



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

Monthly Activities Report: September 30, 2017

Submitted by: Steven J Hewitt, Program Manager, S305 NGEC

### 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 2017, the Executive Board met on the 12<sup>th</sup> and the 26<sup>th</sup>.

Highlights, decisions, and action items from the month of September 2017 include:

- Mid-West States – Section 6 progress report:

The most recent Section 6 plan went to FRA on 9-13-17. Details in the plan include Fleet management, ownership changes etc. The plan will be a living document and will be continually updated.

- Finance and Administrative Subcommittee and New Grant Activities:

On 9-26-17, the AASHTO/Amtrak Support Services contract extension (through 9-30-19) was executed. Subsequently, on 9-27-17, the AASHTO contract modification with the NGENC Manager was also executed (fully executed on 10-2-17) extending it through 9-30-19.

- Formation of the Acquisition and Ownership Best Practices Working Group:

On 9-26-17, it was agreed that Steve Hewitt will send a memo (see below) from Chairman Eric Curtit, as approved by the Board, to the working group members, and schedule a kick-off meeting for some time in October. Steve Hewitt will work with Eric Curtit on some potential dates and times for the first call. Steve will send the memo to working group members when he sends out the calendar notice for the first call.

#### **Equipment Acquisition and Ownership Best Practices Working Group Members:**

Eric Curtit, Missouri DOT, Chair - [Eric.curtit@modot.mo.gov](mailto:Eric.curtit@modot.mo.gov)

Sal DeAngelo, FRA [Salvatore.deangelo@dot.gov](mailto:Salvatore.deangelo@dot.gov)

Joe Paul – Amtrak – [joseph.paul@amtrak.com](mailto:joseph.paul@amtrak.com)

Tim Hoeffner - Michigan DOT - [Hoeffnert@michigan.gov](mailto:Hoeffnert@michigan.gov)

Michael Jenkins – Oregon DOT - [Michael.l.jenkins@odot.state.or.us](mailto:Michael.l.jenkins@odot.state.or.us)

John Oimoen - Illinois DOT- [john.oimeon@illinois.gov](mailto:john.oimeon@illinois.gov)

Jennifer Bastian – Illinois DOT – Designated Alternate – [Jennifer.bastian@illinois.gov](mailto:Jennifer.bastian@illinois.gov)

Jason Biggs – Washington State DOT – Designated Alternate – [biggsjr@wsdot.wa.gov](mailto:biggsjr@wsdot.wa.gov)

Momo Tamaoki, Caltrans – [momoko.tamaoki@dot.ca.gov](mailto:momoko.tamaoki@dot.ca.gov)

Paul Jamieson – Industry Member – SNC-Lavalin - [Paul.Jamieson@snclavalin.com](mailto:Paul.Jamieson@snclavalin.com)

Dick Bruss – Industry Member – NARP - [rjembruss@gmail.com](mailto:rjembruss@gmail.com)

Steve Hewitt - NGENC Support: Steve Hewitt - [Shewitt109@aol.com](mailto:Shewitt109@aol.com)

Larry Salci – Consultant - [larry@salciconsult.com](mailto:larry@salciconsult.com)

#### **Memo:**

**To: Executive Board**

**CC: Acquisition and Ownership Best Practices Working Group**

**Date: September 18, 2017**

**From: Eric Curtit, Chairman**

**RE: Acquisition and Ownership Best Practices Working Group**

*To better enhance intercity passenger rail, the NGENC Executive Board approved a working group to address issues encountered during the recent procurements and subsequent production of passenger rail equipment. This exercise fits within the NGENC mission to provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.*

*This exercise will find ways for the FRA, states, and Amtrak, to improve project deliverables with an integrated approach. The Working Group will first be asked to identify topics and ensure it, and the Board, are on the same page about which will be covered. The group will then work to articulate and identify;*

*pitfalls, best practices, and ways to improve. Regular updates will also be shared with the Board as this process moves along. This will help ensure that we are all on the same page and that the result is that we get the best product we can, in the most efficient way we can. The working group will ultimately produce a draft Acquisition and Ownership Best Practices document for the consideration of the NGEC Executive Board.*

*A kickoff meeting of the Working Group will be held in early October.*

- Multi-state Car Procurement (Caltrans - Lead State):

