



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: January 31, 2017

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 January 2017, the Executive Board met three times - via conference call - on the 3rd, the 17th and the 31st.

Key decisions and action item updates from the month of January, 2017 included:

- Educational/outreach document: The order for 300 printed copies was filled by AASHTO and an initial distribution was made to Executive Board members. Over the past month approximately 230 of the initial 300 have been distributed. AASHTO has ordered another printing of the document and it will be available for further distribution at the Annual meeting.
- New Grant Quarterly Report Requirements – Milestones: The new Grant agreement calls for a change in reporting requirements in that it includes milestones. In the initial Grant, quarterly report, the NGEC activities reports were used as a basis for the quarterly grant report. That will remain the case, with the

additional element of including milestones in the report. In December, proposed milestones were approved for use beginning with the first Quarterly report to be done for the October 1, 2016 through December 31, 2016 period. In the last activities report for the NGEC – Steve Hewitt included a new section for reporting on milestone achievements during the quarter. This section of the report was used as the bulk of the Quarterly Grant report submitted by Amtrak to FRA.

- Review of NGEC By-Laws: On 1-17-17, the NGEC Executive Board accepted the Finance and Administrative subcommittee's recommendation that there would be no revisions made to the By-Laws at this time.
- Syncing contracts with the new grant: Darrell Smith reported on 11-22-16 that because the current Amtrak/AASHTO contract (and AASHTO's contract with its sub-contractors) is in effect through 9-30-17, there is no need for action now. Once the 9-30-17 date draws near there will be an extension consistent with the new grant period and grant amount between Amtrak and AASHTO and AASHTO and its subcontractors as called for in the SOW and budget.

No action is needed now – but action will be required as 9-30-17 approaches

- Mid-West States – Section 6 Update:

The group continues to work on contract related needs for Receipt of the new equipment.

Work on associated agreements with Amtrak is ongoing.

The Charger (4604) has arrived in Chicago.

Next Update: 2-24-17

- Status Update – Diesel-Electric Locomotive Procurement:

On January 31, 2017, the following update was provided to the Executive Board by IDOT:

- JPEs continue to work with Siemens on schedule and conduct weekly conference calls.
- As of now, successful 500-mile conditional acceptance tests have been completed on IDOT units: 4601, 4602, 4604, 4605, 4606, 4608, 4609 & 4610. Locomotives 4603 & 4607 are at TTCI and were tested last week. The first WSDOT locomotives are being prepared to ship to Pueblo.
- After 500-mile testing is complete, all locomotives will next ship to Chicago, when IDOT and Amtrak agreements are in place.
- Maintenance demonstrations are going well at Siemens and are about 50% complete, this week.
- IDOT and Amtrak agreed and signed agreements this past week for storage, testing and commissioning the locomotives.
- IDOT locomotive 4611 has been sent to WSDOT for 238.111(b) and WSDOT required 213.345 testing on the Cascades route. WSDOT will conduct the 238.111(b) test. Other JPEs are working with Amtrak for 238.111(a) test plans.
- JPEs are working with Siemens for Wi-Tronix application, as required by Amtrak. The first unit is currently being installed. Siemens progress looks good so far.
- All Document Change Requests (DCR) have been reviewed and approved by the working group with no issues. Rich Stegner will contact Tammy Krause for next steps for revising the specification.
- As-Built weights have been reported 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. As other locomotives are weighed, we will report.
- IDOT and its Fleet Manager Contractor are close to having a signed agreement in place for on-going support.

- Preparing for the NGEC Annual Meeting 2017 - February 24, 2017, Washington, DC – Hyatt Regency, Capitol Hill:

Steve Hewitt provide an overview of the current DRAFT agenda for the 2017 NGEC Annual Meeting.

Attendance: As of 1-31-17 there are 65 registered to attend the meeting.

12 of 14 Board members have confirmed their attendance. 13 of 14 Board members (highlighted below) are expected to attend – but 1 is tentative – pending travel approval.

A quorum should be established without issue.

Steve also reviewed the speakers to confirm their attendance. All speakers are confirmed – Mariah Morales will be providing the Amtrak Government Affairs update rather than Joe McHugh. Steve Hewitt will revise the agenda and attendee list accordingly.

Speakers are asked to provide their presentations to Steve Hewitt by February 21st. Where appropriate, the NGEC Template should be used for the PowerPoints.

With a few modifications as discussed and agreed to on today's call, Chairman Curtit has directed Steve Hewitt to consider this the Final Agenda and distribute it as such. (Always subject to change as necessary).

