Committee: Progress has been made on the most outstanding issues remaining to be resolved – those having to do with VTI - especially with regard to whether or not the requirements in AAR Chapter 11 will be applicable to passenger rail.

Brian Marquis, Volpe and Nick Wilson, for AAR, are the leads on this issue. They met in Pueblo this past week, and pending a report back to the AAR committee lead – Dave Calcovic – a meeting will be called to discuss their recommendations.

Next Update: 9-22-16.

- Technical working groups Review/Update of the three PRIIA Single Level Specifications (car, trainsets, DMUs):

Tammy Krause has compiled the new lists for the Electrical Group and Digital Trainline Group. She has sent the new Interior group members to team leader Andrew Wood, and will be sending the remaining new members to the other groups this week.

All Working Group leaders are asked to provide a list of their members to Tammy Krause and Steve Hewitt for their files and for posting to the website.

- 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.
- Document Control Update: C.4 version of the Bi-Level Specification was approved by the Executive Board. As soon as Tammy gets the cover sheets signed and the revision history updated, it will be sent to the website.

The document change requests for the Diesel-electric locomotive have been sent to the proper sub groups by Richard Stegner for approval.

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 August, 2016, the Finance and Administrative Subcommittee (FASC) held its monthly meeting on 8-31-16.

Key decisions and action item updates from the meeting included:

As noted in the Executive Board section of this report, the Finance and Administrative subcommittee (FASC) has been tasked with developing the scope, budget, and schedule for the new 3-year grant for the NGEC activities beginning 10-1-16. On 8-31-16, the FASC agreed upon the following timeline and actions

- **New Grant Timeline/related actions:**

Darrell Smith and Steve Hewitt will have a draft SOW ready by COB Friday, 9-9-16 for distribution to the full Finance and Administrative subcommittee (FASC).

The FASC will meet on 9-14-16 at 3:00PM Eastern to review and hopefully approve the SOW.

The NGEC Executive Board meeting currently scheduled for 9-13-16 will be cancelled and rescheduled for 9-20-16 with the intent being to consider approval of the SOW for submittal to Amtrak Grants.

Amtrak will then finalize the SOW and submit to FRA with a goal of 9-22-16 as the date for submittal.

All drafts of the SOW as they go through this process will be shared with FRA (Michael Lestingi, Jeff Gordon etc.) and with Amtrak grants (Danielle Hawkins) so that ongoing review can take place.

Steve Hewitt will send out the calendar notices for the above noted scheduling, but, as a backup/contingency plan, will keep the currently scheduled 9-21-16 FASC meeting and the 9-27-16 Executive Board meeting on the calendar as scheduled.

- **Legislative Outreach Task Force – developing a strategy and implementation plan to obtain future federal funds for the NGEC:** 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 NGEC 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 NGEC 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 NGEC.

The first such update will be the "two-page" educational document being finalized by MO DOT for Executive Board approval. Siemens industry has agreed to take photos of the new Charger locomotive and to provide them to Eric Curtit to consider two for insertion into the document.

- Responding to VIA Rail Request: Steve Hewitt drafted draft a proposed response to the VIA Rail request, it was approved by the FASC and accepted subsequently by the NGEC Executive Board on 6-8-16. The letter was sent to VIA Rail, and a response thanking the NGEC for authorizing the use of the spec, and inviting VIA Rail to participate as a member of the Industry group on the Technical subcommittee was sent immediately by VIA Rail. VIA Rail has agreed to keep the NGEC apprised of any changes it may make, and, generally provide feedback. They have not yet decided whether or not to become industry members, but, once Bi-Level Spec Revision C.4 has been adopted, (it is anticipated to be adopted by the Board on 8-2-16) Steve Hewitt will contact VIA Rail to inform them of the revisions and ask again about joining the industry group.

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 8-30 -16, the 514 subcommittee chair reported that the DRAFT CIP was finalized and distributed. Subcommittee Chair Brian Beeler II has the action to provide Amtrak with an updated list of members who worked on the document for inclusion in it. Mr. Beeler is also working on the memo to go to the NGEC Executive Board from the 514 subcommittee per the NGEC process.

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 Bi-Level Car Technical Specification Review Panel met on July 21, 2016 to and approved the Panel report with recommendations prepared by consultant Larry Salci. The approved report was sent to the NGEC Executive Board and was adopted on 8-2-16.

In August, 2016, the NGEC Review Panels did not meet.