



Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: August 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 August 2018, the Executive Board met twice via conference call, on the 14th and on the 28th.

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

- Procurement Updates:

Status Update - Multi-State Rail Car Procurement as of 8-28-18:

- Three critical cab car DCRs were submitted to NGEC on 7/30. The three are: Car Length Over Couplers, Carbody/Cab Construction and Cab Car Floor Height Transition

- Final Design Review Sessions for standard coach concluded in the week of August 7 in Chicago with FDR for H-Coupler, IDOT Diaphragm, IDOT End Doors, Interiors, Wheelchair Lift and Trap Door. There are still open items that need to be addressed and closed before we can approve FDR.
- Dynamic testing discussions occurred August 7 & 8 in Chicago with a technical discussion session on 8/7 including Amtrak and FRA and a commercial & insurance discussion on 8/8. Many action items were identified, and Caltrans, IDOT, Amtrak and FRA will continue ongoing discussions to resolve all issues identified at the meetings. Caltrans and IDOT will be issuing a first letter to SCOA/Siemens addressing some of our action items. The letter will most likely go out next week.
- Preliminary Design Review for the Café car commences week of September 10 in Sacramento with a full PDR session for the Galley Equipment. Following will be an overview of the adapted systems changes from standard coach to café coach. Amtrak Public Health team will be joining us for this meeting.
- System-level FDR approvals of the Carbody & Clearance, Water & Waste, HVAC and Brakes have been provided to SCOA/Siemens. Gap Filler action items have been addressed with approval to follow. Caltrans submittals to FRA for Safety Appliance and Carbody to occur in September.
- The first 5 carshells are in production at Siemens Sacramento Facility with carshell #1 in the final stages of integration and welding. The expansion of the Sacramento production facility is in process and on target for a November completion.

Status Update: The Charger - Diesel-Electric Locomotive Update and Section 6 Plan as of 8-28-18:

The Section 6 Plan was been accepted by FRA in July 2018

Status Update: Metro North Dual Mode Locomotive Procurement as of 8-28-18:

Metro North released their RFP on 8/16. They have adopted a two-phased approach. Phase I involves pre-qualification of vendors. Interested vendors are required to submit documentation regarding their Vendor Responsibility, Financial Capability, Technical Capability and Experience. Phase I proposals are due 9/17. Metro-North will evaluate the proposals and short list the successful vendors. Short-listed vendors will then receive the technical RFP, including MNCR's Dual Mode specification. Metro-North has not announced a schedule for release of the Phase 2 technical RFP nor a submittal date for technical and price proposals.

Status Update: Amtrak Locomotive Procurement – 8-14-18:

On 8-14-18, Charlie King provided a high-level overview of the RFP that is on the streets for power and cited some of the differences between the PRIIA specification and that of Amtrak. Amtrak began with the PRIIA spec as its baseline and added some items based on its needs.

Some of those differences/changes include: Amtrak speed is 110mph vs PRIIA “up to” 125mph; 1000 KW HEP system vs PRIIA's 600 KW Amtrak is calling for a 2,200-gallon fuel tank – to PRIIA's call for 1,800 to 2,200 gallons; and the maximum length for Amtrak is 85 feet vs 72 feet called for in the PRIIA spec. There are other items such as those pertaining to advanced analytics and safety options especially in areas where there will be no PTC, and other safety measures will be required.

Charlie also noted that the questions and comments on the RFP have slowed down with about 4 or 5 manufacturers likely formulating their proposals for next month.

As for the RFI for cars, Charlie reported that 8 builders have come to Amtrak for interviews. Three states have been represented on those calls (IDOT, NYSDOT and Caltrans) as part of the team listening in. They provide questions to Amtrak to take to the builders. Data gathering will likely continue until October with an RFP thereafter.

Treasurer/Grant related Status Updates – 8-28-18:

- a. Status Revised Statement of Work (SOW)/Grant Amendment Request (GARF) submittal including the 12 Month No-cost grant agreement extension and decision on one or two audits:

Tim Ziethen reported that he has received verbal approval on the revised SOW and the GARF including the approval of a 12 month no-cost grant agreement extension (through 9-30-2020) and the elimination of the “extra” audit. The NGEC grant will be included as a part of the larger “single audit” process.

