



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

Monthly Activities Report: September 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 September, 2015, the Executive Board met twice –via conference call - on the 1<sup>st</sup> and the 29th. Key decisions and action items from the month of September, 2015 included:

- Mid-west States – Section 6 progress report: Progress is being made on the issue of governance and ownership – a draft ownership document is under review by the states' general counsels. The RFP for a Fleet manager should be released shortly – final steps are being taken by IDOT to make that happen.
- The Finance and Administrative subcommittee continues to look at potential funding options and organizational structures to carry out those options. The subcommittee will make its recommendations to the Executive Board for its consideration by the end of October, 2015.

In September, the Finance and Administrative Subcommittee's Legislative Outreach Task Force met began developing the message and a strategy for educating the "Hill" on the NGEC. The Task Force is chaired by

Eric Curtit with members coming from the legislative/governmental affairs offices from the states of Vermont, Maryland, Washington, California, and Missouri as well as Amtrak. MODOT has prepared a DRAFT two page "message" document which will be reviewed and commented on by task force members and ultimately included in the FASC submittal to the Executive Board.

- 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: The subcommittee is finalizing the CIP document. It is expected to go out from the subcommittee to the Executive Board (NGEC) for its review in early October. The expectation is to have the Executive Board consider its approval later in the month.

209/305 coordination: Now that 209 has more formally been established as the State Amtrak Intercity Passenger Rail Committee (SAIPRC), 514 and the SAIPRC are working to determine their roles in the process.

- Diesel-Electric Locomotive Procurement update as of September 29th:

Final Design Review is done.

Car shell manufacture was delayed slightly but is moving along again.

The project schedule is being reworked and revised.

Other locomotives interspersed with this project have been moved, by Siemens, "to the end of our order".

FAIs had been slightly delayed but nothing critical. The FAI of the car shell is planned for 10-20-15.

Overall, the procurement is "rolling along fairly well."

- Bi-level car procurement update as of August 29th:

The procurement team is in a kind of "holding pattern" after the compression test failure and is awaiting a full analysis by the manufacturer (Nippon Sharyo) with regard to what happened, why it happened, and how it can be corrected. Nippon Sharyo has provided a base assessment, but not an approach and strategy, or a full explanation of why it happened or how they can make sure it does not happen again.

FAIs on the car shell are going to be starting up again at "ground zero". The process is active with full engagement by Caltrans, IDOT, and the FRA.

Nippon Sharyo has announced additional furloughs at the plant. For FRA, getting them back to work is of primary importance.

Nippon Sharyo has brought on board an individual to lead the collective actions to remedy the situation. Feedback is expected soon.

- GAO Study: Members of a GAO project team were on the Executive Board's September 1<sup>st</sup> conference call to provide an overview of the Rail Grant Oversight Engagement with regard to the NGEC and the two ongoing procurements.

The GAO is non conducts periodic reviews of federal funding – this particular review was requested by members of the House T&I committee.

They have asked the GAO to look at what legal responsibility the FRA has and to what extent it has been involved in the NGEC activities especially with regard to the two procurements.

Some of the questions being asked include: Will the new equipment achieve speeds up to 125mph? What have been the limitations of the procurement process?

The GAO team has interviewed AASHTO staff, FRA, Steve Hewitt, and, on September 24th participated on the Technical subcommittee's bi-weekly conference call.

NGEC Support Manager, Steve Hewitt has provided documents to the GAO to assist with background and context as it develops the study. Some items provided by Mr. Hewitt include: the NGEC By-Laws and Operating Procedures; the Bi-Level Car Specification document and the C.3 Review Panel Report; the Diesel-Electric Locomotive Specification Revision A document; the Bi-level Requirements Document; the Caltrans Bi-level Car RFP as well as some other material such as the NGEC Backgrounder and its Document Management Procedures.

The GAO team is in the initial phase of the effort and is currently determining its scope of work and its schedule and timeframe for completion. It is anticipated that a final report will be released within the next year.

The GAO will be meeting with the FRA with regard to grants management (broadly) and within this grant itself as well as in the design review process.

The GAO team also expects to interview state and industry participants of the NGEC, and, with Technical subcommittee working group team leaders.

The team will participate on future Technical subcommittee calls (likely on a monthly basis) to listen and to provide periodic updates on as the project progresses.

### **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 September, 2015, the Technical subcommittee met twice, via conference call, on the 10th and the 24th. Key decisions and action items for the month of September, 2015 included:

- RVAAC: RVAAC presented its recommendations for improved access on rail vehicles to the Access Board on July 29, 2015. There were no updates provided during the month of September.
- Accessibility Working Group Update: Oregon State University and Amtrak finalized and executed the NDA for drawings. Work will now begin on the study of the drawings.
- 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 continues to meet regularly. A project schedule was provided to the subcommittee just prior to the 9-10-15 conference call. As of 9-24-15, the working group was continuing to look at fueling station locations and delivery and handling methodologies. The next meeting was scheduled for 10-6-15.
- The PRIIA Dual Mode (DC 3<sup>rd</sup> Rail) Passenger Locomotive Technical Specification – The PRIIA Dual Mode (DC 3<sup>rd</sup> Rail) Passenger Locomotive Technical Specification – DRAFT Revision2 was approved by the Technical subcommittee on 8-19-15 and will be put in final form with changes as noted during today's meeting, by Tammy Krause. Once in final form, Steve Hewitt will transmit it to Eric Curtit on behalf of Mario Bergeron and the Technical subcommittee and request that the Board begin the process for formally adopting the specification.
- Specification 305-912 reference document changes: The subcommittee on 8-19-15 agreed to a series of updates/revisions to the 305-912 document. A draft revised document was distributed to the full Technical subcommittee just prior to the 9-10-15 subcommittee call, and members were asked to review it and submit comments/changes to Tammy Krause in advance of the 9-24-15 Tech SC call.

