



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

Monthly Activities Report: October 31, 2018

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: Charles King, Amtrak**

**Secretary: Ray Hessinger, NYSDOT**

**Treasurer: Tim Ziethen, Amtrak**

**The Executive Board holds bi-weekly conference calls – Tuesday's at 11:30am Eastern**

During the month of October 2018, the Executive Board met twice via conference call, on the 9<sup>th</sup> and the 23<sup>rd</sup>.

Highlights, decisions, and action items from the month of October 2018 include:

- Procurement Updates:

Status Update - Multi-State Rail Car Procurement as of 10-23-18:

The three critical Cab Car DCRs (Carbody/Cab Construction, Cab Car Floor Height Transition, and Car Length Over Couplers) have been reviewed and discussed by the NGEC mechanical working group. Two DCRs (Carbody/Cab Construction and Cab Floor Height Transition) were approved by the working group on 10/18/18.

The Car Length Over Couplers DCR has been approved by the working group contingent upon the NGEC Executive Board approval of the DCR approval procedural change being suggested by the working group.

System-level FDR approvals of the Carbody & Clearance, Water & Waste, HVAC, Gap Filler, Digital Communications, Diagnostic System, Double Sliding Step, Accessible Toilet Room, Safety Appliances and Brakes have been provided to SCOA/Siemens. Remaining actions for Lighting Systems, Trucks and Gangway are being completed with system level approval expected soon. Approval requests have been received for Couplers, Exterior, Trucks and Gangway.

Caltrans submittals to FRA for Safety Appliance and Carbody are complete and under review. The package containing the Clearance Envelopes have been submitted to Amtrak for review and approval.

The first 8 carshells are in production at Siemens Sacramento Facility and carshell #1 has passed its FAI with minor findings requiring rework. Carshell #2 has undergone component integration and is awaiting final weld quality inspection. Carshells 9 through 12 are in the initial stages of construction with center sills completed. The expansion of the Sacramento production facility is in process and on target for a November completion.

The FAI process is underway and FAIs have occurred for the Carshell Complete, Digital Communication System and Battery Charger. Open items are being addressed and the FAIs are revisited for closure by the customer team as needed. The FAI for Lighting is scheduled for October 24 & 25<sup>th</sup> and the Floor Panels FAI is scheduled for November 15.

Status Update: The Charger - Diesel-Electric Locomotive Update and Section 6 Plan as of 10-23-18:

The Section 6 Plan was accepted by FRA in July 2018 – nothing new to report during the month of October 2018.

Status Update: Metro North Dual Mode Locomotive Procurement as of 10-23-18:

Metro-North is in the middle of the procurement process – it is ongoing. Qualification statements are due to Metro-North and they are in the process of reviewing those statements. He added that NYSDOT is not directly involved in the procurement and it is technically in lock down so Ray is unaware of who has responded. Once this is complete, they will develop a short list of qualified firms and they will be provided with all documentation. There is no date announced for issuing the short list or responses to the RFP by those on the short list.

Status Update: Amtrak Locomotive Procurement – 10-23-18:

RFI for cars – Amtrak engineering is working through the mounds of documents to come up with an RFP for cars.

RFP for power – Charlie reported that Amtrak is working its way through the RFP. Amtrak has a meeting today (10-23-18) with the FRA and also has items to present to Congress due to the size of the purchase.

No decision has been made on where to go in the selection process. The decision may come in mid-November. Charlie will keep the NGEC Board informed.

- Treasurer FASC Activities – 10-23-18:

The annual review of the NGEC By-Laws was completed by Ray Hessinger and Steve Hewitt and were approved by the FASC on its last call – 10-17-18 and have been distributed in marked-up form to all Board members.

a. Review of proposed changes/corrections – Ray Hessinger, NYSDOT:

Ray Hessinger provided a brief summary of what can best be described as one fairly substantive change that was missed last year in the By-Laws review (removing a reference on page one to the 514 subcommittee which has moved to SAIPRC) and several punctuation and formatting corrections.

b. Next Steps/Timeline – Steve Hewitt, NGEC Program Manager:

Steve Hewitt reported that the By-Laws require that the Executive Board have the proposed amendments/changes in writing 30 days in advance of a vote. The FASC approved the changes from the subcommittee level on 10-17-18 and Steve distributed the document with the revisions in track changes, to

all Board members on 10-18-18. The Board can vote at the next meeting following the 30-day requirement. The date for the meeting following the 30-day requirement is 11-20-18.

