



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: November 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: 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 November 2017, the Executive Board met on the 7th and the 21st.

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

- On 11-21-17, The NGEC Executive Board accepted the Single Level Car Specification Review Panel report and its recommendations and adopted the weight change DCR as submitted and previously approved by the NGEC technical subcommittee.
- Mid-West States – Section 6 progress report:
- As of 11-21-17, the Mid-West states are working on responses to the comments received from FRA on the DRAFT Section 6 plan. A working session among the states and FRA is scheduled for January 2018 and that should result in finalizing the Section 6 plan.

- Finance and Administrative subcommittee and Grant Activities:

On 11-21-17, the Finance and Administrative subcommittee provided its monthly progress report to the NGEN Executive Board. Highlights of that report are:

The Finance and Administrative subcommittee (FASC) last met on 11-15-17.

On 11-15-17, the subcommittee approved proposed By-Law revisions which removed the 514 subcommittee as an NGEN standing subcommittee, and made minor corrections to the document for consistency and a better read. In accordance with the By-Laws, the revisions were submitted to the Executive Board in writing on 11-16-17. To change the NGEN By-Laws, those changes must be submitted in writing to the Executive Board at least 30 days in advance of the meeting the Board intends to vote on the changes. Based on those requirements, the FASC is anticipating that the Executive Board will vote on adoption of the By-Law changes on 12-19-17 on its regularly scheduled bi-weekly call.

The Amtrak grants office is internally reviewing the grant agreement SOW and budget to not only reflect changes necessary to reflect the move of 514 to SAIPRC, but also to make any revisions that may better reflect the activities of the NGEN over the remaining grant period. The intent is for the FASC proposed revisions to the SOW and Budget on its next call - 12-13-17 and submit them to the Executive Board for its consideration on 12-19-17.

On 11-15-17, the FASC accepted the Single Level Car Specification Review Panel Report and recommendation to approve the weight change DCR and submitted it to the Executive Board for its consideration. (adopted under agenda item 6 today)

The FASC continues to review proposed updates to the NGEN Educational document, which has also been sent to Board members for input. The intent is for the FASC to finalize its changes to the document on 12-13-17 and submit the revised document to the Board for consideration on 12-19-17.

Contract Extensions:

The support services contract between AASHTO and Amtrak has been extended to run through the life of the grant agreement - 9-30-19. AASHTO has executed an extension to the contract of the NGEN Program Manager also through 9-30-19 and is in the process of extending the other sub-contractor contracts. On 11-21-17, Shayne Gill, AASHTO, reported to the Executive Board that all sign offs on the budget and SOW for the Casamar contract modification had been received, and the process is moving forward.

- Equipment Acquisition and Ownership Best Practices Working Group:

On 11-2-17, the first call of the Equipment Acquisition and Ownership Best Practices Working Group took place with all members present.

On 11-2-17, The group agreed to use an outline of a paper that Larry Salci had prepared for FRA earlier this year as a starting point. Larry is to convert that presentation into a shorter "white paper" focusing on issues related to the working group's scope. Members of the group are asked to review the paper and submit comments in track changes to Steve Hewitt and Eric Curtit to be compiled into a revised paper.

On 11-27-17, the FRA PowerPoint presentation was provided to all working group members for review, and on 11-28-17, a draft outline/white paper produced by Larry Salci was distributed for review and discussion on the next working group call - 11-30-17.

On 11-30-17,

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

On 11-21-17, Kyle Grading, Caltrans, reported that the contract amendment with Sumitomo to move forward with the railcar procurement was executed on 11/3/17. Siemens is the replacement car builder. For Caltrans, the order calls for 49 cars.

- Status Update: Diesel-Electric Locomotive Procurement:

As of 11-30 -17 (provided by Illinois DOT to the Technical subcommittee):

- a) *All locomotives have completed required testing and all reports have been submitted and received.*
- b) *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. There may be a window of opportunity to do this testing this month, or in December, when the UP turns off cab signal in that territory.*
- c) *IDOT and Siemens have signed conditional acceptance on 31 units and final acceptance on 29 IDOT units.*
- d) *Seven IDOT locomotives are operating in lead position and more will be rolling out in the next few weeks.*
- e) *IDOT locomotives 4601 - 4631 have completed burn-in testing at TTCl. Locomotives 4632 and 4633 are at TTCl and testing will be complete 11/30/2017. These are the last units of the order that are shipping from Siemens.*
- f) *The locomotives stored at TTCl will ship to Chicago, as soon as storage space becomes available. Storage space in Chicago is being freed-up with the re-deployment of P-42 locomotives by Amtrak, and now indicates room for 23 locomotives will be available soon. A shipping plan is in place.*
- g) *WSDOT Units are operating in revenue service.*
- h) *Caltrans Locomotives are operating in revenue service.*
- i) *The final procurement project meeting was held last week with the JPEs.*
- j) *The final procurement project meeting was held last week with Siemens and the JPE's*
- k) *The Failure Review Board is established, with all JPE's included and Siemens. Amtrak representatives are participating in the meetings.*
- l) *Bi-weekly warranty meetings are being held by Siemens, they have scheduled recurring meetings with the JPE's.*