On 9-12-17, Steve Hewitt read into the record a statement that Caltrans provide last week (9-7-17) to the Technical subcommittee:

*“Contract Negotiations are still underway to determine if proposed substitute subcontractor is able to fulfill SCOA’s contractual obligations.”*

- Status Update: Diesel-Electric Locomotive Procurement:

As of 9-26-17 (provided by Illinois DOT):

- a) *JPEs continue to work with Siemens on schedule and conduct bi-weekly conference calls.*
- b) *All locomotives have completed required testing and all reports have been submitted and received. 110 mph hour testing in MI and the Chicago/St. Louis line will take place when all PTC logistics and software are up and in place.*
- c) *All Caltrans locomotives are in revenue service.*
- d) *IDOT and Siemens have signed conditional and final acceptance on 27 IDOT units.*
- e) *IDOT Revenue service started 7/27/2017, with units placed in trailing position. IDOT locomotives began revenue service in Lead Position as of 8/24/2017, but that was suspended on 9/1, due to a forward-facing camera download problem with Wabtec LDRS-V. This is the data storage for the video recorder. Wabtec, Siemens and Amtrak are addressing. Units continue to operate in trailing position.*
- f) *IDOT locomotives 4616 - 4629 have completed burn-in testing at TTCl. Locomotives 4630 will be burn-in tested this week at TTCl. The locomotives stored at TTCl will shipped to Chicago, as soon as storage space becomes available. Storage space in Chicago is limited, until the P-42 locomotives are re-deployed by Amtrak.*
- g) *The Wi-tronix system has been installed on 11 of the 12 units in Chicago. The necessary software has also been installed which allows the remaining units to be placed in Lead Position for revenue service. The software has also been installed on all Caltrans and WSDOT units.*
- h) *All WSDOT Locomotives have been delivered and have competed pre-revenue testing and are being readied for revenue service.*
- i) *WSDOT is finalizing their lease with Amtrak*
- j) *Siemens warranty service locations are now established at all JPE locations.*
- k) *The Failure Review Board has been established, with two meetings taking place so far with all JPE’s included and Siemens. The last meeting was held on Sept 13<sup>th</sup>. The meeting for October is planned to be held in Wilmington Del and include a visit to Siemen’s customer service facility. Amtrak representatives have been added and will participate in the meetings.*

- 514 Subcommittee progress report as of 9-26-17:

#### **514 Request to move to SAIPRC – Eric Curtit:**

On 9-12-17, 514 subcommittee Chair, Brian Beeler II, put forth a request to the NGEC executive Board to move the subcommittee out of the NGEC and solely into SAIPRC.

On 9-26-17, NGEC Chairman Eric Curtit reported that he talked to SAIPRC Chairman David Kutrosky about this on 9-22-17. The two are in general agreement that, with the proper steps taken, this move request should be accommodated.

Chairman Curtit reported to the Board on 9-26-17 that there are several steps required to take the action to remove 514 from the NGEC and move it to SAIPRC. The first action is to refer the request to the Finance and Administrative subcommittee (FASC) for its review/consideration and recommendation.

Asked if there was any action that the Board needed to take to send this to the FASC, Steve Hewitt noted that the only action is for the Chair (Eric Curtit) to refer the request, as he has done, and direct the FASC to begin looking at it and come back to the Board with recommendations. The NGEC By-Laws and Operating Procedures call for the FASC to be both the Finance and the Administrative arm of the NGEC.

Darrell Smith, Chair of FASC, concurred that the FASC is “the right place” to start and that there will be impacts on both the Grant Agreement SOW and the By-Laws, both of which are within the FASC areas of responsibility.

Brian Beeler asked for clarification as to the process – does the FASC come back to the Board with a recommendation?

Eric Curtit responded that the FASC will make a recommendation which the Board “will pull the trigger on by taking a vote” and then the FASC will take the steps as approved by the Board. Eric added “it will take a while...David Kutrosky (SAIPRC Chair) is aware and understands...formally it will take a while to move it...informally, we (the NGEC) understand that SAIPRC is working on this (514 activities).”

