



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: September 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 September 2016, the Executive Board met two times via conference call - on the 20th and the 27th.

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

- Closing out the current Grant and applying for a new grant for the NGEC:
The final invoice has been submitted to FRA for processing. All items have been processed and the check to AASHTO "is either on its way or already there."

The next step in the process is the final close out report which is due in December, 2016. The Finance and Administrative subcommittee (FASC) will prepare this report. The template and instructions have been sent to all FASC members through Steve Hewitt.

- Applying for a new grant for the NGEC: On 9-27-16 Darrell Smith, Amtrak, provided a status update on the statement of work (SOW) and budget for the new 3-year NGEC grant to begin 10-1-16 through 9-30-19.

The DRAFT SOW was approved by the NGEC Executive Board on 9-20-16, and has been re-formatted with no change to scope or budget. It was sent to FRA (9-23-16) and receipt was acknowledged by FRA grants on 9-26-16. The next step is legal review in FRA. The intent is to have it signed by October 14th, with the grant start date still set for October 1st and the system (new budget year) expected to come on line during the week of 10-3-16.

- Mid-West States – Section 6 progress report: As of 9-27-16 the states continue to work on the Fleet Management procurement and are hopeful of wrapping it up soon. Work continues on the lease agreement with Amtrak for the locomotives.
- 514 Subcommittee update: On 9-27-16 the NGEC Executive Board approved the Amtrak-States CIP for 2017-2021 as presented. The final version was distributed to all Board members after the call, and to AASHTO for posting to the website.
- Two page educational/outreach document: On 9-20-16 the Executive Board approved the two-page education and outreach document with the changes previously agreed to and the inclusion of the new pictures of the Charger locomotive submitted by Siemens. Chairman Curtit will have the MODOT graphics arts staff finalize the document and get it out to Steve Hewitt as soon as it is ready. On 9-27-16, Bruce Roberts, Caltrans, agreed to provide new renderings of the Bi-Level coach cars for inclusion in the two pager.
- 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)

In September, VIA Rail named Joe DiLiello as its representative to the NGEC Technical Subcommittee's Industry group. Steve Hewitt has provided Mr. DiLiello with background/context information and has added him to the calendar invites to all Technical subcommittee calls. Mario Bergeron and Eric Curtit have both contacted Mr. DiLiello and welcomed his participation.

- **Status Update: Bi-Level Car Procurement:** The following report was submitted by Bruce Roberts, Caltrans, on September 20th:
 - *FAIs –We are now gearing up for the Passenger Seat/Table, Food Service FAIs. The Pre-FAI for the Passenger Seat and Table took place on 9/1. The KSU is in the process of correcting all the workmanship issues they found at the Pre- FAI to prepare for the official customer witness FAI. The drawings for food service are being submitted continuously for the SME's review. NS also submitted an FAI plan to break up the Food Service FAI for more efficient review and approval. Amtrak Public Health group is actively assisting Caltrans in reviewing these system FAIs prior to the official FDA inspection. The sub-supplier for the ATR/UTR will be re-locating to Tennessee from New York. This will cause some delay in scheduling the ATR/UTR FAI, but will still be completed well in advance of the production.*
 - *Carshell –We continue to have regular updates from NS to review the progress of the carshell re-design issues, and the schedule for the design activities. Carshell design activities are proceeding in accordance with the schedule requirements of the supplemental design review scheduled in 2017. The last update meeting took place on September 8. The face to face pre-supplemental design review is scheduled on October 4th through 6th.*
 - *Testing –The follow up seat dynamic test took place on 9/15 & 16, but have not received official results yet. We are now in the middle of Primary Energy Absorber and Fuse Testing in Japan (going on September 17 through 23.) Our SME reported that it is going well so far.*

- *Misc. –The next face to face Project Management meeting between Caltrans, IDOT and NS/SCOA will take place on October 4. Also the FAI Plan audit will take place at the end of October. The Manufacturing and QA meeting is scheduled at the same time. NS will be providing one rendering each of the Caltrans and IDOT cab cars. So as soon as we receive it, we'll be sharing it with NGENC.*
- Status Update: Diesel-Electric Locomotive Procurement – On September 20th 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.*
 - *Testing of the first two pilot locomotives continues at TTCI. All tests have been successful so far for: Vehicle stability, high speed performance (125 mph +5), AAR Chapter XI, Road Braking, Thermal Capacity, EMI/EMC.*
 - *The four MARC cars continue to be used at TTCI for locomotive propulsion tests for the revenue simulation Test. 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 last tests to be conducted at TTCI are scheduled for the next two weeks: Battery Charger/Aux Power/HEP, Exterior lighting performance, Sanding, Adhesion and Wheel Slide.*
 - *Vehicle Qualification Testing on the North East Corridor, as approved by FRA is scheduled to start this weekend. Amtrak has confirmed the tests to commence this Saturday night.*
 - *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.*

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, 2016, the Technical subcommittee met twice, via conference call on the 8th and 22nd. Key decisions and action item updates from the month of September, 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.

Status as of 9-22-16: The final report is still being worked on. It will be shared with the Technical subcommittee as soon as it is completed.