- 514 Subcommittee progress report as of 11-21-17:

Brian Beeler II reported that the Final Draft of the CIP is complete, and he will be transmitting it to Eric Curtit and Steve Hewitt after today's call, for distribution to the Executive Board members for consideration on the next Executive Board call.

Brian added that the financial aspects of the CIP have not changed since the initial DRAFT in August – no major changes have been made since then – only wording tweaks.

Brian also reported on the SAIPRC Equipment Capital Working Group face to face meeting that took place last week in NYC. The goal was to identify "moving forward parts" as 514 transitions to SAIPRC.

The group intends to utilize lessons learned under the NGEC leadership as it moves to SAIPRC.

Brian expressed his thanks to Amtrak for arranging a tour of Sunny Side Yard while the group met in NYC "We thank Tim (Ziethen) and the team", it was a very helpful and informative tour.

The work of 514 will continue "until the puzzle is in place and we have found our new home under SAIPRC". Brian also noted that they will continue the close relationship with 305 and maintain close communication after the move has been finalized.

The Technical subcommittee update as of 11-21-17:

Document Management:

The DCR for car weight in the single level car specification was approved on 11-2-17, by the Technical subcommittee, and submitted to the NGEC executive Board Chairman Eric Curtit.

Chairman Curtit directed the Single Level Car Specification Review Panel to conduct its review and provide a report with recommendations to the Executive Board for its consideration on 11-21-17.

On 11-21-17, the NGEN executive Board accepted the Review Panel's Report and Recommendations and formally adopted the DR for weight change as submitted and previously approved by the Technical subcommittee.

- Revising the NGEN Educational two-pager:

On 11-16-17, the DRAFT updated version of the two-page handout was distributed to Board members for review and comment. Those comments will be submitted to the FASC as it reviews and revises the DRAFT on its next call 12-13-17. As of 11-30-17, comments have been provided by Tammy Krause and Dave "Emeritus" Warner and have been provided to the FASC.

On 11-21-17, several Board members suggested that the pictures be changed – change the bi-Level picture to that of a single level car, and update the Locomotive picture to one with a state logo on it.

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 November 2017, the Technical subcommittee met three times, via conference call, on the 2nd, 16th and the 30th. Key decisions and action item updates from the month of November 2017, included:

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

On 11-2-17, Paul Jamieson provided the following update for inclusion in the minutes:

"The revenue service demonstration test train has accumulated 407.976 operating miles in ECP mode and 1,731,883 operating miles in Emulation mode. Total train mileage to date is 2,139,859 miles since the project started in June 2014. The train did not operate in ECP due to a damaged display screen which is not an ECP fault.

The test committee met on October 31, 2017. The test committee approved the FRA interim report and continuation of the revenue service demonstration at least until June of 2018. The FRA interim report will be submitted under the waiver.

The updated CFR draft language was presented to the RSAC ETF meeting on October 12, 2017. The draft language is currently under review by FRA counsel to incorporate into NPRM2. The RASC ETF will review the NPRM2 language prior to publication."

- Backgrounder educational document:

Copies remain available, and subcommittee members (core team and industry) who would like a hard copy (copies) should contact Steve at shewitt109@aol.com with the number requested and an address to send them to. Revisions to this document are under review by the Finance and Administrative subcommittee with expectations being that the changes will be approved by the subcommittee and submitted to the Executive Board by late December 2017. Missouri DOT graphic arts staff will be making the design revisions. The intent is to have an updated document ready for distribution by the NGEN Annual Meeting in February 2018.

- AWG Update:

On 11-2-17, Melissa Shurland, FRA, reported that FRA is working with Volpe and Oregon State University (OSU) on a white paper using prior research as the basis, and using knowledge of determinations on wide

seating and wheelchair accessibility. Using existing research is saving funding for potential new research after completion of the white paper.

Asked if the Interiors working group should be briefed on the white paper and potential changes, Melissa responded that the white paper will align with what has been discussed previously in the AWG regarding able body row to row seating and should not impact interiors on the single level or bi-level cars. She said she would be happy to brief the members of the Interiors group.

- Document Control Update as of 11-30-17:

On 11-2-17, the Technical subcommittee approved the Weight Change DCR and submitted it to the Executive Board.