- Scheduling Subcommittee updates to the Executive Board:

In December, Chairman Curtit asked subcommittee Chairs to plan on providing brief, but regular, updates to the Executive Board on its calls in 2017. Each subcommittee will be asked to report monthly. Steve Hewitt will set up a schedule for the reports.

On January 17, 2017, the Finance and Administrative subcommittee and the 514 subcommittee provided updates to the Board.

On January 31, 2017, the Technical subcommittee provided its monthly update.

- 514 Subcommittee update:

A survey was conducted with results showing that the biggest topics identified by t Reconciliation and transparency.

Discussion took place about whether there is a need for a major update to the CIP, or if there should simply be minor tweaks made to it. The subcommittee will review its original charge statement to ascertain "how are we meeting it?" States are asked to revisit the CIP and how it is utilized. "What is it doing? How is it best used? Where can it be improved?"

The Subcommittee needs to address the provision in the NGEC By-Laws that calls for Amtrak to have a leadership role within each Standing Subcommittee.

Next 514 update: Annual Meeting 2-24-17

- Finance and Administrative Subcommittee and New Grant Activities:

Milestones:

The first quarterly grant report is due from Amtrak to FRA at the end of January. In the December, monthly NGEC activities report produced by Steve Hewitt, he added a section that addressed milestone achievements or progress during the first quarter of the new grant. This section of the report will make up the bulk of the Quarterly report to FRA to be submitted by Amtrak.

Review of NGEC By-Laws:

Ray Hessinger, NYSDOT, and NGEC Manager Steve Hewitt had completed their review of the By-Laws, and other than minor spelling/typo kinds of corrections there were no revisions recommended for the By-

Laws now. The FASC agreed to hold the minor corrections as a starting point at a time when more significant revisions are needed.

Syncing contracts with the new grant:

Darrell reported that because the current Amtrak/AASHTO contract (and AASHTO's contract with its sub-contractors) is in effect through 9-30-17, there is no need for action now. Once the 9-30-17 date draws near there will be an extension consistent with the new grant period and grant amount between Amtrak and AASHTO and AASHTO and its subcontractors as called for in the SOW and budget. No immediate action needed now.

John Oimoen, IDOT, will work on getting jobs numbers from the manufacturers for inclusion as a milestone in the reports. (ongoing)

Treasurer's Report – Will be drafted by Darrell Smith for review by the FASC on its net call 2-8-17.

Next Finance and Administrative subcommittee update – 2-24-17 NGEC Annual Meeting.

- Technical Subcommittee monthly update – Mario Bergeron:

Mario Bergeron provided a brief update of the activities of the Technical subcommittee:

Along with standing items such as following/monitoring the equipment procurements; the AAR committee and issues related to Accessibility; the subcommittee is advancing several document control items.

These include:

A review of the Bi-Level Specification changes and possible configuration into the single level specification. Revision Control Coordinator Tammy Krause has prepared a milestone timeline for this effort.

Similarly, changes submitted for the Brightline specification are also being reviewed to see where they may be applicable to NGEC specifications.

A spreadsheet of the locomotive DCRS that have been approved and submitted to Tammy by the working group is being prepared and will be distributed to all subcommittee members for review and consideration.

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 January 2017, the Technical subcommittee met twice, via conference call, on the 12th and the 26th. Key decisions and action item updates from the month of January, 2017, included:

- Updating ECP Standards: This is an item which the Technical subcommittee is tracking. On 1-12-17 Paul Jamieson provided the following update:

The Revenue Service Demonstration advisory letter is scheduled to be delivered to the FRA Office of Safety no later than Friday, January 13, 2017. Final equipment modifications to the Siemens locomotive software, and locomotive and cab car event recorder are scheduled to be completed by January 24, 2017. Amtrak mechanical personnel training and bulletins have been distributed. Amtrak Transportation personnel training is scheduled for completion during the weeks of January 23 and 30, 2017. The Revenue Service Demonstration is scheduled for Monday, February 6, 2017, for the Keystone Service operating on the Northeast Corridor.

To realize the progress made on this project since the initial release of the Bi-level Technical Specification in August 2010 would not be possible without the cooperation of APTA, FRA, NYAB and Wabtec.

With the planned successful revenue service demonstration introduction, the APTA PRESS Mechanical ECP Working group will continue to develop and release the standards, and draft recommended changes to the CFR necessary to support the Passenger ECP equipment.

