



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

**Monthly Activities Report: July 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 July 2017, the Executive Board met once on the 18th.

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

- Mid-West States – Section 6 progress report:  
 Progress continues to be made – as the four Mid-West States and Amtrak have executed their lease agreements.  
 The first Fleet Ownership Board meeting will take place next week. (week of 7-24-17)
- Finance and Administrative Subcommittee and New Grant Activities: (ongoing)

Amtrak and AASHTO are working towards finalizing their contract in accordance with the Grant Agreement Budget and SOW. Amtrak procurements is working through the language for the extension. Once this is done between Amtrak and AASHTO then AASHTO will do the same with the sub-consultant contracts. A

Ongoing status updates are being provided to the Executive Board until the contracts have been finalized and executed.

The FASC approved updates to the NGEC Contract Procedures on 7-13-17; and on 7-18-17, the NGEC Executive Board adopted updated procedures as presented.

- 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 7-18-17, 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 7-18-17, John Oimoen, IDOT, submitted the following update:

*a) All Caltrans locomotives have been delivered to Oakland. They have completed all testing, and are in revenue service.*

*b) IDOT and Siemens have signed final acceptance on IDOT units: 4603- 4611. Units 4612, 4613 have been signed for conditional acceptance, final is in progress.*

*c) IDOT Locomotives 4604, 4611, 4612 & 4613 are in Chicago and the pre-revenue testing and track geometry testing has been completed on the applicable Midwest corridors. The 110 MPH 238.111a testing on the Michigan and Chicago to St. Louis corridors will be run later due to IETMS/PTC implementation and ITCS software development. 4612 & 4613 are ready for revenue service. 4604 & 4611 will be ready after the 92-day maintenance is performed.*

*d) IDOT, representing the Midwest States, and Amtrak have come to agreement on the lease and the lease agreement has been signed. IDOT plans to enter into revenue service (Chicago-Milwaukee) sometime this week (week of 7-17-17) with locomotive 4612.*

*e) IDOT locomotives 4614 & 4615 have completed burn-in testing at TTCL and will shipped to Chicago on 7/13/2017. Locomotives 4616 & 4617 completing burn-in tests 7/14 and locomotives 4618 & 4619 will begin burn-in tests next.*

*f) All WSDOT Locomotives have been delivered and have competed pre-revenue testing and are being readied for revenue service.*

*g) The WSDOT 213.345 test report has been submitted by Amtrak to the FRA. FRA had no exceptions.*

*h) The IDOT 238.111b test reports were submitted to the FRA this week, and receipt was acknowledged.*

*i) WSDOT indicates that they are close on their lease agreement, as well.*

j) Siemens warranty service locations are now established at all JPE locations.

k) The first Failure Review Board meeting is taking place next week in Chicago. Each JPE will have a representative on the board.

- 514 Subcommittee progress report as of 7-18-17:

On 7-18-17, Brian Beeler II provided an update to the NGENC Board on the activities of the 514 subcommittee:

A lot of work has been done on the CIP major update. In June, the subcommittee dug deep into costing for equipment overhauls. While some numbers went up, there were specific reasons for the increase. In many cases some fleet types went down and "line by line it's a good story". States are now going through their specific costs to determine if they jive with the CIP.

Thus far the subcommittee has completed much of the work on the CIP update including; updating units used and costs anticipated for the 5-years going out.

Brian expressed his appreciation for the hard work by Amtrak – Darrell Smith and Mario Bergeron – in bringing forth the information needed to update the CIP.

Brian believes the subcommittee is close to getting the update done.

Brian added that the subcommittee met in Detroit as a part of the SAIPRC meeting held there in June.

SAIPRC has asked 514 to help provide information and a knowledge base on equipment needs and to work on a 3<sup>rd</sup> party consultant SOW to look at the past, present and future of equipment. This will be another document that will look specifically at equipment and could help in educating on future funding for capital equipment. A small group met to discuss this and the effort is preliminary at this point. More will be discussed with the full subcommittee on its next call which was to take place later in the day on – 7-18-17.

#### **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 2017, the Technical subcommittee met once, via conference call, on the 13th. Key decisions and action item updates from the month of July 2017, included:

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

There was no new update for July 2017.

