



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: July 31, 2015

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 July, 2015, the Executive Board met twice –via conference call - on the 7th and 21st. Key decisions and action items from the month of July, 2015 included:

- Mid-west States – Section 6 progress report: Progress is being made on the issue of governance and ownership – a draft ownership document is under review by the states' general counsels. The RFP for a Fleet manager should be released shortly – final steps are being taken by IDOT to make that happen.
- Host Railroad Blessing of NGEC equipment: AAR has created a committee to address potential issues related to the introduction into service of NGEC equipment from the AAR side. Jeff Gordo, FRA, has coordinated the effort on behalf of the NGEC, and representatives from Amtrak, FRA and Washington State, Illinois and Caltrans will participate. Jeff will provide updates on the progress through the Technical subcommittee on its calls on a monthly basis.

- The Finance and Administrative subcommittee continues to look at potential funding options and organizational structures to carry out those options. The subcommittee will make its recommendations to the Executive Board for its consideration in October, 2015.

In July, the Finance and Administrative Subcommittee established a Legislative Outreach Task Force to assist in developing the message and a strategy for educating the "Hill" on the NGE. The Task Force will be chaired by Eric Curtit with members coming from the legislative/governmental affairs offices of a variety of states and Amtrak.

The stated objectives of the Task Force are:

Identify what materials the NGE should have to make its case for future Federal funding
 Identify the process required to obtain new Federal grant funds
 Develop a timeline to obtain funding before October 1, 2017, and identify roles/responsibilities to get it

- The updated "backgrounder" educational document remains available upon request. Please contact Steve Hewitt at shwitt109@aol.com with the number of copies requested and a mailing address.
- In July, 2015, the Bi-Level Car Specification Review Panel presented its report with recommendations to the Executive Board on weight changes to the Bi-Level Car specification.
- On July 21st, the Executive Board accepted the Review Panel Report and recommendations and formally adopted Bi-Level Car Technical Specification Revision C.3.

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 July, 2015, the Technical subcommittee met twice, via conference call, on the 16th and 30th. Key decisions and action items for the month of July, 2015 included:

- RVAAC: RVAAC presented its recommendations for improved access on rail vehicles to the Access Board on July 29, 2015. Melissa Shurland, FRA, will ask the Access Board staff when the Board will approve/deliberate on the recommendations and will keep the Technical subcommittee members apprised.
- Accessibility Working Group Update: Oregon State University and Amtrak are discussing the NDA for drawings. The old NDA expired and a new one is being discussed. Blair Slaughter from Amtrak will be the POC for this effort.
- Backgrounder educational document: The updated Backgrounder is available upon request. Please contact Steve Hewitt at shewitt109@aol.com if you want to receive Backgrounders. Provide the quantity requested and an address for sending them to.
- DEF Working Group: The working group continues to meet regularly. A project schedule is still being finalized and, upon completion will be sent to Mario Bergeron and Steve Hewitt who will distribute it to the Technical subcommittee members. The next meeting is scheduled for August 13th.
- Document Control update as of July 30, 2015:

The Dual Mode Locomotive Specification Draft, revision 1 was completed and sent to the members of the technical subcommittee.

The Urgent weight revision Document Change Request for the PRIIA Bi-Level procurement was approved by the NGE Executive Board.

Fifteen new DCRs for the PRIIA Bi-Level procurement are being addressed by the appropriate technical SC group.

- Progress Report : Dual Mode Locomotive (DC 3rd Rail) Specification development as of July 30, 2015:

Jack Madden, NYSDOT, provided the following update for inclusion in the July 30th Technical subcommittee minutes:

“As reported on the last Call, the closing date of the 4 week period for comments on the Dual Mode specification from the Technical Subcommittee members was Thursday July 2nd. Since that date, the Loco WG met by conference call three times to review the 56 proposed changes which were submitted. The WG accepted 27 changes as submitted; accepted 22 changes as amended; and rejected 7 changes. The members of the five teams within the Loco WG also met either by conference call or email exchanges during this time as well, and did an outstanding job on the detailed review of the changes prior to the Loco WG rendering a decision on each.

Steve Hewitt sent out Revision 1 of the DRAFT Dual Mode Locomotive Specification to the Technical Subcommittee members earlier today. He also included the Dual Mode Comment Tracking Spreadsheet dated 7/28, which contains the proposed changes and the disposition of each. I want to thank Tammy Krause and Cameron Cordell for their work since Tuesday evening to make the changes in the DRAFT Specification to make it into Revision 1.