On 11-7-17, the NGENC Review Panel approved the Weight Change DCR as submitted, and confirmed that the process followed complied with NGENC procedures. In its Report to the Executive Board, the Panel recommended the adoption of the DCR as previously approved by the Technical subcommittee.

The DCR to increase the weight limits in the single level specification was approved by the Executive Board on 11/21/17. I have recently received 90 proposed document changes from California for the single level specification. I am currently reviewing them for the type of DCR they should be, and will send the list back to California so it can create the DCRs.

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 provided on 11-30-17 and included in this report under the Executive Board section.

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

On 11-16-17, Caltrans reported that the contract amendment with Sumitomo was executed on 11-3-17. The replacement car builder will be Siemens. A kick off meeting will take place in about a month. Thereafter, Caltrans will provide more detailed updates to the Technical subcommittee

- Progress Report: The Future of Electronics on Trains Working Group:

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

Working Group Chair, Tom Sisler provided the following update on 11-16-17:

1. *Currently reaching out to former DTL group members to ask them to join this committee. Got a few interested.*
2. *The AAR is making a presentation in our next meeting on their Ethernet solution for replacing trainlines.*
3. *Working to create text for the requirements specification.*
4. *Next meeting is Tuesday 11/21/2017 at 3 pm.*

Working Group Chair, Tom Sisler provided the following update on 11-30-17:

1. *We had a presentation from the AAR last week on their work to replace standard 27 point jumpers with Ethernet on freight trains. The AAR's cable spec came from the ECP spec. They will roll out basic features but are contemplating some advanced features.*
2. *A question was asked about compatibility between freight and passenger locomotives for rescue operations. We will compare the AAR spec to the DTL spec and work toward rescue capability. Currently they are not compatible per a past discussion in a meeting. The group agreed this is important.*

3. *We are going to add wireless communication as a future piece of work. It might be a separate spec or possibly a modification to the DTL hardware spec.*
4. *We will look to identify work to farm out to Melissa Shurland for Sharma and University of Nebraska.*
5. *We will identify what work is left to do to finalize the DTL software specification.*
6. *All specifications we create will have periodic testing considered utilizing devices, connection points and/or testing routines in software to make it possible and easy to perform periodic maintenance.*
7. *Our next meeting will be on 12/5 at 3 pm EST. There will be a presentation on Screenex product from OSG.*

- 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.

TAG committee on LED Headlights:

On 11-30-17, Tarek Omar, FRA, provided a status update for distribution to members of the subcommittee:

Tarek Omar reported that the testing began on 11-27-17 and all is going well and smooth so far. He anticipates the testing could be done as soon as tomorrow (12-1-17). At that point the data will be looked at a a report will be put together.

- DEF-UREA Update:

On 11-2-17, Jennifer Bastian, IDOT, provided the following update/DEF recap to the Technical subcommittee:

- a) *Locomotives have been in operation in five different states and DEF supply contracts are in place*
- b) *Amtrak has established processes for DEF procurement and handling.*
- c) *Midwest fill points are currently Chicago and Milwaukee. Truck based delivery is in place. Contracts are in place. Supply is going well, no problems reported.*
- d) *WSDOT supply chain is set up and ready to run.*
- e) *Fill point is set up in Oakland for Caltrans. The contracts are in place to add another fill point in LA. Caltrans has placed a storage container at the site in Oakland, and is doing some initial research into a more permanent storage container/building.*
- f) *Plan is to gather usage data from the Chargers for next year and re-evaluate supply once we have more data.*

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 holds a conference call every four weeks on Wednesdays at 3:00pm Eastern.

During the Month of November 2017, the Finance and Administrative Subcommittee met on 11-15-17. Key decisions and action item updates from the month of November include:

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

Each state member and Amtrak are 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 NGEC 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 NGEC 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 NGEC.

On 6-28-17, Eric Curtit reported that he is focusing on the NGEC two-pager document which he believes is an effective tool for educating the Hill. Eric believes that the current version needs to be updated to add in something that emphasizes the importance of maintaining/updating/revising the specifications as one of the more critical responsibilities of the NGEC.

On 11-15-17, it was agreed that FASC members would review the DRAFT document and provide comments and suggested changes in advance of the next FASC call – 12-13-17. Steve Hewitt was asked to also provide the current draft to the Executive Board in advance of the next call 11-22-17, so that it is aware of the thinking, and to solicit Board member input as well. Eric Curtit will walk the Board through the document and describe what the goal is for its use going forward.

The plan is to have the educational piece updated, finalized and printed in advance of the NGEC Annual Meeting in DC on 2-23-18.

- **Syncing the new Grant Agreement with ongoing NGEC 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/sub consultants 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.

A contract extension between Amtrak and AASHTO has been executed and will run through 9-30-19. At least one sub-contractor has now had his contract extended by AASHTO for the same period – through 9-30-19.

