



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

Monthly Activities Report: August 31, 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: 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 August 2017, the Executive Board met on the 15<sup>th</sup> and the 29<sup>th</sup>.

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

- Mid-West States – Section 6 progress report:

As of 8-29-17, the Mid-West States held a ribbon cutting ceremony introducing the Charger locomotive his past week with representation from all the Mid-West State partners in the procurement, as well as Amtrak, FRA and Siemens. Amtrak did a great job of coordinating the event. It was a great way to showcase the new locomotives and was a celebration of a great accomplishment. The introduction also rolled out Amtrak's branding of the Mid-West locomotives promoting regional connectivity.

On Section 6 requirements, the plan has been updated with a final draft to be sent back to FRA “shortly”.

- Finance and Administrative Subcommittee and New Grant Activities:

Darrell Smith reported that this effort is moving long well, and that he has a conference call with the Amtrak procurement team on Thursday, 8-31-17, which should “wrap it up for getting the paper work over to AASHTO”.

- Formation of the Acquisition and Ownership Best Practices Working Group:

In February 2017, at the NGEN Annual Meeting, it was agreed that an Acquisition and Ownership Best Practices working group would be established to develop a best practices manual. In March, the working group was formally established and members were identified, but it was agreed that the activities of the working group would be tabled due of the heavy work load of its volunteers in finalizing all activities related to getting the locomotives launched into service.

On 8-29-17, Chairman Curtit determined that with much of those activities having been completed, it is now time to begin to focus on the working group and to develop its scope and start the process of developing the best practices manual.

Chairman Curtit expects to have a draft scope out to the NGEN Executive Board members prior to the next call (9-12-17) to be sure for review and comment. Following that, the scope will go to the members of the working group and task assignments will be made.

Working Group Members:

Eric Curtit, Missouri DOT, Chair - [Eric.curtit@modot.mo.gov](mailto:Eric.curtit@modot.mo.gov)

Sal DeAngelo, FRA [Salvatore.deangelo@dot.gov](mailto:Salvatore.deangelo@dot.gov)

Joe Paul – Amtrak – [joseph.paul@amtrak.com](mailto:joseph.paul@amtrak.com)

Tim Hoeffner - Michigan DOT - [Hoeffnert@michigan.gov](mailto:Hoeffnert@michigan.gov)

Michael Jenkins – Oregon DOT - [Michael.l.jenkins@odot.state.or.us](mailto:Michael.l.jenkins@odot.state.or.us)

John Oimoen - Illinois DOT- [john.oimeon@illinois.gov](mailto:john.oimeon@illinois.gov)

Jennifer Bastian – Illinois DOT – Designated Alternate – [Jennifer.bastian@illinois.gov](mailto:Jennifer.bastian@illinois.gov)

Ron Pate – Washington State DOT - [pater@wsdot.wa.gov](mailto:pater@wsdot.wa.gov)

Jason Biggs – Washington State DOT – Designated Alternate – [biggsjr@wsdot.wa.gov](mailto:biggsjr@wsdot.wa.gov)

Momo Tamaoki, Caltrans – [momoko.tamaoki@dot.ca.gov](mailto:momoko.tamaoki@dot.ca.gov)

Paul Jamieson – Industry Member – SNC-Lavalin - [Paul.Jamieson@snclavalin.com](mailto:Paul.Jamieson@snclavalin.com)

Dick Bruss – Industry Member – NARP - [rjembruss@gmail.com](mailto:rjembruss@gmail.com)

Steve Hewitt - NGEN Support: Steve Hewitt - [Shewitt109@aol.com](mailto:Shewitt109@aol.com)

Larry Salci – Consultant - [larry@salciconsult.com](mailto:larry@salciconsult.com)

- Status Update: Diesel-Electric Locomotive Procurement:

As of 8-29-17 (provided by Illinois DOT):

a) *JPEs continue to work with Siemens on schedule and conduct bi-weekly conference calls.*

b) All locomotives have completed required testing and all reports have been submitted and received. 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. Progress was made this week in getting the proper agreements in place to move this forward.

c) All Caltrans locomotives are in revenue service.

d) IDOT and Siemens have signed conditional and final acceptance on 21 IDOT units.

e) IDOT Revenue service started 7/27/2017, with units placed in trailing position. IDOT locomotives began revenue service in Lead Position today 8/24/2017.

f) IDOT locomotives 4616 - 4625 have completed burn-in testing at TTCl. Locomotives 4626 & 4627 will be burn-in tested next week at TTCl. The locomotives stored at TTCl will be shipped to Chicago, as soon as storage space becomes available. Storage space in Chicago is limited, until the P-42 locomotives are re-deployed by Amtrak.

g) The Wi-tronix system has been installed on all locomotives and all units in Chicago, except one, have had the necessary software installed which will allow the remaining units to be placed in Lead Position for revenue service. Caltrans software installation is scheduled for next week. Tentatively WSDOT the following week.

h) All WSDOT Locomotives have been delivered and have completed pre-revenue testing and are being readied for revenue service.

i) WSDOT is finalizing their lease with Amtrak

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

k) The Failure Review Board has been established, with two meetings taking place so far with all JPE's included and Siemens. The next meeting is scheduled for Sept 7<sup>th</sup>. The meeting for October (5<sup>th</sup>) is planned to be held in Wilmington Del and include a visit to Siemens's customer service facility. And plans are being made to hold some meetings with Amtrak personnel based in Wilmington. Amtrak representation will also be asked to take part in future meetings.

