



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

Monthly Activities Report: May 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 May 2017, the Executive Board met twice on the 9<sup>th</sup> and the 23<sup>rd</sup>.

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

- Mid-West States – Section 6 progress report:

The lease agreements with Amtrak are getting close – with 2-3 items remaining. Getting the agreements in place is critical to getting the equipment into revenue service.

The Section 6 plan is still with FRA and its review is ongoing.

Meetings with the Fleet Manager are taking place to discuss ongoing fleet issues for the Mid-West states. The effort is collaborative and working well.

- Formation of the Acquisition and Ownership Best Practices Task Force:

In March 2017, Chairman Curtit formally established the Acquisition and Best Practices Task Force. Eric Curtit will serve as Chair. Members include: Tim Hoeffner, Michigan DOT, and Mike Jenkins, Oregon DOT, Ron Pate/Jason Biggs, WSDOT, John Oimoen/Jennifer Bastian, IDOT, Joe Paul, Amtrak, Sal DeAngelo, FRA, Larry Salci, NGEC Consultant, Paul Jamieson, SNC-Lavalin, and Dick Bruss, NARP. Steve Hewitt has agreed to provide NGEC support.

As of 5-23-17, NGEC Chairman Eric Curtit reported that he and NGEC Manager Steve Hewitt are working on a brief that will encapsulate what it is the working group should accomplish, and will send it out for working group member feedback. Following that input, it will be sent to NGEC Executive Board members for review and comment.

- Status Update: Diesel-Electric Locomotive Procurement:

On May 23, 2017, John Oimoen, IDOT, provided the following update:

*a) Six Caltrans units have been delivered to Oakland and all have run the 500-mile burn in and have been conditionally accepted. The units have been through the pre-revenue joint inspection with Amtrak. All items identified at that inspection will be completed by tomorrow. They will then be ready for revenue service.*

*b) IDOT and Siemens have signed conditional acceptance on IDOT units: 4603- 4611. These units have also completed the 500-mile burn in.*

*c) WSDOT units 1400 and 1403 arrived in Seattle last weekend and are undergoing receiving inspections. 1401, 1402, 1403, 1404, 1406 have completed burn-in and are at TTCI. (Jason Biggs reported that two of the locomotives "are showing up today" and the burn-in testing should be completed this week). This would complete the burn-in for all WSDOT Chargers.*

*d) IDOT Locomotives 4604 and 4611 are in Chicago and completed the testing on the applicable Midwest corridors yesterday. Track Geometry done all corridors. The 238.111a testing on the Michigan and Chicago to St. Louis corridors will be run later due to PTC equipment.*

*e) Caltrans 238.111a test reports were also sent to Amtrak and Amtrak sent to FRA on 5/3.*

*f) The WSDOT 213.345 test report has been submitted by Amtrak to the FRA. WSDOT is waiting a letter from BNSF before this item can be closed out.*

*g) Letters were sent out by Amtrak to the host railroads 5/3 detailing the tests performed on the chargers and the intent to put into revenue service.*

*h) WSDOT and IDOT continue to meet with Amtrak to finalize their respective leases. Caltrans signed their agreement with Amtrak on 4/27. IDOT has two remaining items to work through. WSDOT is also getting close to signature.*

*i) JPE's are working with Amtrak and the FRA on the final items that need to be resolved before putting the units in revenue service. One is a purchase order between Amtrak and Siemens for Warrantee labor and equipment usage. A request for formal approval has also been made to the Office of Safety to release the units into Revenue service. We are waiting for the response.*

*j) Siemens warranty service locations are now established at the JPE's.*

*k) Wi-Tronix application, as required by Amtrak is being applied by FMI. One Caltrans unit has been*

*equipped and IDOT units at TTCI have been equipped. Siemens projects Wi-Tronix will complete software in June. The units can go into revenue service only trailing units until this software is installed.*

- Finance and Administrative subcommittee update:

As of 5-9-17, the subcommittee continued to discuss development of a strategy and implementation plan for requesting federal funds beyond the expiration of the current grant agreement (9-30-19).

As a key step in the process, the subcommittee continues to emphasize distribution of the two-pager educational document. Members who would like additional copies should contact Steve Hewitt.

The FASC members, on 5-9-13 requested that the Legislative Outreach task force be re-convened to work on concepts for a regular update/report card/dash board for the Hill and other stakeholders. The concept is for a quarterly report like what APTA has developed.

Syncing the Amtrak/AASHTO Support Services contract, and those of existing subcontractors, with the Grant Agreement. This effort is underway. There are several new requirements in the current grant to work through. These are primarily related to DBE requirements. Amtrak procurements is working through those requirements, and will be reaching out to AASHTO within a week or so.