- Document Control Update – 10-23-18:

On 10-23-18, DCM Tammy Krause, provided the following mid-year progress report to the NGEC Executive Board:

There are currently 3 DCRs for the single level equipment being reviewed. Two of these DCRs have been accepted by their working groups. They are currently being reviewed by the entire Technical Subcommittee and will be discussed and hopefully voted on November 1st. These DCRs concern the floor height of the cab and the type of steel used in the cab manufacture.

The remaining DCR is more complicated, it concerns the length of the cab car. The mechanical working group is concerned that approving this DCR will lead to longer cars, in general, that will create track clearance issues in the future. Understanding though, that these 7 cab cars themselves are probably not going to cause an issue, could let the DCR be approved. To address this complicated issue the following suggestion has been made:

As you may know, the PRIIA spec process allows for changes to be made during the negotiation phase of a contract. The PRIIA specification has a revision level that is locked when the project goes to bid and can be changed during negotiations. Afterwards, the changes are evaluated by the Technical subcommittee and either accepted or rejected. The accepted DCRs are added to the next revision of the PRIIA spec.

There is no provision for this same process after the equipment is being manufactured. Jeff Gordon, FRA, and team leader for the Mechanical Working Group, is going to submit a DCR that will allow this process to be done during the manufacturing process. That will allow the length change to the Cab car in this build only, but the change will not carry through to future revisions of the PRIIA spec. For example, the build revision of the bi-level specification is C.4. Revision C was used for the procurement, changes made during the negotiation phase changed the level to C.2 and additional changes during design reviews changed it to C.4. That build specification is locked at C.4. Most of the changes in C.4 were submitted as DCRs and are incorporated in Revision D of the spec.

- Acquisition and Ownership Best Practices Working Group update as of 10-23-18:

The group last met on 10-4-18

The four section Team Leaders provided updates on their sections of the DRAFT being developed – great progress has been made with some teams as far along on their drafts as 80 % complete.

Team Leaders will continue to work on their section DRAFTS.

DRAFTS should be distributed for working group members to review and comment on in advance of the next call.

Each Team leader will be asked to provide a status update on their progress on the next call – 11-1-18.

Darrell Smith will continue to keep the group informed as his UK Best Practices project progresses.

- **Charger Updates from States and Amtrak – In October**, Chairman Curtit requested summary updates on the Chargers now that they have been placed in service.

**Updates provided on 10-23-18:**

a. Illinois/Mid-West States:

Jennifer Bastian reported that the overall equipment delivery and performance of the new Charger Locomotives has been the best she has seen. She noted that it is her understanding that it has exceeded Amtrak's expectations.

Operationally, it has been a good procurement.

One area of concern, however, is warrantee support and parts availability. The Mid-West states are working with Siemens to correct this situation.

b. California:

Kyle Gradinger agreed with Jennifer that the procurement has been a good one operationally. Caltrans' concerns are similar to those noted by IDOT – warrantee support – and parts availability. Overall, Kyle commented, - “operationally, when they are running, they work great”. He added that engineers enjoy the cab and the acceleration is great – “overall we are very happy with the operation.”

Kyle did mention that there are some glitches with the design of the snow plow – noting that California doesn't need a snow plow and it is ultimately used for shopping carts and tumble weed which can be problematic under the current design.

c. Amtrak:

Charlie King, Amtrak, echoed the comments made by California and IDOT and noted that Amtrak is measuring the information closely and looking at availability of parts and overall warranty support.

Charlie added that “we need robust part support from Siemens and technical support as well...we need to partner with Siemens and need a good and tight relationship between the states and Siemens and Amtrak, the states and Siemens.”

- Preparing for the 2019 NGEC Annual Meeting:

On 10-23-18, Steve Hewitt reported the location and date of the 2019 NGEC Annual Meeting – The Hyatt Regency, Capitol Hill, Washington, DC – February 22, 2019) and noted that he and Eric will begin to work on a draft agenda. It will start with the standard/required updates to members of the committee, but additional topics of interest can be included. Please send suggestions to Eric Curtit and Steve Hewitt.