- Backgrounder educational document: The educational document has undergone a second printing and remains available, by request, through Steve Hewitt. The Finance and Administrative subcommittee is beginning to review the current version and will make updates to it to emphasize the ongoing efforts to keep the specifications current.
- AWG Update: On 7-13-17, Melissa Shurland, FRA< provided the following update to the Technical subcommittee:

*The contract to Oregon State U to continue the accessibility research was awarded. I will be meeting with the principal investigator from OSU and Volpe today at 2PM to discuss simulation of the interior environment of a passenger in a large power-based wheeled mobility device under normal load profile and accident loadings, 8g longitudinal. We will be looking at some of the scenarios we developed for including 2 wheeled mobility devices on-board that resulted in one accessible space with limited containment. Any industry*

*members from the TSC willing to provide support for our simulations should contact me at 202-493-1316. We hope to focus on simulation at first before going to sled tests.*

- Document Control Update as of 7-13-17:

Tammy Krause informed the members that she and Rich Stegner would be working on a revised timeline for updating the PRIIA Single Level Car Specification.

Steve Hewitt reported that the NGEC Executive Board, on 6-20-17, formally adopted the Diesel-Electric Locomotive Specification Revision B, as approved previously by the Technical subcommittee, and subsequently, by the Locomotive Review Panel per NGEC procedures.

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, as provided to the Executive Board on 7-18-17, and included in this report under the executive Board section.

- 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 7-13-17, Tammy Krause, Amtrak, reported that the working group last met on July 6<sup>th</sup>. They have brought in the DTL working group into this working group as the software the electronics group is looking at would require DTL.

Cynthia Dietz, SNC Lavalin, has been named Chair of the working group – taking over for Dale Engelhardt upon his retirement from Amtrak.

The next call was to take place on July 18th at 3:00PM Eastern

The calls continue to be held on a bi-weekly basis.

Mario Bergeron has asked that on the next Technical subcommittee call, (8-10-17) Cynthia Dietz introduce herself, and provide the subcommittee with an overview of the motivation of the working group, its priorities and anticipated timeline

#### **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 2017, the Finance and Administrative Subcommittee (FASC) meeting was canceled due to schedule conflicts. Steve Hewitt, however, provided an updated status on all FASC activities as of 7-25-17:

- Legislative Outreach Task Force – 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.

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.

Members who have any thoughts on wording changes to the two-pager – especially reflective of maintaining the specs - were asked to provide those comments to Steve Hewitt and Eric Curtit. No comments have been received to date.

Status: On 7-21-17, Eric Curtit provided Steve Hewitt with a summary of suggested changes to the two-pager which are as follows:

*Summary of suggested revisions to the two-pager*

*Add revision name and associated dates to timeline for specification revisions to better show spec maintenance and evolution. Each spec would list associated revisions from production under its name, chronologically.*

*Top of page two edit Results – add language to Standardize **and Maintain** the design specifications of passenger rail equipment.*

*Page two, also top section – revise to include maintenance of specs - PRIIA 305 created, **and now maintains**, six specifications....*

Eric has provided these changes to Missouri DOT graphic arts staff and expects to have a draft to share prior to the next FASC call – 8-23-17.

- 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 6-28-17, Darrell Smith reported that a lot of work is being done internally at Amtrak to make sure the contract extension with AASHTO is compliant with the grant agreement. Darrell does not expect much to change for AASHTO at all, but with the new language applying to DBE's there may need to be an updated goal. Amtrak grants is going through the requirements with a fine-tooth comb to make sure all is done properly. Darrell will report each month on the status until the contract with AASHTO is done.

**Status:** As of 7-25-17, Darrell Smith reports that the contract extension with AASHTO continues to work through Amtrak Purchasing with no issues. This will remain as an open action item and agenda item to be reported on until the process is complete. Next update – 8-23-17.

**The 514 Subcommittee:**

**Chair: Brian Beeler II – NNEPRA (Maine DOT)**  
**Vice Chair: Jonathan Dees - NCDOT**

**The 514 Subcommittee holds a bi-weekly conference calls:**

The monthly subcommittee update to the NGEC Board was provided on 7-18-17

Please see the update as of 7-18-17 in the Executive Board section of this report.

**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 June 2017, the NGEC Locomotive Review Panel met and approved the Review Panel Report and recommendations on the changes developed and approved through the NGEC Technical subcommittee to PRIIA Diesel-Electric Locomotive Specification 305 005 Rev A that will comprise Revision B. The Review Panel submitted its Report with recommendations to the Executive Board that it approve the changes and adopt Revision B. On 6-20-17, the Executive Board accepted the Review Panel Report and its recommendations and adopted Diesel-Electric Locomotive Specification 305-005 Revision B. The changes will now be incorporated into the specification by the NGEC Technical Writer.

In July 2017, there were no Review Panel activities.