- Executive Board approval of Diesel-Electric Locomotive Specification Revision B:

The members of the Locomotive Review Panel have been confirmed:

Eric Curtit, Missouri DOT – Chairman  
 Arun Rao, Wisconsin DOT  
 Ray Hessinger, NYSDOT  
 Jason Biggs, Washington State DOT  
 Kevin Kesler, FRA  
 Larry Salci, Consultant to the Panel  
 Tammy Krause, Amtrak – technical support  
 Steve Hewitt – NGEC support

A scope, schedule and budget for reviewing the DCRS for specification Revision B and developing the Review Panel Report with Recommendations has been submitted by Consultant Larry Salci, and was approved by NGEC Chairman Eric Curtit. AASHTO will prepare the contract modification accordingly and Mr. Salci will begin completing the assigned tasks.

The intent is to have the Report completed by 5-22-17 and submitted to the Review Panel, with Executive Board consideration on 6-6-17.

The schedule has slipped a bit, but no significant delay is anticipated.

#### **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 May 2017, the Technical subcommittee met once, 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 May 2017, included:

- Updating ECP Standards: This is an ongoing item which the Technical subcommittee is tracking.  
 Status report as of 5-4-17:

*As of April 5, 2017, the train has completed 127,794 miles in ECP operation and a total on 1,571,097 miles in Emulation operation for a grand total of 1,698,891 miles of ECP and Emulation operation. During March one of the ECP control valves experienced a failure due to contamination. A failure analysis was conducted, corrective action has been taken and implemented.*

*During train operations, the turnaround procedure used in commuter operations has been identified as an area of improvement. That is, when the train crew wants to change to the cab at the opposite end of the train, the time required to re-establish control at the opposite end must be shortened while maintaining safety. This improvement will be discussed and implemented in the next standard revision.*

*The technical working group is currently preparing recommendations for incorporation of the Passenger ECP Brake System into the CFR which will be presented through the FRA Rail Safety Advisory Committee Engineering Task Force.*

*APTA PR-M-S-020-16 Emulation Performance Requirements and APRA PR-M-S-021-16 ECP Performance Requirements respectively have been approved for publication. These standards should be available on the APTA Standards website during the week of May 8, 2017.*

*<http://www.apta.com/resources/standards/press/Pages/default.aspx>*

- Backgrounder educational document: The new educational document has been printed and remains available, by request, through Steve Hewitt.
- 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 have been distributed.

On 5-4-17, Melissa reported that a contract with OSU and the FRA is to be awarded to begin developing a plan, and on 5-18-17, she reported that the contract between FRA and the University is now out of FRA and is with OSU. Melissa will apprise the subcommittee when the contract has been executed.

- Document Control Update as of 5-18-17:

On 5-18-17, the following update was provided by NGEC Revision Control Coordinator, Tammy Krause:

*The update of the single level specification is temporarily on hold. Rich Stegner will lead an internal team to evaluate various existing equipment specifications, including the PRIIA Bi-level, and will be creating the DCRs to update the specification. As the full scope of the project develops we may reach out for PRIIA volunteers. All the DCRs created will be processed through the technical working groups per NGEC procedures. The approved DCRs will be incorporated into the next version of the single level. We will have a revised timeline after the full scope of work is determined. This will be before the end of June.*

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 summary update provided by IDOT on 5-23-17 to the Executive Board)
- Bi-Level Car Procurement: As Caltrans and IDOT are working out some contract issues with the contractor there will be nothing to report for now. As this is expected to be the status for a while, on the last call (1-12-17) 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. Momo Tamaoki, Caltrans, will contact Steve Hewitt and the Chair when there will be something to report and an agenda item will be added to the subsequent conference call.
- Progress Report: The Future of Electronics on Trains Working Group:

On 5-4-17, Chairman Bergeron formally established a working group to look at the future of electronics on trains. Mario asked Dale Engelhardt to take the lead in organizing the task force and establishing a scope and a call schedule.

As of 5-18-17, it was reported that the first call was held on 5-8-17. Calls will take place every two weeks. The next call was scheduled for 5-22-17 at 2:00PM Central Time.

Members were asked to review and comment on the scope of work presented by Dale on the first call. A volunteer to lead the group is requested due to Dale's pending retirement at the end of June.