- 514 Subcommittee progress report as of 8-15-17:

514 subcommittee Chair, Brian Beeler II, reported on 8-15-17 that he had just received from Amtrak, the first full draft of the updated CIP. This was to be reviewed and discussed on the (8-15-17) next scheduled 514 subcommittee conference call.

Brian also reported that the 3<sup>rd</sup> quarter reconciliation call was held during the week of 8-7-17, and the information/details on equipment capital overhauls are going well within a very good timeframe.

The next 514 subcommittee update to the NGEC Executive Board will take place on 9-12-17.

- Technical subcommittee progress report as of 8-29-17:

The Technical subcommittee continues to monitor the progress of the "Charger" locomotive, and we receive an update from IDOT on a bi-weekly basis. Great progress has been made – it is of special significance that the locomotives have now been introduced into lead position. So much work goes on behind the scenes to make all of this happen. It is a great accomplishment!

The Technical subcommittee has established a working group to look at the future of electronics on trains. The working group is chaired by Cynthia Dietz, SNC-Lavalin, and meets bi-weekly. The working group is following the NGEC process for developing a requirements document for a DTL software specification, and is currently reviewing a DRAFT outline of the document. (Note: As of 8-30-17 Cynthia

Dietz has accepted another position, and has stepped down as Chair of the working group – Tom Sisler, SNC-Lavalin has been named as the new Chair).

On document control, the changes to the PRIIA Diesel-Electric Locomotive Specification which will comprise Revision B, as adopted by the Executive Board, is currently with the technical specification writer. Once complete, it will be sent to Steve Hewitt and AASHTO where it will become available through the NGEC request process.

### **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 August 2017, the Technical subcommittee met twice, via conference call, on the 10<sup>th</sup> and the 24<sup>th</sup>. Key decisions and action item updates from the month of August 2017, included:

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

*As of 8-24-17, Paul Jamieson reported: The revenue service demonstration test train has accumulated 338,196 train miles in ECP mode and 1,671,788 train miles in Emulation mode. Total train mileage to date is 2,009,984 miles since the project started in June 2014. One ECP control portion fault occurred which resulted in a loss of 7,560 ECP lost train miles. The fault has been successfully resolved.*

*The bi-annual FRA report of the revenue service demonstration will be prepared after the August mileage is reported in early September.*

- 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: Previously, Melissa Shurland, FRA, had 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.*

On 8-24-17, Melissa Shurland reported that the FRA continues to move along with simulation and modeling.

- Document Control Update as of 8-24-17:

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

As of 8-24-17, the approved changes that comprise Diesel-Electric Locomotive Specification Revision B have been compiled and are currently with the NGEC Technical Writer.

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 8-29-17, 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:

Cynthia Diaz reported that the working group will be following the NGEC process to write a requirements document that will be used for drafting a specification. The group will be using the NGEC website to review its document. A draft outline of the requirements document is out now for review among the working group members.

### **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 August 2017, the Finance and Administrative Subcommittee (FASC) met on 8-23-17. Key decisions and action items for the FASC during the month of August 2017 include:

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

On 6-28-17, Eric Curtit reported that the focus is 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.

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....*

On 8-23-17, it was agreed that the language regarding maintenance of the specs would be developed by Jeff Gordon, FRA, for consideration. Jeff will draft his recommended language and provide it to Steve Hewitt and Eric Curtit in advance of the next FASC call – 9-27-17- far enough in advance to have the MODOT graphics arts team include it in a draft of the updated document.

- Syncing the new Grant Agreement with ongoing NGEC contracts:

On 8-23-17, FASC Chairman Darrell Smith provided the following status update: *Amtrak Procurement has completed its review of the FRA Grant Agreement requirements and is now finalizing the paperwork for the renewed agreement between Amtrak and AASHTO. Amtrak Procurement's Alfreda Stowers is moving it forward, and should soon be in touch with AASHTO.*

#### **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 8-15-17:

514 subcommittee Chair, Brian Beeler II, reported that he had just received from Amtrak, the first full draft of the updated CIP. This was to be reviewed and discussed on the (8-15-17) next scheduled 514 subcommittee conference call.

Brian also reported that the 3<sup>rd</sup> quarter reconciliation call was held during the week of 8-7-17, and the information/details on equipment capital overhauls are going well within a very good timeframe.

#### **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 August 2017, there were no Review Panel activities.