



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: May 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 May 2018, the Executive Board met twice via conference call, on the 8th and on the 22nd.

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

- Procurement Updates:

Status Update – Multi-state Car Procurement (Caltrans - Lead State) - as of 5-22-18:

The production of the first Carshell of the single-level railcars has begun on April 6, 2018. Caltrans/IDOT attended the QA kick-off meeting at Siemens Sacramento facility on May 16 & 17, 2018. We are also inspecting their welding machine on May 25, 2018.

Caltrans is working on the Document Change Requests (DCR) for the cab cars to submit to the NGENC. We are hoping to submit three DCRs hopefully in next month.

Caltrans is working closely with Amtrak Public Health and the Food and Drug Administration to finalize the design concept of our café cars. The meeting with the NGENC's Interior Working Group to discuss design and requirement details will be held on May 22, 2018 and hoping to get some directions from the group to move forward with the design concept.

The next design review meetings are scheduled in the week of June 18. The discussion topics include: double sliding step, Seats, Trap doors, lighting system, and communication system.

The initial underframe first article inspection is scheduled for this week. Caltrans QA manager will be attending the inspection.

Caltrans team is conducting Buy America audit at Siemens facility this week.

Status Update: The Charger - Diesel-Electric Locomotive Update as of 5-8-18:

1. *Of the 33 units IDOT locomotive order, all 33 have been conditionally and finally accepted with Siemens.*
2. *238.111a testing still needs to be completed on two Michigan corridors pending resolution of equipment and testing issues. The locomotives for the MI corridors are still being held in Pueblo until this testing is completed.*
3. *Twenty-Three Chargers are currently in the Midwest.*
4. *The locomotives stored at TTCI will ship to Chicago as soon as storage space becomes available. Storage space in Chicago is being freed-up with the re-deployment of P42 locomotives by Amtrak.*
5. *WSDOT units are operating in revenue service*
6. *Caltrans locomotives are operating revenue service*
7. *The Failure Review Board is established and running, with all JPE's, Amtrak, Siemens and the new addition of Brightline as participants.*
8. *A recurring bi-weekly warranty meeting is being held by Siemens and includes all JPE's, Amtrak, Siemens, MARC and Brightline.*

Metro North Dual Mode Locomotive Procurement as of 5-31-18:

- *As of 5-31-18, Metro North completed its final draft of its specification about a week and a half ago but missed the timing for meeting with the MTA Board. They are not on the Board's agenda for their June meeting, so the procurement is slipping a bit – month by month. Even so, Metro North continues to meet with Amtrak on the technical specification to try to maximize the size of the order.*
- *Mid-West States Section 6 Activities – as of 5-8-18:*

The FRA and the states continue to go back and forth on the plan, but he believes they are close to finalizing it.

- *Finance and Administrative status updates – as of 5-31-18:*

- a. *Status of the FRA Grants Office review of the grant agreement SOW changes:*

The SAIPRC SOW, as revised has been executed. The NGENC revised SOW has not yet been executed. FRA has asked Amtrak to respond to several clarification questions. Once resolved, the revised SOW will be executed. This is expected to occur by early June.

- b. *Status – Document Control Management (DCM) contract:*

The contract between AASHTO and TLK Associates, LLC (Tammy Krause) was executed in the first part of May.

- c. *Resolution of unpaid AASHTO invoice:*

Amtrak has paid AASHTO, and now awaits direction from FRA as to how to bill FRA for reimbursement. Chairman Curtit will be pressing the point to FRA that Amtrak needs to be made whole.

- Acquisition and Ownership Best Practices Working Group – as of 5-31-18:

The working group met on 5-31-18, topic categories have been approved; topic team leaders have been named and key members have also been assigned to the teams. Team updates are scheduled for the next call which will take place on 6-28-18.

- Document Control Update – as of 5-31-18:

There were 3 additional DCR's that were approved for the Single Level specification. The Locomotive specification had 1 new approved DCR and 3 that are still in review. PR1A Spec 305-912 Rev C, Operating and Environmental Conditions, has been released. The requirements document for the Diesel-Electric Locomotive was updated to reflect the changes made in Revision B of the specification.