- Backgrounder educational document: As noted in the Executive Board section of this report, on 9-20-16 the Executive Board approved the two-page education and outreach document with the changes previously agreed to and the inclusion of the new pictures of the Charger locomotive submitted by Siemens. Chairman Curtit will have the MODOT graphics arts staff finalize the document and get it out to Steve Hewitt as soon

as it is ready. On 9-27-16, Bruce Roberts, Caltrans, agreed to provide new renderings of the Bi-Level coach cars for inclusion in the two pager.

- Diesel- Electric Locomotive procurement update as of 9-20-16 (provided by IDOT): See Executive Board report above.
- Update: Bi-Level Car Procurement – On 9-20-16 the following update on the Bi-Level car procurement was provided by Caltrans: See Executive Board report above.
- AAR Committee: AAR is compiling the completed items, with the exception of the VTI section, and will circulate them for review among the committee members.

Next Update: 10-20-16.

- Technical working groups Review/Update of the three PRIIA Single Level Specifications (cars, 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. (ongoing)

- Updating ECP Standards: This is an ongoing item which the Technical subcommittee is tracking – it is anticipated that status updates will take place on every other call.

On 9-22-16 Paul Jamieson provided the following update for inclusion in today's minutes:

- *The interoperability test will be conducted on September 27th and 28th at NYAB – Watertown, NY. The test will demonstrate that the head end controls and car controls will operate together in a mixed train.*
- *The draft interoperability test standard was distributed to the test committee for review and usage during the test.*
- *Training materials required for Amtrak operating and maintenance personnel will have a final review on September 29th.*
- *A test committee update meeting will occur on September 29th.*
- *Modification of the cab car, coach car and locomotive are progressing to meet the October/November static and dynamic train test.*

- Document Control Update: Document control is in the process of compiling the C4 version of the Bi-level spec and it is signed. It was expected to be finished and available the week of 9-26-16. Tammy Krause will inform Steve Hewitt when it is finalized and he will inform Technical subcommittee members.

Tammy is starting to create the Document Change Requests for the next revision of the Single level specification based upon the applicable changes from the Bi-level specification.

- TRB invite to the NGENC Technical subcommittee to participate on a panel session at the TRB Annual Meeting:

The Executive Board, on 9-20-16, agreed this would be a good opportunity and asked Jack Madden to work with Technical subcommittee chair Mario Bergeron to determine who would be the appropriate subcommittee representative to participate on the panel session. On 9-22-16, Dale Engelhardt stated that a decision on who will represent the subcommittee on the panel at TRB is yet to be decided, but it will likely be himself or Tammy Krause.

- Siemens/All Aboard Florida NGENC specification use – feedback/presentation: On 9-8-16, Mario Bergeron had asked Steve Hewitt to extend an invitation to Paul Winkler, Siemens Industries, to participate on the

next subcommittee call (9-22-16) to give the presentation on All Aboard Florida/Siemens' feedback on the NGENC specifications provided recently to the Interiors working group of the Technical subcommittee.

This presentation was ultimately planned for 10-6-16. Mr. Ray Ginnell was to make the presentation.

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 2016, the Finance and Administrative Subcommittee (FASC) met twice – on the 14th and 21st.

Key decisions and action item updates from those meetings included:

- Preparing the New Grant SOW and budget for the period beginning 10-1-16 through 9-30-19: On 9-14-16, the FASC accepted as amended, the DRAFT Scope and Budget for submittal to the Executive Board for its consideration on - 9-20-16. This action adheres to the schedule as defined on the last call.

Status: On 9-20-16 the NGENC Executive Board approved the SOW as presented, and previously approved, by the FASC. The FRA informed the Board that the format is to be revised, but the Board felt that if there were no objections to the content - scope and budget – it would approve as is in order to keep the process moving. FRA and Amtrak Grants now have the SOW and will make the format changes. The Board has only asked to see the SOW again if scope or budget has changed.

As of 9-21-16 FRA grants had committed to getting redline edits and comments on the current document to Rory Beelek, Amtrak, by COB 9-22-16 and to schedule a phone call after Amtrak grants has had a chance to look at it. Darrell Smith will be included in the call.

FRA has re-affirmed that the start-up date for the new grant will be 10-1-16 – Darrell Smith has asked for a firm commitment to that effect from FRA in writing.

As reported in the Executive Board section of this report, as of 9-27-16, FRA and Amtrak Grants offices had met and reformatted the document, but made no changes to the scope or budget. The grant is working its way through the FRA approval process and is expected to be finalized and executed around 10-14-16. The start date remains 10-1-16.

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

The first such update will be the “two-page” educational document being finalized for Executive Board approval.

Status: On 9-20-16 the NGEC Executive Board approved the revised two page educational/outreach document. MODOT will finalize and get it to Steve Hewitt and AASHTO for printing, distribution and posting to the website.

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.

- Closing out the current Grant Agreement – Final package is being prepared for submittal to FRA. The final invoice should be out to FRA by the end of the month (September)

A close out project report will be due by early to mid-December and will be prepared by the FASC for Executive Board review and approval.

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.

514 Subcommittee update: As reported in the Executive Board section of this report, on 9-27-16, the Executive Board approved the Amtrak-States CIP for 2017-2021 as presented. The final version was distributed to all Board members after the call and to AASHTO for posting to the website.

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 September, 2016, the NGEC Review Panels did not meet.