Eric Curtit reminded members to note in their travel requests that the NGEC will be reimbursing states for all travel expenses related to attending the Annual Meeting.

A DRAFT agenda will be available by 11-20-18 for states to use in submitting travel requests.

**Technical Subcommittee:**

**Chair: Charles King, Amtrak**

**Vice Chair: George Hull, Amtrak**

**The Technical subcommittee holds bi-weekly conference calls on Thursday's at 3:00pm Eastern**

During the month of October 2018, the Technical subcommittee met twice, via conference call, on the 4<sup>th</sup> and the 18<sup>th</sup>.

Key decisions and action item updates from the month of October 2018, included:

- Status of the activities to update ECP Standards: This is an ongoing item which the Technical subcommittee is tracking. Status as of 10-18-18:

*The ECP revenue service demonstration continued in June and July with the coaches in emulation service only due to overhauls being performed. No emulation faults were reported in this time-period.*

*APTA PRESS ECP standards will be distributed for Mechanical group voting in September.*

Periodic Brake Maintenance:

As of 10-18-18:

*The FRA has requested APTA PRESS Mechanical to support the codification of various existing waivers regarding brake periodic maintenance as cover under 49 CFR 238.309. Electronic air brake (NYAB and Wabtec), 26C, 26L and other types of brake equipment will potential be lengthened under this review. The FRA has a short time window to prepare these updates for internal review and then be published in the Federal Register later this year.*

- Backgrounder educational document:

The 2018 version of the NGENC Backgrounder is available electronically or by hard copy. Contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com) for copies; if you desire hard copies, please tell Steve how many you need and provide a mailing address. As of 10-18-18, Steve Hewitt has distributed a total of 465 copies (electronic and hard copies).

- AWG/RVACC Update:

Melissa Shurland, FRA, provided an update on the activities of the Accessibility Working Group and on the RVACC effort during the NGENC Annual Meeting. The presentation is available on line on the NGENC website at [www.ngec305.org](http://www.ngec305.org).

On 10-4-18 – Melissa Shurland reported that there still has been no word from the RVACC on the possible release of a rule for accessibility on Rail Vehicles.

- Document Control Update:

See the update provided in the Executive Board section of this report.

Procurement Updates:

- Diesel-Electric Locomotive Procurement: See the Executive Board section of this report for the latest update.
- Multi-State Car Procurement - Caltrans (Lead State): Progress reports from the lead state on the PRIIA multi-state car procurement is provided on each Technical subcommittee call and each Executive Board call.

See the update provided in the Executive Board section of this report.

- Metro North Dual Mode Locomotive Procurement:

See the update provided in the Executive Board section of this report.

- Amtrak Equipment Procurement Updates: Progress reports are provided by AMTRAK CMO and NGENC Vice Chair, Charlie King on a regular basis.

See the update provided in the Executive Board section of this report.

- AAR Updates:

TAG committee on LED Headlights as of 10-18-18:

On 7-25-18, Tarek Omar, FRA, reported that the committee is preparing for Phase two (Phase One having been completed). Once underway, Tarek will provide status updates as he did with Phase One. As of 10-18-18, Phase II had not yet begun.

- DEF-UREA Implementation Update as of 10-18-18:

DEF supply and usage are reported to be working well in all areas of the country where the Chargers are in use. No issues reported. The one item that is being worked on is the information needed from Amtrak on usage amounts, for invoicing in the Midwest in relation to the multi-state split.

This update is from April, but nothing new has been reported since that time. Next update will be provided as/when appropriate.

This is ongoing – no new report provided in October 2018.

- University of Nebraska study on High Speed wireless technology as of 10-4-18:

Hamid Sharif Kashani provided an overview of the High-Speed Train Simulation Systems (a PDF read ahead was provided in advance of the call and can be provided by request – contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com))

Members should review the PDF document, and anyone interested in using the simulator should contact Hamid.