The Review Panel for the Single Level Car Specification 305-003 Revision B.1 met on 5-24-18 and approved the Panel report and recommendations as prepared by consultant Larry Salci. The Executive Board will consider acceptance of the report and adoption of Revision B.1 on its call on 6-5-18.

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 May 2018, the Technical subcommittee met three times, via conference call, on the 3rd, 17th and the 31st.

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

- Status of the activities to update ECP Standards: This is an ongoing item which the Technical subcommittee is tracking. Status as of 5-31-18:

Through April 2018, the revenue service demonstration has accumulated 699,126 ECP miles and 1,874,840 emulation miles for a grand total of 2,573,966 miles. Since January 2018, the ECP mileage is 171,594 miles. Coach cars 82610 and 82629 were removed from revenue service for non-ECP preventive maintenance and some minor updates. These coach cars will be out of service for 4 to 6 weeks. The remaining two coach cars will be undergoing the same maintenance and updates after the first two coach cars are returned. The other coach cars will be operated in emulation mode during the service removal time period.

The 5 members of the ECP technical working group published an ASME paper on the project to date which was a follow up to the 2013 paper.

An ECP project update will be presented at the APTA Rail Conference in Denver. Tentative time slot is Tuesday afternoon June 12th.

The revenue service demonstration period will end during Q4 2018 or Q1 2019 due to the waiver expiration. Currently, Amtrak intends to continue the revenue service operation and accumulate additional time to justify the extended periodic maintenance interval.

Periodic Brake Maintenance:

On 5-17-18, Paul Jamieson provided the following information for inclusion in the minutes:

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 for copies; if you desire hard copies, please tell Steve how many you need and provide a mailing address. As of 5-31-18, Steve has distributed a total of 465 copies (electronic and hard copies).

- AWG 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.

As of 5-31-18, nothing additional/new has been reported.

- Document Control Update as of 5-31-18:

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

Procurement Updates:

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

- AAR Updates:

TAG committee on LED Headlights as of 5-31-18:

The final report was completed on 5-10-18 and has been shared with the committee members. There will be discussion on the report during the 6-7-18 meeting. Members are reviewing the report now and that will inform the discussion on 6-7-18.

- DEF-UREA Implementation Update as of 5-31-18:

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

- University of Nebraska study on High Speed wireless technology as of 5-17-18:

Work continues to complete the simulation model on data traffic on high speed trains and new technology that is coming up. They have LTE 4G and are now working on 5G going through it to understand the characteristics and building it into the simulator. Later they can look at different data traffic that the members of the Technical subcommittee may want to look at. Next update 6-14-18.

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- Amtrak Equipment Procurement Update:

As of 5-31-18, Charlie King reported that Amtrak expects to release its RFP for Locomotives early next month (June). The Amtrak mechanical side has completed its portion, but there are additional departments that also need to sign off their portions. There is a meeting later this afternoon (5-31-18), and Charlie hopes that the RFP can be out on the street by next week at the latest. Charlie will keep the Technical subcommittee apprised.

An RFI for cars will also be going out – no date provided for that as of yet.

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 May 2018, the Finance and Administrative Subcommittee met twice, on the 2nd and the 30th.

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

- Status: Approval/execution of the revised NGEC Grant SOW:

SAIPRC's revised SOW has been executed. The NGEC revised SOW is not yet executed as FRA has requested that Amtrak provide clarification on several issues. Tim Ziethen expects to get the Amtrak grants office the responses to FRA's questions later today (5-30-18). Following that, Amtrak grants will work with FRA grants to finalize the SOW and execute the agreement.

- Resolving missing invoice payment Amtrak to AASHTO and determining the mechanism for FRA reimbursement of Amtrak:

On 5-30-18, Tim Ziethen reported that the AASHTO invoice has been paid by Amtrak, and Amtrak is waiting for direction from FRA on reimbursement. Tim noted that he believed that the next step, as agreed on the last Executive Board call was for Chairman Curtit to connect with Michael Lestingi, FRA, to see how this can be resolved. Eric Curtit noted that the call has not taken place yet, but that he will press the issue and emphasize that Amtrak needs to be made whole. He will point out that the end of the last grant early, seems to be the cause, and Amtrak is not culpable and must be paid.