On 9-24-15, the Technical subcommittee approved PRIIA Specification 305-912 Operational and Environmental Conditions for PRIIA Rolling Stock Revision B. Once it is in final draft form, it will be transmitted to the NGEC Board Chairman to begin Executive Board approval process.

- Bi-Level Car Procurement Update as of September 24, 2015:

Two FAIs were scheduled for 9-29/30-2015.

With regard to the car shell compression test failure – the contractors issued an analysis on 9-12-15. The results show that design and modeling were the major causes of the failure. The contractors will submit a proposed approach and strategy for the redesign on 10-1-15.

Design Review hot list open items – there are currently 10 open items remaining. The redesign effort, however, will result in a design review meeting to go over the re-design. This date has not yet been determined.

The schedule is now under review until the redesign approach and strategy is fully understood. It is hoped that a schedule revision will be forthcoming next month.

RFCs – there are two remaining open RFCs.

- Diesel-Electric Locomotive Procurement update as of September 24, 2015:

- a) *The invoices for milestone C (Invoice #7 & #8, associated with 12 ea. IDOT Option Locomotives) are being processed by IDOT*
- b) *FDR follow-up action items continue for closure. One item remains and we anticipate closure by next week, pending receipt of the balance of submittal drawings, which are expected next week, as well.*
- c) *The FAI for the diesel engine was held on 9/22 and went well. The FAI for the Prime Mover (Engine and alternator together) is planned for October in Sacramento.*
- d) *Manufacturing for the first locomotive carbody continues. The integral fuel tank and the underframe has been completed and welding of the truck frames continues. The truck frame FAI is planned for October 8.*
- e) *The follow-up weld process review was held on September 15-16.*
- f) *One more draft DCR has been processed by the JPEs. Now we have fifteen draft (DCRs) are being prepared and Rich Stegner has contacted Tammy Krause, to send a list re-capping the DCRs and will begin drafting DCRs asap.*
- g) *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.*
- h) *The Diesel Exhaust Fluid (DEF) planning team is reviewing logistics for fueling locations.*
- i) *The locomotive weight is 272,000 lbs (+/-) and the calculated P2 force is still within specified limits. Weight is being closely monitored."*

- AAR Committee Update: On September 24th Jeff Gordon, FRA, provided a brief update of the activities of the AAR Committee:

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.

At the kickoff meeting a number of teams were formed to look at various aspects of equipment. The number of teams first established has now been reduced.

All teams have met at least once with the Vehicle Track Interaction (VTI) team being the most active.

The overall concept is to integrate the work of all of the teams into a single document.

Jeff Gordon will provide ongoing progress reports to keep the subcommittee informed.

AAR is coordinating the effort and FRA is participating.

- GAO project: The GAO team participated on today's call (9-24-15). Follow ups will be coordinated with Steve Hewitt. Some of those follow-ups include: responding to the three questions posed to the subcommittee – providing clarification on the subcommittee membership types, NGEC processes and structure; coordinating potential interviews with the subcommittee working group leaders; and scheduling follow up participation on technical subcommittee calls in the future.

#### **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 September, 2015, the Finance and Administrative Subcommittee held its monthly meeting on the 16th:

- Legislative Outreach Task Force: As noted in the Executive Board section of this report, the FASC has established a Legislative Outreach Task Force which is developing the message and a strategy for educating the Hill.
- Obtaining data in regard to potential/future acquisition needs: FRA had previously prepared “a back of the envelope” look at “the best sense of what the needs might be. Nico Lindenau and Brent Thompson provided a revised spreadsheet in advance of the September 16<sup>th</sup> call. Comments on the revised spreadsheet should be due in advance of the next FASC call – 10-21-15.
- Eric Curtit and the MODOT staff has developed a draft “white paper/memo” for FASC review. Final comments on the NGEC Future “white paper” were due by COB on 9-21-15. At that point the comments will be compiled into a “final draft” for review in advance of the 10-21-15 FASC call.
- Proposal to assess a membership fee: Darrell Smith developed a spreadsheet for a potential NGEC/209 membership fee and sent it to all FASC members on 8-17-15. Darrell will revise the spreadsheet to include units used and send out to FASC members before the next call (10-21-15)
- Assessing Specification use fees: On August 17<sup>th</sup>, Shayne Gill reported that he met with the AASHTO publications department and learned that it would be doable to have the NGEC specifications available for purchase in the AASHTO online bookstore as a potential source of revenue. Members of the FASC are asked to go online to the AASHTO Bookstore to get a sense of what it looks like and what the prices for AASHTO publications are. AASHTO would need to know how much to charge and how many documents there would be. On the September 16<sup>th</sup> call, it was agreed that a call among several members of the subcommittee and AASHTO publications would be held to narrow down specifics.
- Preparing recommendations for submittal to the Executive Board: Darrell Smith, with assistance from Steve Hewitt, will develop a DRAFT outline of the recommendations and cover letter to be submitted to the Executive Board. The DRAFT will be circulated in advance of the 10-21-15 FASC call.

#### **The 514 Subcommittee:**

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

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

During the month of September, 2015, the following update was provided to the Executive Board:

- Finalizing the CIP document: It is expected to go out from the subcommittee to the Executive Board (NGEC) for its review in the next week or so. The expectation is to have the Executive Board consider its approval in October, 2015.
- 209/305 coordination: Now that 209 "has its feet under it" (with the establishment of the State Amtrak Intercity Passenger Rail Committee (SAIPRC), 514 and the SAIPRC are working to determine their roles in the 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.

In September, 2015, the NGEC Review Panels did not meet.