- Standing Subcommittee monthly update schedule:

Technical subcommittee – next update – 10-10-17

514 subcommittee – next update – 10-10-17

Finance and Administrative subcommittee – 10-10-17

#### **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 2017, the Technical subcommittee met once, via conference call, on the 7<sup>th</sup>. Key decisions and action item updates from the month of September 2017, included:

- Updating ECP Standards: This is an ongoing item which the Technical subcommittee is tracking.

Update as of 8-24-17:

*The revenue service demonstration test train has accumulated 338,196 train miles in ECP mode and 1,671,788 train miles in Emulation mode. Total train mileage to date is 2,009,984 miles sent the project started in June 2014. One ECP control portion fault occurred which resulted in a loss of 7,560 ECP lost train miles. The fault has been successfully resolved.*

*The bi-annual FRA report of the revenue service demonstration will be prepared after the August mileage is reported in early September.*

*The technical working group will meet on August 28 - 29, 2017 to develop the remaining APTA PRESS ECP standards and draft 49CFR238 language which is required. The draft language will be presented at the FRA RSAC ETF meeting scheduled on August 30 – 31, 2017. The draft language is being prepared for NPRM2.*

- Backgrounder educational document: The educational document has undergone a second printing and remains available, by request, through Steve Hewitt. The Finance and Administrative subcommittee is continuing its review of the current version and will make updates to it to emphasize the ongoing efforts to keep the specifications current.
- AWG Update: Previously, Melissa Shurland, FRA, had provided the following update to the Technical subcommittee:

The contract to Oregon State U to continue the accessibility research was awarded. I will be meeting with the principal investigator from OSU and Volpe today at 2PM to discuss simulation of the interior environment of a passenger in a large power-based wheeled mobility device under normal load profile and accident loadings, 8g longitudinal. We will be looking at some of the scenarios we developed for including 2 wheeled mobility devices on-board that resulted in one accessible space with limited containment. Any industry members from the TSC willing to provide support for our simulations should contact me at 202-493-1316. We hope to focus on simulation at first before going to sled tests.

Ongoing.

- Document Control Update as of 8-24-17:

Tammy Krause informed the members that she and Rich Stegner continue working on a revised timeline for updating the PRIIA Single Level Car Specification.

As of 8-24-17, the approved changes that comprise Diesel-Electric Locomotive Specification Revision B have been compiled and are currently with the NGEN Technical Writer.

Ongoing

Procurement Updates:

- Diesel-Electric Locomotive Procurement: Progress reports from the lead state on the PRIIA multi-state locomotive procurement is provided on each technical subcommittee call.

Please see the report, as provided to the Executive Board on 9-26-17, and included in this report under the Executive Board section.

- Multi-State Car Procurement - Caltrans (Lead State): *“Contract Negotiations are still underway to determine if proposed substitute subcontractor is able to fulfill SCOA’s contractual obligations.”*
- Progress Report: The Future of Electronics on Trains Working Group:

Cynthia Diaz reported that the working group will be following the NGEN process to write a requirements document that will be used for drafting a specification. The group will be using the NGEN website to review its document. A draft outline of the requirements document is out now for review among the working group members.

- Progress Report – Electronics on Trains Working Group – Tom Sisler, SNC-Lavalin:

Working Group Chair, Tom Sisler provided the following update for inclusion in today’s (9-7-17) Minutes:

*Bi-Weekly Update for September 7, 2017*

*Electronics on Trains Working Group*

*By Thomas Sisler*

1. *Held 8 meetings so far on alternate weeks with this meeting. The next meeting in on 9/12 at 3 pm.*
2. *Cindy Dietz is taking a new position at MPI in Boise and can no longer be the Chairperson. She nominated Tom Sisler in the last meeting and consensus was obtained to make him the Chairperson.*
3. *A requirements document is under construction. We are in the brainstorming phase where we try to think of everything a future electronic system could do. Then we’ll vet all the ideas versus the constraints of the DTL hardware being specified and finish the requirements document. A very preliminary draft exists that is being reviewed by team members.*
4. *The PRIIA DTL group has joined this committee so that the DTL specifications are finished together with the specification this committee was tasked to create. Action items exist to get a presentation about hardware and plans the AAR might have for using Ethernet to replace MU trainlines.*

- AAR Committee Update:

On 9-7-17, Jeff Gordon, FRA, reported that, as noted in his last update (8-10-17) the AAR has put this committee in hiatus for the time being. The hiatus continues, so Jeff suggested this item be removed from the standing agenda until the committee has resumed activities.