Strat Cavros, AASHTO, was asked by Eric Curtit if AASHTO has been made whole now, and Strat responded "yes, for the most part". He added that there is an issue with an August invoice and that he had

sent an email today to Tim Ziethen asking for a status update. Tim commented that he believes that everything has been processed and that the August funds were transmitted. He believes the invoice was vouchered and paid. Tim will confirm the information including the check number and provide it to Strat.

- NGEC Budget Status – Expenditures to date/Balance/Spend Rate:

Two invoices were covered for approximately \$64,000 were processed during this quarter. To date, after 6 quarters of the current grant agreement, the NGEC has spent a total of \$190, 231.84. The spend rate is well under the planned amount contained in the SOW and budget. The total grant amount was \$1,250,000.

- Requesting a 12 month no-cost grant agreement extension:

On 5-30-18, Tim Ziethen raised the issue of the timing and process for requesting a 12 month no-cost extension of the current grant agreement. Steve Hewitt noted that under the previous grant the NGEC had requested and received several extensions. Steve added that Tim should check with Amtrak and FRA grants as to what actions are required. The NGEC process would be for the FASC to justify the request based on need and the fact that the spend rate will provide for adequate funding to cover the additional period. The FASC would need to revise the SOW and budget to reflect the work plan and costs for the additional 12 months. Once the FASC has approved the SOW and budget for the extension request, it is submitted to the NGEC Executive Board for its consideration. Once approved, the Executive Board submits it to Amtrak asking that they work with FRA and formally request the extension.

Tim Ziethen noted that he believes the current grant has a provision in it to allow for a 12-month extension at no-cost. Tim will confirm this, and the steps required by Amtrak and FRA and report back to the FASC on the next call.

This item will be added as an open action item and will be on the next FASC agenda.

- NGEC Audit – timing and process:

On 5-30-18, Tim Ziethen asked about the timing of the audit that is a part of the NGEC SOW, and Steve Hewitt said that it was a question that should be asked of Amtrak and FRA grants as to the timing, but that there is money budgeted for an audit during the grant period as well as a close out audit. The previous audit was conducted by the Amtrak OIG, and the budget allocates \$50,000.

Tim will check with Amtrak and FRA grants on the timing and report back to the FASC members on the next call 6-27-18. It will remain on the Open action item list until complete.

- Distribution Quarterly Grant Progress Report for January-March 2018:

As agreed on the 5-2-18 FASC call, and subsequently approved by the FRA, Amtrak, and the Executive Board, the NGEC Grant Quarterly Progress Report was distributed to FASC and Executive Board members on 5-29-18 by Steve Hewitt. This is the first such distribution and it was for the quarter ending 3-31-18. This will now part of the regular cadence and each quarterly report will be distributed on a regular basis.

- Annual NGEC By-Laws Review:

On 5-30-18, Steve Hewitt reminded FASC members that one of the responsibilities of the subcommittee is to conduct an annual review of the NGEC By-Laws and Operating Procedures. The purpose is to ensure that they remain current. Last year there were many changes made because of the request to move 514 to SAIPRC and, with that change being made, the FASC agreed to also make several grammatical corrections/improvements that were considered minor clean ups. In the previous year's review, these clean ups were held over until more extensive updates were to be made. All such changes/corrections were included with the major update done in 2017 and were adopted by the NGEC Executive Board on 12-19-17.

Steve noted that the usual process for the annual review has been that he and NGEC secretary (co-vice chair of the FASC) Ray Hessinger, would conduct the initial review and present any proposed changes they may recommend to the FASC for its consideration. If there are changes, and they are approved by the FASC, they are sent to the Executive Board for its consideration. Today, (5-30-18) Steve is not necessarily looking to begin the review but wanted to remind members of the FASC's responsibility and to get the general ok to move forward with this process. A timeline for completion can be set later, but Steve is anticipating that it will be sometime early Fall 2018.

It was agreed that Steve Hewitt, and Ray Hessinger will again conduct the review. They will discuss the timeline off-line, and agree it is not anticipated to be undertaken until early Fall.

The 514 Subcommittee:

The responsibilities associated with the 514 subcommittee have been moved to SAIPRC.

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.

On May 24, 2018, the Review Panel for the Single Level Car Specification 305-003 Revision B.1 approved the Review Panel Report and recommendation to the Executive Board to adopt Revision B.1. The Report and its recommendations will be considered for approval by the Executive Board on 6-5-18.