Contact Information:

Hamid Sharif Kashani  
Phone: 402-554-3628  
Email: [hsharif@unl.edu](mailto:hsharif@unl.edu)

- Update: Electronics on Trains Working Group:

On 9-6-18, Tom Sisler was unavailable but provided the following update for inclusion in the minutes:

*The committee has met in August and discussed the DTL Software Specification PRIIA 305-920 and notes were captured. The next steps are to convert meeting notes in 305-920 and the meeting notes in the requirements document the committee is creating into two working drafts. The plan would be to run the two draft documents by the committee for tweaks.*

No updates were provided in October 2018

- 2019 NGEN Annual Meeting – 2-22-19 Washington DC – Hyatt Regency Capitol Hill:

Steve Hewitt reported that the 2019 NGEN Annual Meeting will be held on 2-22-18 at the Hyatt Regency Capitol Hill, Washington, DC. More information will follow in the coming months. Steve has sent a calendar notice for members to save this date and will continue to provide updates as details are forthcoming and an agenda is developed. This item will be carried as an open action item on the Technical subcommittee agenda to make sure members are aware of the Annual Meeting, time, date, place and all other details as they move forward.

### **The Finance and Administrative Subcommittee**

**Chair: Tim Ziethen, Amtrak**

**Vice Chair: Brent Thompson, Washington State DOT**

**Vice Chair: Ray Hessinger, New York State DOT**

**The Finance and Administrative subcommittee (FASC) holds a conference call every four weeks on Wednesdays at 3:00pm Eastern.**

During the Month of October 2018, the Finance and Administrative Subcommittee met once, on the 17th.

Key decisions and action item updates from the month of October 2018, included:

Treasurer's Status Updates as of 10-17-18:

- Treasurer's Report – spend rate/balance - Tim Ziethen:

Tim Ziethen reported that the total amount spent to date is \$327, 739.12. The initial grant funding total was \$1,250,000.00 This leaves a current balance of \$922,260.88. At the current spend rate which can vary between quarters from \$22,000 to around \$50,000, there should be no issues in the life of the grant which runs through 9-30-2020.

- Distribution Quarterly Grant Progress Report for July-September 2018:

Information for this report was compiled as a part of this monthly activities report for September and prepared by Amtrak and Steve Hewitt for submittal to FRA on October 31, 2018. The report will be transmitted to the NGEC Executive Board and the FASC during the first week of November 2018. The next quarterly report will be completed for the months of October, November and December 2018 and will be completed by January 31, 2019.

- Annual NGEC By-Laws Review:

On 10-17-18, Steve Hewitt provided a summary of the review of the By-Laws and the minor edits that he and Ray Hessinger, NYSDOT, are recommending. The most critical change being the removal of the reference to the 514 subcommittee on the front page, and the rest of the changes being corrections in punctuation.

Steve Hewitt described the next steps – the FASC votes to accept the proposed amendments and to direct him to submit them to the Executive Board for its review. The Board is required to have the By-Laws proposed changes in writing at least 30 days prior to taking a vote. (see By-Laws excerpt below)

To make it read more smoothly and more grammatically correct, Eric Curtit recommended slight “clean-up” punctuation changes to the front-page section being revised. All members agreed.

On 10-17-18, the FASC voting members approved the recommended changes/corrections to the NGEC by-Laws and they were transmitted to the NGEC Executive Board for its consideration of adoption on 11-20-18.

- Developing a strategy for “making the case” for future federal funding for the NGEC – beyond 9-30-20:

On 9-19-18, NGEC Chairman, Eric Curtit, commented that he was pleased that the modification has been executed and that the NGEC performance period is extended through 9-30-2020. Looking beyond that time frame for securing future federal funds, Eric believes that the most useful tool remains the two-pager. He suggests that states bring the two-pager with them whenever meeting with members on the Hill or at home to educate what the NGEC is and what it has accomplished this far, as well as its value going forward. He also noted that he and Steve Hewitt have talked about taking another look at the two-pager to see if it should be tweaked to better make the case.

Tom Ziethen interjected that “we will need to monitor spending because the last quarter (July-September 2020) could be tight if we ramp up our spending”.

There was no further discussion of this action item on 10-17-18 – it is ongoing.

#### **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.**

The Review Panels for the NGEC did not meet during the month of October 2018