Jason Biggs, WSDOT, asked about the status of AAR looking at issues related to LED Headlights, Jeff commented that AAR had decided to look at LED Headlights separately from the other Tag items covered by the Equipment committee. That being the case, Mario Bergeron asked if it would make sense to have an update on this issue specifically. Jeff Gordon agreed that it would make sense to do so and recommended that the AAR update agenda item remain, and said that he would ask the FRA point of contact, Tarek Omar, to provide a monthly update on that item for now. If and when the AAR committee resumes its overall activities, Jeff will provide an update on that. Chairman Bergeron agreed, and asked Steve Hewitt to keep the agenda item as a monthly update on AAR activities for the time being.

The first update from Tarek is scheduled for the 10-5-17 Technical subcommittee 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 September 2017, the Finance and Administrative Subcommittee (FASC) met on 9-27-17. Key decisions and action items for the FASC during the month of September 2017 included:

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

Status: Revising two-pager and developing a strategy to secure future federal funding - Eric Curtit/Jeff Gordon:

FRA (Jeff Gordon) is working on providing suggested language to emphasize the importance and commitment of the NGEC to maintain the specifications to keep them up to date and useful.

MO DOT graphics arts will include the additional language and a draft will be forthcoming for FAS review and comment in the coming weeks.

- Status: Contract Extensions – Amtrak/AASHTO – AASHTO/subconsultants:

On 9-27-17, Chairman Darrell Smith reported that Amtrak and AASHTO have executed their contract extension, and, he was aware of at least one of the sub-contractor extensions being completed between that consultant and AASHTO.

The contracts are extended through the life of the grant agreement – 9-30-19.

- 514 subcommittee request to leave the NGEC and move solely to SAIPRC:

On 9-12-17, the 514 subcommittee Chair (Brian Beeler II) requested that the 514 subcommittee be moved out of 305 (NGEC) to SAIPRC. When 514 was established in the NGEC, SAIPRC did not yet exist and the NGEC seemed to be the best fit for it. The NGEC had the structure and procedures in place to do the work required.

With SAIPRC now fully established and funded through an FRA Grant, the 514 – especially regarding 209 - activities relate more to it's the work of SAIPRC than to the NGEC. To keep it in both committees (and with many of the same members) makes it confusing and duplicative.

Eric Curtit, at the 9-26-17 NGEC Executive Board meeting, directed the Finance and Administrative subcommittee (FASC) to look at this request and identify what needs to happen and what the impacts could be on the NGEC Grant agreement SOW and budget, as well as on the NGEC By-Laws. Both are areas of jurisdiction of the FASC (Administrative and Finance arm of the NGEC)

Eric Curtit has spoken to SAIPRC chair – David Kutrosky – and has told him this may take some time, because it is important to take the right steps to not negatively impact either the NGEC grant agreement or that of SAIPRC.

#### Administrative actions needed

The NGEC By-Laws will need to be revised, as 514 had been added to the By-Laws and Operating Procedures as a Standing subcommittee. To change the NGEC By-Laws, those changes need to be approved by the FASC and then they are to be submitted in writing to members of the Executive Board. They must be in the possession of the Board members for 30 days prior to a vote taking place.

Steve Hewitt recommended that Darrell assign this effort to Ray Hessinger, as Vice Chair for the Administrative side of FASC, and to Steve Hewitt to make the changes and recommendations to the full FASC. This could likely be done by the next FASC call – on October 18<sup>th</sup>.

#### Impacts on Grant agreement – milestones and approved SOW and Budget

Darrell Smith commented that he had spoken about this to the Amtrak grants office and a no-cost amendment to the grant between Amtrak and FRA will be required and the SOW will need to be revised. It was recommended that the NGEC look at the whole SOW as they are looking to make the 514 changes and see if there are other changes at this point that should be made going forward. If there are any adjustments that should be made, they should all be made at the same time.

Darrell also pointed out that the NGEC is sending at a rate about ½ below the projected spend rate, so this is a very good time to take a good look at the SOW and adjust it going forward. Darrell will have a full report on the budget status on the next FASC call.