Please note that Accepted Changes DM-053 and DM-056 were inadvertently not applied to Revision 1 of the DRAFT specification. Please refer to those two accepted changes in the Tracking Sheet. With respect to DM-053, the Table which was to have been inserted in the DRAFT was also attached to Steve’s earlier email. As this table is completely new, I encourage the Technical Subcommittee members to definitely review it prior to the end of this last two week comment period on 8/13.

Also note that, with the insertion of a new Section at 9.8 in Chapter 9 under Change DM-004, the numbering sequence of the successive Sections in Chapter 9 is off. This will be corrected in Revision 2 of the DRAFT.

Only a few Chapters in the DRAFT specification had CDRLs listed at the end of their respective chapters. A subcommittee of the Loco WG has developed CDRLs for the remaining chapters. These will be reviewed on the next Loco WG conference call on 8/6 and incorporated in Revision 2 of the DRAFT Specification.

We have already received an additional 7 proposed changes after the Loco WG’s last conference call on 7/28. Those proposed changes, as well as any others received from the Technical Subcommittee Members, will be reviewed by the Loco WG at its next conference call on Thursday 8/6. Although the cut-off date published on the 7/9 Revision 2 of the DM Development Schedule is 8/13 (the date of the next TSC conference call two weeks from today) I encourage TSC members to get any additional proposed changes to me by 8 am ET on Thursday, 8/6, so that the Loco WG can review them at our regularly scheduled conference call at 10 am ET that date.

There are two last items on which I would like to report.

- a. As you recall, the proposed “Northeast Environmental Supplement” to the PRIIA 305-912 Environmental Conditions Specification Revision A was eliminated as a separate document. It was condensed into a proposed Appendix A to PRIIA 305-912. This addition and some other textual changes will be a proposed Revision B to the PRIIA 305-912 Environmental Conditions Specification. Tammy and I have exchanged emails concerning DCRs for this change.
- b. Based upon our development of the Dual Mode Locomotive Specification, there are two revisions to the Dual Mode (DC 3rd Rail) Requirements Document Revision A, which will require a Revision B to that document.

As these two documents and the Dual Mode Specification should be in conformance with one another, I suggest that all three documents be voted on at the Face-to Face meeting in Albany on 8/19.”

- The Dual Mode (DC 3rd Rail) Locomotive Specification Technical subcommittee approval meeting will be held in Albany, NY at NYSDOT – 50 Wolf Rd. Hotel room block rates have been arranged at the Holiday Inn at 205 Wolf Road. On August 20th, Amtrak will host a tour of its Rennselaer Maintenance facility for all meeting attendees.
- Diesel-Electric procurement – progress report:

The following update report was provided by IDOT on July 30, 2015:

- “a) The payment of invoice for milestone G has been paid by IDOT
- b) FDR follow-up action items are being processed for closure. Less than 20 items remain and we anticipate closure in the next two weeks, pending receipt of all submittal drawings.
- c) The First Article Inspections (FAI) for the engine room lighting was held on 7/15, the XITCS FAI is be held during this week. The FAI for the traction alternator will be conducted in early August.
- d) Manufacturing for the first locomotive carbody has begun. Some delays have been experienced due to materials and vendor QA, but are being managed within the project’s schedule float by the contractor. The contractor is working to verify the extent of the schedule impact.
- e) The welding process reviews were held 7/7 – 7/9 in Sacramento. A follow-up review is planned for the week of August 17th at Siemens.
- f) No further RFCs - Fourteen draft (DCRs) are being prepared and Rich Stegner has contacted Tammy Krause, to coordinate processing and will send a list in the next two weeks.
- g) Follow up teams are working on an on-going basis for the action items from the AAR Standard vehicle qualification testing and acceptance. AAR’s David Cackovic is the facilitator.
- h) The last meeting for the diesel exhaust fluid (DEF) review and application team was held on 7/13/2015 and the team is working with Amtrak to identify storage locations and storage needs. The next meeting is tentatively scheduled for August 31st.
- i) The locomotive weight is 271,000 lbs (+/-) and the calculated P2 force is still within specified limits. Weight is being closely monitored.”