As of 11-15-17, AASHTO was in the process of completing a contract modification with Casamar (technical spec writer). AASHTO has reported that it has everything it needs, but confirmation on the full contract amount through 9-30-19. On 11-15-17, call Tim Ziethen confirmed that he and Tammy Krause have talked and agree that \$60,000 is the amount that should be in the contract. Eric Curtit, as NGEC Chair, agreed and signed off on the amount as well.

On 11-15-17, Steve Hewitt agreed to convey to Strat Cavros, AASHTO, that the amount for the Casamar contract modification is \$60,000 and has been signed off on by Tim Ziethen, Tammy Krause, and Eric Curtit.

- **Moving 514 to SAIPRC:**

Revising the NGEC By-Laws and Operating Procedures:

Steve Hewitt and Ray Hessinger prepared proposed By-Law revisions and submitted them to the FASC members in advance of the 11-15-17 conference call.

On 11-15-17, the FASC members approved proposed revisions (version 3) to the NGEC By-Laws and Operating Procedures. The approved revisions will be submitted to the Executive Board by 11-16-17 by Steve Hewitt to fulfill the requirement of submitting By-Laws changes to Executive Board members 30 days in advance of the meeting in which they will be considered. The intent is to consider adoption of the revisions on 12-19-17 on the regularly scheduled executive Board conference call.

Review of the Grant Agreement SOW and Budget as suggested by Amtrak Grants:

The Amtrak's Grants Office, recommended that instead of reviewing only the sections of the SOW and budget associated with 514, the NGEC should do a complete review of the SOW and budget, to make any

revisions that may better reflect the activities of the Committee over the next two years. The idea is to do it all at once rather than piece by piece.

On 11-15-17, FASC Chair Tim Ziethen agreed to go through the SOW and budget and to discuss with Tammy Krause and Charlie King, the anticipated needs of the Technical subcommittee as it revises its plans to review and update all NGENC specifications to bring them to a baseline. Tammy Krause is currently in the process of developing a revised plan with timeline and milestones to reflect this activity. Tim will follow up with Tammy.

It was agreed that Tim Ziethen would provide FASC members with proposed SOW and budget revisions for review on the next FASC call – 12-13-17. The intent would be to consider the revisions on 12-13-17 and, if approved, submit them to the Executive Board for review and possible consideration of approval on its call on 12-19-17.

The 514 Subcommittee:

Chair: Brian Beeler II – NNEPRA (Maine DOT)

Vice Chair: Jonathan Dees - NCDOT

The 514 Subcommittee holds a bi-weekly conference calls:

On 11-7 and 11-21-17, the following subcommittee updates were provided to the NGENC Executive Board:

- 11-7-17:

Brian Beeler II reported that the CIP is very close to completion. He noted that he had just received the update from Amtrak's Max Johnson and Tim Ziethen and has sent the document out to all 514 members for a last "look over". Members have been given until COB on Thursday (11-9-17) to provide comments, and he anticipates getting the CIP finalized and sent to the NGENC Executive Board in time for its consideration on 11-21-17.

Regarding the move of 514 to SAIPRC – it is a work in progress. There is a SAIPRC face to face meeting of the working group on Monday 11-13-17 to identify a path forward for SAIPRC. Until the move is complete, Brian will keep the NGENC fully informed in the process.

- 11-21-17:

Brian Beeler II reported on 11-21-17, that the Final Draft of the CIP is complete, and he would be transmitting it to Eric Curtit and Steve Hewitt after today's call, for distribution to the Executive Board members for consideration on the next Executive Board call.

Brian added that the financial aspects of the CIP have not changed since the initial DRAFT in August – no major changes have been made since then – only wording tweaks.

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The work of 514 will continue "until the puzzle is in place and we have found our new home under SAIPRC". Brian also noted that they will continue the close relationship with 305 and maintain close communication after the move has been finalized.

On 11-22-17, the CIP as approved by the 514 subcommittee, and the accompanying Memorandum, were submitted to the NGENC Chair and subsequently to all NGENC Executive Board members for review.

On 12-5-17, the NGENC Executive Board is expected to consider approval of the CIP for 2018-2022.

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 November 2017, the NGEC Single Level Car Specification Review Panel met on the 7th and finalized and approved the Review Panel Report (prepared by consultant Larry Salci) and its recommendations to accept the Weight Change DCR as approved previously by the NGEC Technical subcommittee (11-2-17). The Report was subsequently submitted to the NGEC Executive Board for its review and consideration. On 11-21-17, the NGEC Executive Board accepted the Review Panel Report and its recommendations and adopted the Weight Change DCR as previously approved by the NGEC Technical subcommittee.