Eric Curtit reported that there are a couple of things that are up-coming that will increase that spend rate – but he is not ready to report on the details of those activities yet.

Brian Beeler emphasized that the intent of the 514 and of SAIPRC was to eliminate some of the duplications of service with limited resources and many of the same people involved with bot committees. “The intent her is to streamline things and he hopes that this is not too heavy a lift for everyone.” He also believes that making this move will, ultimately, put more money back into the NGEC to use for activities more closely related to its true mission.

Eric Curtit added that there should be an immediate call to action by the Technical subcommittee of the NGEC to review the current grant SOW and to provide input on possible revisions. Eric will send an email to Mario Bergeron asking him to begin that effort.

Tim Hoeffner suggested an MOU between NGEC and SAIPRC may be needed to facilitate the transfer and that 514 would continue to function as is until all steps are taken and SAIPRC.

It was also agreed that Eric will ask SAIPRC to provide him with confirmation on its recent vote to take on the 514 subcommittee responsibilities.

Asked if was possible to do this without an amendment to the grant agreement, Darrell responded that the Amtrak grants people have said we need to go through the full grant agreement SOW and our grant reporting as well, because part of the quarterly report is related to progress from each of the standing subcommittees of which 514 is one.

**The 514 Subcommittee:**

**Chair: Brian Beeler II – NNEPRA (Maine DOT)**

**Vice Chair: Jonathan Dees - NCDOT**

**The 514 Subcommittee holds a bi-weekly conference calls:**

In September, the monthly subcommittee update to the NGENC Board was provided on 9-12-17:

- CIP Progress:

Brian Beeler II reported that on the last 514 meeting – held 9-8-17 – the subcommittee reviewed the comments received on the DRAFT CIP. Comments were received by NNEPRA, WSDOT and FRA. Darrell Smith, Amtrak, has incorporated some, but not all the changes/comments into the document. Brian will be going back to Darrell to see if some of those can be added into the document. Brian also expects a few more comments will be forthcoming, before the document is finalized. While he expected it may be closer to complete by now, the effort “is not static” and is moving ahead, but it is agreed within the subcommittee that “we need to grow the scope of the CIP”. The deliverables approved in 2014 need to be re-evaluated, as is the development of a new concept for the CIP. Once the process is complete, it will be sent to the “full committee” for review – hopefully, within a month. Brian added that the subcommittee will record and document all comments and they will be included going forward.

Issue – 514 – Where does it belong?

On 9-12-17, Brian raised the issue of 514’s status – asking “where do we belong?” 514 is currently a subcommittee of the Section 305 NGENC as well as a working group within SAIPRC. 514 was established, first as a working group, and later as a standing subcommittee of the NGENC before there was SAIPRC. As SAIPRC, “our 209 arm”, is getting established and figuring out what it is – the future of 514 is a part of that discussion. Brian added that, originally, it made sense to put 514 in 305 because of the structure and governance model already established and functioning within 305 - and it was a vehicle through which the 209 efforts could progress, but more fully determining “where it structurally fits now, will help us (SAIPRC) in developing our mission statement...it seems that SAIPRC is the more pertinent place for us now, as it has become more robust.” Brian believes that now is the time to begin having those discussions and figuring out the best way forward. Brian emphasized that he was not looking for an answer right now, but felt that the time is right to raise the issue and to begin thinking about it.

NGEC Chairman Eric Curtit, commented that it is a complex issue, and more discussion and thought would need to go into it. Steve Hewitt reminded members that 514 is currently in the NGENC Grant Agreement SOW, and is established as standing subcommittee in the NGENC’s By-Laws, so there are several discussions that would need to take place and several steps to be considered. Eric agreed, “there are some ripples”.

On 9-26-17, Chairman Curtit, having followed up with SAIPRC Chairman David Kutrosky referred the request to the Finance and Administrative subcommittee for a review of steps to be taken to accommodate the request. (see FASC monthly update in this report for details).

**NGEC Specification Review Panel(s):**

**For each PRIIA NGENC 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 NGENC specification must go through the Review Panel process as well. At such times, the Review Panel, previously established for a specification, is re-convened by the Executive Board chair.**

In September 2017, there were no Review Panel activities.