- Bi-Level Car Procurement Update:

On July 30th Gerald Fuller, Caltrans provided the following update on the bi-level car procurement:

Last week 3 FAI’s took place – 2 were successful. One – brakes – has a light coating of paint noted in the interiors and an action plan to remedy is being prepared by Wabtec.

Design Review: there are 18 open hot item issues remaining.

Schedule information (additional detail) has been provided by the manufacturer and will be discussed in a meeting in Rochelle, Illinois next week. Caltrans, IDOT, FRA and Nippon Sharyo will attend.

Last week 3RFCs were approved.

On August 20-12-2015 there will be a compression test of the car shell.

- AAR Committee: The first meeting was held on June 4th. Jeff Gordon will be providing monthly updates. On July 16th Jeff provided the following report:

“Dave Cackovic (AAR-TTCI) prepared (with Rich Stegner’s assistance) and distributed the meeting notes, presentation slides and a spreadsheet developed during the meeting. The documents include the meeting agenda, as well as the initial discussion materials prepared and presented by AAR.

The spreadsheet includes the various teams created during the meeting and dates for the first teleconference of each group beginning on July 20. Email invites to participants have been sent or will be sent shortly.

Expect further updates in the August report on this activity.”

Next report will be provided on August 19th at the Technical subcommittee face to face meeting.

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 July, 2015, the Finance and Administrative Subcommittee met on the 1st and the 29th:

- Legislative Outreach Task Force: As noted in the Executive Board section of this report, the FASC has established a Legislative Outreach Task Force which will hold its first conference call on August 13th. Eric Curtit will Chair the task force.
- Obtaining data in regard to potential/future acquisition needs: FRA has prepared “a back of the envelope” look at “the best sense of what the needs might be”. It was emphasized that this is not a well vetted body of work. The information was provided by Beth Nachreiner and distributed to FASC members for discussion on the July 1, 2015 FASC call.

Nico Lindenau and Brent Thompson have agreed to add more detail to the concept and provide a report on the next subcommittee call – August 17th, 2015.
- Eric Curtit is developing a draft “white paper/memo” for FASC review in regard to taking a closer look at the concept proposal for establishing the NGEC as a subsidiary of Amtrak for matters related to Fleets. Eric will have a draft memo ready for distribution to FASC members in advance of the next call – 8-17-15.
- On the next call, the FASC will begin developing a potential scope for seeking outside professional expertise to help the FASC to understand what is needed organizationally and to help with the mechanics of accepting fees, etc.
- Proposal to assess a membership fee: On July 29th, Darrell Smith agreed to develop a spreadsheet for a potential NGEC/209 membership fee. Darrell will present his concept in more detail on the next call.
- Assessing Specification use fees: On July 29th, Shayne Gill agreed to talk to AASHTO’s publication department to get a sense of how it collects fees for documents and specs, and how it charges different fees based on being a member or non-member etc. Shayne will report back on his findings on the next call.

The 514 Subcommittee:

Chair: Ron Pate, Washington State DOT

The 514 Subcommittee holds bi-weekly conference calls on Mondays at 4:00PM Eastern.

During the month of July, 2015, the following update was provided to the Executive Board:

- Ron Pate reported that the 514 subcommittee is working with the overall 209 implementation group and has been participating in the FMCS facilitated effort to get PRIIA 209 policy implemented.

- For 514 “we are established and recognized under the NGEC...as we move down the road to the establishment of the 209 committee...we want to make sure we get this group (514) recognized as the way we are ...under the NGEC.”
- As the 209 committee becomes more structured and implements its governance structure, Ron is hopeful that the 514 subcommittee remains under the NGEC and its governance structure rather than moving to the 209 committee and its structure (which is based on that of the NGEC). Ron would like the 514 to be recognized as under 305 NGEC rather than being moved to within the new 209 governance structure.
- On issues related to the work of the 514 subcommittee, Ron reported that there still remain some states or state supported corridors who have not provided information to be used for better forecasting for the next CIP.
- Ron noted that he intends to draft a letter to states asking for their assistance in providing the information needed.

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

In July, 2015, the Bi-Level Car Specification Review Panel presented its report with recommendations to the Executive Board on weight changes to the Bi-Level Car specification.

On July 21st, the Executive Board accepted the Review Panel Report and recommendations and formally adopted Bi-Level Car Technical Specification Revision C.3.