- Backgrounder educational document: The new educational document has been printed remains available, by request, through Steve Hewitt. It will also be available at the NGEC Annual Meeting.
- AWG Update: Melissa Shurland, FRA, made a presentation of the FRA/Oregon State University report: Inclusive Universal Design Guidelines for HSR Passenger Cars: Safety and Feasibility Review of Accessibility. The full report and the PowerPoint presentation were distributed prior to today's call. Comments on the report were due to Melissa Shurland by 1-12-17.

On 1-12-17, Melissa reported that she had received one set of comments and they were being reviewed and considered for possible inclusion in the report. After some discussion, it was agreed that, once the review is complete, and a decision on whether to include the comments in the report is made, Melissa will inform Steve Hewitt and Chairman Bergeron, and a decision will be made to either provide a summary of the changes on a subcommittee call, or wait until the Annual Meeting and include this as a part of the overall presentation of the Accessibility report.

On 1-26-17, Melissa reported that the comments received had to do with maneuverability of the 64-inch scooter. The comments include diagrams and a request that there be a 3D mock up for clarity. Once these comments are incorporated into the report, Melissa will send a revised report to Steve Hewitt for distribution to the subcommittee members.

- NGEC Annual Meeting: The NGEC's 7th Annual Meeting will be held on 2-24-17 at the Hyatt Regency, Capitol Hill, Washington, DC from 8:30am – 3:00pm. All NGEC members are invited to attend.

A DRAFT agenda has been posted, and on 1-31-17, the Executive Board approved it as Final.

As of 1-31-17, the number of registrants for the meeting is 65.

- Distribution of TRB Session presentations: On 1-12-17, Jack Madden reported that the TRB session presentations on experience using the NGEC Specifications, will be made available in March, 2017, by TRB, to those who were registered attendees at the TRB Annual Meeting. Jack will confirm whether it is ok to distribute the presentations beyond the TRB registrants – each presenter ultimately makes that decision. Jack will contact the session presenters.

Steve Hewitt has sent a notice to his and Jack's calendar for March 1 as a reminder to check on the status of the presentations and determine when they could be made available.

Mario Bergeron stated that he will make Tammy Krause's presentation available after the NGEC Annual Meeting.

Jack will make his introductory presentation and the statement in lieu of presentation from Caltrans, available for distribution following today's conference call (1-12-17) This part of the task is complete.

- Document Control Update as of 1-26-17:
 - a. Status Update and review: Timeline for Single Level Spec Review – Currently still on schedule, have started sending out the DCRs based upon which group Tammy Krause believes they should go to.
 - b. Status: Brightline Spec Review – The Brightline DCRs from Siemens have been sent out for review.

- c. Status: Review of Locomotive DCRs – next steps – Rich Stegner will complete the Document Control Board (DCB) portion of the DCR and send it to Tammy Krause. She will compile this information into a spreadsheet and distribute to the Tech Subcommittee to begin the full subcommittee review and approval process.
- d. Status: List of technical working group members – A list of subgroup members have been requested but not yet received – subgroup leaders were reminded to please send their member lists to Tammy Krause as soon as possible.

- Procurement Updates:

Diesel- Electric Locomotive procurement - On 1-26-17 an update on the Diesel-electric locomotive procurement was provided by IDOT: (See Executive Board report above).

Bi-Level Car Procurement: On 1-12-17, it was decided that, as Caltrans and IDOT are working out some contract issues with the contractor, ongoing reports will be suspended for now. As this is expected to be the status for a while, Chairman Bergeron asked that this item be removed from the bi-weekly agenda until such time that Caltrans feels that it has an update to provide to the subcommittee.

- AAR Committee Update - Jeff Gordon provided the following update on 1-26-17:

The AAR Passenger Standard Technical Advisory Group (TAG) met at AAR headquarters in Washington, DC on Tuesday, January 24.

The meeting was attended by representatives from AAR, the Class I railroads including Amtrak, TTCI, APTA, Siemens, IDOT and its consultants, the Volpe Center and FRA.

Jim Grady opened the meeting and explained how we got to where we are and that the draft version of the partial standard (sections 1 through 4 of AAR's M-1006) would be reviewed as well as proposed additional sections which are in early draft form.

The draft M-1006 was reviewed paragraph by paragraph and several edits were made, including correction of some errors which existed. A revised version of this document will be circulated to the TAG members for review and further comment. Following the 30-day comment period, AAR will reissue sections 1-4 as M-1006 to its membership. During the meeting, UP confirmed it intends to apply the finalized version of this document (sections 1-4) to the ongoing Charger procurement in WSDOT.