**Milestones – Quarterly update (July 1, 2017 through September 30, 2017)****Capital Improvement Program (CIP) completion and updates by the 514 Subcommittee:**

During this quarter, the 514 subcommittee continued activities related to doing a “major” update of the CIP. The subcommittee had agreed, in March 2017, to increase their call frequency to twice a month to better accommodate the work that will go into completing the CIP update. Much progress has been made – several drafts have been distributed among 514 subcommittee members. As of 9-27-17, it was reported that edits to the current draft had had been provided by the FRA and were under consideration. It is anticipated that the CIP will be revised as a final draft soon, and, once approved by the subcommittee, will be transmitted for review and consideration of approval by the NGEC Executive Board per NGEC procedures.

**Bi weekly meetings:**

Throughout the quarter, the NGEC Executive Board and the Technical subcommittee held bi-weekly conference call meetings. Exceptions – in July the Executive Board met once on the 18th (due to the July 4<sup>th</sup> holiday). The Technical subcommittee also met only once in July on the 13<sup>th</sup> due to schedule conflicts, and once in September (due to the SCORT, SPRC and SAIPRC meeting in Oakland, Ca causing a conflict on 9-21-17).

**Monthly meetings:**

During the quarter, the Finance and Administrative Subcommittee (FASC) met every four weeks on Wednesdays, with the exception being in July, in which it did not meet due to schedule conflicts. In following this schedule, the subcommittee met once in August (23<sup>rd</sup>) and September (27<sup>th</sup>).

**Dissemination of educational/informational pieces:**

During the quarter, the Legislative Outreach Task Force (which reports to the Finance and Administrative subcommittee - FASC) drafted proposed revisions to the educational outreach document, with the intent being to better emphasize the importance of maintaining and updating the NGEC specifications to ensure they remain current and useful. A draft of the proposed layout – with suggested language, was agreed to, in concept, by the subcommittee, with perfecting language being drafted for submittal to Missouri DOT graphic arts – the entity that is voluntarily designing and revising the document. It is anticipated that consideration of approval by FASC will take place in October. The next step, per NGEC procedures, would be transmittal to the NGEC Executive Board for its consideration and approval and the go ahead to finalize and print. The goal is to have a final – printed – document ready for distribution by the February 2018 NGEC Annual Meeting.

**NGEC Annual Meeting:**

The NGEC Annual Meeting took place on 2-24-17 with over 70 NGEC members present.

Highlights of the meeting included:

Eric Curtit, Missouri DOT, Chair of the NGEC Executive Board presented the annual Chairman’s report. In the report, Mr. Curtit provided an overview on the first 7 years of the Committee which was organized in January 2010, highlighted the results produced throughout the years, discussed the NGEC of today, and provided a look ahead to the future.

Progress Reports were provided by the three NGEC Standing subcommittees: the Technical subcommittee, the Finance and Administrative Subcommittee, and the 514 Capital Equipment Committee

The Treasurer's Report was provided by Darrell Smith, Amtrak – NGEC Treasurer, who detailed the current financial status of the NGEC as well as an overview of the new federal funding Grant Agreement executed in October with an effective date of 10-1-17 through 9-30-19.

The Executive Board unanimously accepted the Treasurer's Report as presented.

The Technical subcommittee update was provided by NGEC Vice Chair Mario Bergeron, Amtrak (also Chair of the Technical subcommittee). Mario provide a detailed overview of the activities of the subcommittee including specification review, document management; and the processes and procedures that are in place to advance technology and continuously update and maintain the NGEC specifications to keep them current.

Attendees received progress reports on many NGEC activities taking place within the Technical subcommittee including reports from the Accessibility Working Group; the AAR Equipment Committee on Passenger Equipment Performance Specification: a report on Passenger ECP Brake Equipment, and a presentation by Technical Subcommittee Vice Chair Dale Engelhardt, on the future of electronics on trains.

Brian Beeler II, NNEPRA, for Maine DOT, and Chair of the 514 Capital Equipment subcommittee provided an overview of its accomplishments including the development of Amtrak's 5-year Capital Improvement Plan (CIP) for 2017-2021 and a look ahead to next steps which will include a "major" update to the CIP.