**Volunteers to date (as of 5-18-17):**

Dale Engelhardt – Amtrak – [engelhd@amtrak.com](mailto:engelhd@amtrak.com)  
 David Yogev – Oran Safety Glass – [david@oran.co.il](mailto:david@oran.co.il)  
 Dick Bruss – NARP – [rjembruss@gmail.com](mailto:rjembruss@gmail.com)  
 Tom Sisler – [thomas.sisler@snclavalin.com](mailto:thomas.sisler@snclavalin.com)  
 Robert Dyk – [Robert.dyk@snclavalin.com](mailto:Robert.dyk@snclavalin.com)  
 Matthew Ercolino – [matthew.ercolino@snclavalin.com](mailto:matthew.ercolino@snclavalin.com)  
 Robert Fauvelle – [robert.fauvelle@snclavalin.com](mailto:robert.fauvelle@snclavalin.com)  
 Victor Kelley – [victor.kelley@snclavalin.com](mailto:victor.kelley@snclavalin.com)  
 Jack Madden – [jmadden2217@gmail.com](mailto:jmadden2217@gmail.com)  
 Steve Morrison, Siemens – [steven.morrison@siemens.com](mailto:steven.morrison@siemens.com)  
 Alex Thomson, Siemen – [alex.thomson@siemens.com](mailto:alex.thomson@siemens.com)

Additional volunteers are asked to contact Dale Engelhardt at: [engelhd@amtrak.com](mailto:engelhd@amtrak.com)

**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 May 2017, the Finance and Administrative Subcommittee (FASC) met twice – on 5-3-17 and on 5-31-17:

- Developing a strategy and implementation plan to obtain future federal funds for the NGEC: Each state member and Amtrak is to work with its Government Affairs office and ask that the two-pager (currently being finalized) be included in its package during Hill visits to keep the 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.

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

The education and outreach document has been printed and is available upon request through Steve Hewitt. Board members have each received 2 copies. Additional copies were distributed at the NGEC Annual

Meeting. Distribution has been proceeding well – additional printed copies (on top of the original 300 copies) have been ordered through AASHTO.

On 5-3-17, it was agreed that the Legislative Outreach task force should be re-convened to resume the development of a communications plan.

On 5-31-17, this item was carried over for discussion on the next FASC call – 6-28-17.

- 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.

On today's call, a motion and a second were offered to reaffirm the intent to renew the contract between Amtrak and AASHTO as well as the current sub consultant's contracts for the remainder of the current grant agreement – through 9-30-19. The motion (below) will be transmitted to the FASC members for a vote to be taken on the next call – 5-31-17.

*“As was intended in past NGEC budget approvals and to ensure compliance with the Audit of Grant Agreement of March 27, 2013, and the NGEC's updated Procedure of Establishing Contract Support adopted August 6, 2013, the NGEC 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 NGEC'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.”*

On 5-31-17, the above motion was approved by the members of the Finance and Administrative Subcommittee and has been transmitted to the Executive Board with a recommendation that it be approved by the Board on its next call – 6-6-17.

- Review/refresher 2013 NGEC Contract procedures: **On 5-3 -17**, It was agreed that the NGEC Contract Procedures should be distributed to the FASC and subsequently to the NGEC Board members as a refresher, and for a review.

On 5-31-17, FASC members were asked to review the NGEC contract procedures and send any comments to Steve Hewitt and Darrell Smith in advance of the next subcommittee call – 6-28-17. Following that call, the procedures will be transmitted to the NGEC Executive Board. Darrell Smith will walk through the document on the Executive Board call that follows the 6-28-17 FASC call.

#### **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.**

The monthly subcommittee update to the NGEC Board was scheduled for 5-23-17. Chairman Beeler was unavailable. The next update will be provided on 6-6-17.

On April 25th, Chairman Brian Beeler II, provided the following update to the NGEC Executive Board:

- The 514 subcommittee is making good progress as it begins its “major update” of the CIP.

Amtrak has provided updates for equipment charges in the number of new locomotives fleets – the numbers could be different along the corridors - reflective of fleet types for each state using them.

The next meeting is 5-8-17 and there will be a discussion and review of the numbers and the equipment for each route.

The subcommittee continues the discussion on the CIP and how it can be improved in how it looks, and how it works.

On the last subcommittee call, there was a discussion about a potential refresh of Amfleet I. Amtrak has some money to potentially use for a refresh, and raised the possibility to the subcommittee members. More details will be forthcoming. There is no set resolution on this as to when it will happen or what the impacts will be.

#### **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 May 2017, the Review Panels did not meet, but on 5-9-17, Chairman Eric Curtit confirmed the members of the NGEC Locomotive Review Panel. As requested by the Board, and per NGEC procedures, a scope, schedule, and budget for the technical review was provided by Mr. Salci, confirmed by Steve Hewitt, and approved by Eric Curtit, and a subsequent contract modification was prepared by AASHTO. As of 5-23-17, Mr Salci had begun his technical review of the DCRs as approved previously by the Technical subcommittee for Revision B of the PRIIA Diesel-Electric Locomotive Specification. It is anticipated that Larry will complete his review and prepare a report with recommendations for Review Panel consideration by early June with Executive Board consideration anticipated by the end of June 2017.