Section 5 on Loss of Shunt is being deferred as AAR has determined that additional research on this is needed and is looking to add research on this topic to its Strategic Research Initiatives.

Sections 6 and 7 deal with requirements for moving passenger equipment (say from manufacturer location to purchaser's site) and operating regular passenger service on Class I freight railroad track. These sections were discussed and it was determined that they would be easier to use and clearer if the content were reformatted into a table or checklist. This will occur and a new version of Sections 6 and 7 will be circulated within the TAG.

Section 8, Vehicle Track Interaction, received the most attention. After much discussion about the amount of detail in the current draft, it was decided that the process for assessing track worthiness on track classes 1 through 5 should have two principal requirements – namely, low speed curving performance standard for class 1 (either the FRA Low Speed Safety Advisory OR the equivalent APTA standard currently under development when available) and Minimally Compliant Analytical Track (MCAT) simulations to quantify vehicle performance under representative limiting conditions. Volpe and TTCI staff will revise the document to reflect this approach and will perform analyses using the prototype Minimally Compliant Analytical Track for track classes 2 through 5 and compare those results to similar analyses using AAR Chapter 11 criteria to determine that the MCAT approach captures the desired vehicle performance information.

Dave Cackovic (TTCI) will schedule web meetings of the TAG to follow-up on these actions in the near 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 January 2017, the Finance and Administrative Subcommittee (FASC) met on 1-11-17. Key decisions and action item updates from the month of January, 2017, included:

- Review of NGEN By-Laws: On 1-11-17, the FASC agreed to recommend to the NGEN Executive Board that no changes to the By-Laws be made now. Only minor typos have been indicated in the annual review, and, in and of themselves, they do not warrant a revision. On 1-17-17, the Board accepted this recommendation.
- Syncing the new Grant Agreement with ongoing NGEN contracts: Because the current Amtrak and AASHTO contract is in place until 9-30-17, and the current sub-contractor contracts are also in place until 9-30-17, no action is necessary right now. Amtrak and AASHTO have a process in place to extend the Amtrak/AASHTO contract in sync with the grant and effective 10-1-17 through 9-30-19. The subcontractors currently in place will be extended at the same time - effective 10-1-17 through 9-30-19 as anticipated in the new grant agreement SOW and budget.
- Milestones for the new Grant Quarterly Report: Eric Curtit had previously provided FASC members with recommended milestones. No additional items or changes to Eric's suggestions were offered. Members had until the 12-14-16 to submit additional suggestions for milestones for inclusion in the quarterly report. With no additional items received, the current milestones were used in the last monthly activity report of this quarter by Steve Hewitt to be used as a basis for the Quarterly grant report to be submitted by Darrell Smith.
- Preparing the Treasurer's Report and the FASC update presentation for the NGEN Annual Meeting: Darrell Smith will draft the Treasurer's Report and the FASC update presentation for review by FASC members prior to the next FASC call – 2-8-17.
- Legislative Outreach Task Force Activities: Status of the Backgrounder educational document: The new educational document has been printed remains available, by request, through Steve Hewitt. It will also be available at the NGEN Annual Meeting.

The 514 Subcommittee:

Chair: Brian Beeler II – NNEPRA (Maine DOT)

Vice Chair: Jonathan Dees - NCDOT

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

In January, the subcommittee met on 1-9-17 and Chairman Brian Beeler II, provided the following update to the Executive Board on 1-17-17:

- On 1-9-17, the subcommittee went through the results of a survey that had been conducted regarding issues for the CIP major update.

The biggest topics identified by the survey were; Reconciliation and transparency.

Discussion took place about whether there is a need for a major update to the CIP, or if there could

simply be minor tweaks.

It was agreed that the subcommittee will review its original charge statement to ascertain “how are we meeting it?” States are asked to revisit the CIP and how it is utilized. “What is it doing? How is it best used? Where can it be improved?”

Brian also noted that the review of the NGEC By-Laws by the FASC had pointed out the fact that the 514 Subcommittee needs to address the provision that calls for Amtrak to have a leadership role within each NGEC Standing Subcommittee. Brian said that this provision will be addressed to ensure compliance with the NGEC By-Laws.

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 specification, is re-convened by the Executive Board chair.

In January, 2017, the Review Panels did not meet.