An update on the status of the Mid-West States Section 6 efforts was provided by Tim Hoeffner, Michigan DOT, who reported that the states are working well together in a collaborative way. A fleet manager has been hired by lead state Illinois DOT; and an oversight board has been established. The fleet manager will report to this board. Negotiations are ongoing with Amtrak on the lease program for equipment; and strategies are being developed for getting the new equipment into service.

A Status Update presentation on the multi-state Diesel-Electric Locomotive Procurement was also provided with John Oimoen, IDOT, and Dave Ward, Siemens, presenting. Tremendous progress has been made. To date, thirteen of the Chargers have been delivered with more waiting in Sacramento to be delivered. Ten of the Chargers have already achieved the burn test and are waiting and ready to go into service.

Attendees also heard from Michael Lestingi and Beth Nachreiner, FRA, who provided a brief overview of planning requirements that were included in the FAST Act which identify the new accounting structure within Amtrak, and how it is now required to report and plan revenue in its service lines. Michael and Beth also reported on the positive accomplishments of the NGEC as it approaches the end of its first decade and extended FRA's thanks to the NGEC and those involved in the current procurement, adding that the FRA looks forward to the NGEC continuing towards fulfilling the goals that were set out in PRIIA and continued in the FAST Act.

Robert Ripperger, Amtrak Government Affairs, also briefed the attendees on the state of Amtrak and provided an overview of its new organizational structure.

Chairman Curtit provided some closing remarks and next steps. He talked about the challenges faced by the states through the development of specifications, through the procurement process, and on to getting the equipment into revenue service. He noted that this is not something that states normally encounter since most states do not, historically, own equipment.

Eric stressed the need for an effort to develop lessons learned, and expertise gained. He called for the creation of a standalone document that is a record of what went on or what we need, as a sort of guidebook for the future...we need to tackle issues that can level the playing field and define what goes into a procurement and getting equipment into revenue service."

Ultimately, it was agreed that a task force will be established to take on the tasks described by the Chair. Several states (IDOT and WSDOT) offered to serve as did Amtrak and FRA. On the next

NGEC, Executive Board conference call, 3-14-17, the task force will be formally established and given its charge. The anticipated timeline for completion of the standalone document is by the next NGEC Annual Meeting (February 2018).

**Note:** All formal presentations from the Annual Meeting are available on the NGEC website at: [www.ngec305.org](http://www.ngec305.org)

Towards the end of the next quarter (ending September 30, 2017) the NGEC Executive Board Chairman and the NGEC Manager will begin developing an agenda for the 2018 Annual Meeting to be held in late February 2018.

The process for developing the agenda for the 2018 annual Meeting has begun with discussions between the NGEC Manager and the Executive Board Chairman. The Manager is also in communication with AASHTO over logistics for the meeting. AASHTO is working with hotels in the area to serve as the venue.

#### **Annual Review of NGEC By-Laws and Operating Procedures:**

During the quarter ending March 31, 2017, the NGEC's Finance and Administrative subcommittee (FASC) conducted its annual review of the NGEC By-Laws and Operating Procedures and reported to the Executive Board that no changes were warranted now. The Board accepted the "no changes" recommendation. The FASC will conduct its next annual review in December 2017.

During the quarter ending June 30 2017, the subcommittee reviewed its contracting procedures, initially adopted in 2014, and in the quarter ending on September 30, 2017, the NGEC Executive Board on July 18, 2017, formally adopted updated/revised contracting procedures. The updated procedures have been distributed them to NGEC members and have been posted to the NGEC website.

In September, the 514 subcommittee requested that it be moved out of the NGEC into the jurisdiction of the SAIPRC. The FASC has been asked to review the steps – administratively and per the grant agreement - to accomplish this task. The FASC subcommittee Vice Chair for Administrative activities and the NGEC Program Manager were tasked on 9-27-17 to review the By-Laws and propose the necessary changes required to accommodate the request.

#### **Grant reporting:**

As required by the Grant Agreement, Amtrak will submit a quarterly report to the FRA. Information provided in the monthly NGEC Activities reports for the quarter, prepared by the NGEC Manager, will be utilized as a basis for the Quarterly Reports to the FRA.

The first such quarterly report included the period from October 1, 2016 through December 31, 2016, was submitted by Amtrak by January 31, 2017.

The second quarterly report included the period from January 1, 2017 through March 31, 2017 and was submitted by April 30, 2017.

The third such quarterly report included the period from April 1, 2017 through June 30, 2017 and was submitted by Amtrak to FRA by July 31, 2017.

The fourth such quarterly report includes the period from July 31, 2017 through September 30, 2017 and will be submitted by Amtrak to FRA by October 31, 2017.

#### **Fiscal and contractual actions:**

During the April 1 to June 30, 2017 quarter, the Finance and Administrative subcommittee, and, subsequently, the Executive Board, adopted a motion that expressed the intent to extend the contracts of AASHTO and the subcontracts in synch with the Grant Agreement and consistent with the budget and SOW. Currently, Amtrak and AASHTO are in the process of developing their contract extension and, following its execution, AASHTO has been directed to do the same with the sub-contracts identified in the SOW and noted in the adopted motion inserted below.

*“As was intended in past NGEN budget approvals and to ensure compliance with the Audit of Grant Agreement of March 27, 2013, and the NGEN’s updated Procedure of Establishing Contract Support adopted August 6, 2013, the NGEN authorizes Amtrak to contract with AASHTO for administrative support services as well as subsequent sub-contracts per the statement of work for entities such as; with Hewitt Consulting for Manager of Support Services, and with SalciConsult for Specification Consultant services. In addition, with the Federal Railroad Administration’s June 8th, 2015, approval of the NGEN’s Supplemental Statement of Work and related budget extension through September 30, 2017, and its subsequent approval of the Statement of Work and Budget included in the Grant Agreement executed on October 26, 2016 for the period beginning October 1, 2016 through September 30, 2019, Amtrak is authorized to extend its agreement with AASHTO and AASHTO’s sub-consultants in accordance with the Statement of Work.”*

Adopted by the NGEN Executive Board on 6-6-17.

On 9-26-17, AASHTO and Amtrak executed a contract extension for NGEN Support services to continue from 10-1-17 through 9-30-19. On 9-27-17 AASHTO executed a contract modification with Hewitt Consulting – (Steve Hewitt) extending the NGEN Manager’s contract for the period 10-1-17 through 9-30-19.

#### **Review/Update of NGEN Specifications (Document Control):**

During the quarter, the NGEN Technical subcommittee, through its Document Control Process, continued its review of the PRIIA Single Level Car Specification 305-003 following the timeline developed during the last quarter and reprinted below:

#### **PRIIA Specification 305-003 Single Level Specification Update Timeline**

Task	Due
1. Table of Contents Issued to Technical Subcommittee Group Leaders	11/18/16
2. Chapters Selected to Review back to Document Control Manager	1/12/17
3. DCRs Associated with Chapters sent to Subcommittee Group Leaders	1/13/17
4. DCRs Back to Document Control Manager	2/23/17
5. Single Level Revised per Approved DCRs and Submitted to Members	3/23/17
6. Revised Single Level Specification Sub Tech Approval	4/6/17
7. Approved Revised Single Level Spec submitted to Exec Board	4/11/17
8. Review Panel appointed by Exec Board	4/25/17
9. Review Panel Approval	5/23/17
10. Executive Board Approval	6/6/17

In the third quarter, due to a renewed interest by several entities to use the 305-003 single level car specification, it was deemed necessary to establish a working group to specifically review and make proposed changes/updates to specification 305-003, while ensuring continued compliance with NGEN procedures and with the original requirements document. The timeline initially identified by the Revision Control Coordinator will be revised and presented to the Executive Board. It will be included in the next quarterly report (ending September 30, 2017)

During the quarter ending on September 30, 2017, contract negotiations continued regarding the multi-state railcar procurement. NGEC DCR procedures are to be followed as this effort progresses, and will result in the update and revision of 305-003. A revised timeline for completion will be forthcoming.

As noted in the quarterly report that ended on June 30, 2017, the Diesel-Electric Locomotive Specification 305-005 Revision B was adopted (June 20, 2017) by the NGEC Executive Board, and was sent to the NGEC Technical writer to incorporate those changes into the specification document as Revision B.