Michael Lestingi, FRA, confirmed Tim Ziethen's understanding.

Steve Hewitt asked Tim Ziethen to provide him with a copy of the executed agreement once he has received it. Tim agreed to do so.

Steve asked FRA if they knew when the agreement would be executed. Beth Nachreiner, FRA, agreed to check with the grants office and let Steve know.

- b. NGENC Budget Balance – expenditures to date, current balance:

The full Grant amount: \$1,250,000.00
 Current Balance \$1,018,811.00
 Spent to date: \$231, 189.25

Tim will provide a brief report on this to Steve Hewitt.

- c. Status: April-June 2017 AASHTO Invoice:

Tim Ziethen reported that this invoice has been paid. Strat Cavros, AASHTO, confirmed the payment has been received and he has no issues.

This action item is closed.

- d. Discussions with AASHTO re: potentially changing to a monthly invoice process:

Tim Ziethen reported that he is continuing towards working on a monthly invoicing process with AASHTO. A member of the Amtrak staff will be reaching out to Strat Cavros to discuss this as a possibility.

- Document Control Update – 8-28-18:

The three most recent DCRs received for the single level car specification are currently with the Structural working group. I do not have a date for completion yet.

Tammy Krause has reached out to Ray Hessinger, NYSDOT, to discuss the differences between the PRIIA Dual Mode locomotive and the MNRR Dual Mode locomotive and hopes to generate DCRs to update the PRIIA specification to address the differences.

- Acquisition and Ownership Best Practices Working Group 8-28-18:

Open/Ongoing Actions:

Team Leaders are working on their report section DRAFTS.
 DRAFTS will be distributed for working group members to review and comment on (in track changes) in advance of the next call (9-6-18).

Each Team leader will be asked to provide a status update on their progress on the call.

The Working Group has established a call schedule – it will meet every 4 weeks on Thursdays at 4:00PM Eastern. Due to schedule conflicts the originally scheduled 8-23-18 call was postponed until 9-6-18.

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 August 2018, the Technical subcommittee met twice, via conference call, on the 9thth and the 23rd.

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

- Status of the activities to update ECP Standards: This is an ongoing item which the Technical subcommittee is tracking. Status as of 8-23 -18:

The ECP revenue service demonstration continued in June and July with the coaches in emulation service only due to overhauls being performed. No emulation faults were reported in this time-period.

APTA PRESS ECP standards will be distributed for Mechanical group voting in September.

Periodic Brake Maintenance:

As of 8-23-18:

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 NGEC 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 8-31-18, Steve has distributed a total of 465 copies (electronic and hard copies).

- AWG/RVACC Update:

Melissa Shurland, FRA, provided an update on the activities of the Accessibility Working Group and on the RVACC effort during the NGEC Annual Meeting. The presentation is available on line on the NGEC website at www.ngec305.org.

As of 8-23-18 nothing additional/new has been reported. As for RVACC, Melissa reached out to the Access Board in July on the issuance of the proposed rule

- Document Control Update as of 8-28 -18:

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

Procurement Updates:

- Diesel-Electric Locomotive Procurement: 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.

- Amtrak Equipment Procurement Updates: Progress reports are provided by AMTRAK CMO and NGEC Vice Chair, Charlie King on a regular basis.

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

- AAR Updates:

TAG committee on LED Headlights as of 8-23-18:

On 7-25-18, Tarek Omar, FRA, reported that the committee is preparing for Phase two (Phase One having been completed). Once underway, Tarek will provide status updates as he did with Phase One.

- DEF-UREA Implementation Update as of 8-23-18:

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

This is ongoing – no new report provided in August 2018.

- University of Nebraska study on High Speed wireless technology as of 8-23 -18:

Hamid Sharif Kashani reported that the high-speed wireless study effort continues to build simulators for 5G for high-speed wireless on trains. Among other things, they have added different components to address different geographic areas.

Members of the Technical subcommittee are welcome to contact Hamid to provide input into the study.

The intent is to be done by late September – early October 2018.

Contact Information:

Hamid Sharif Kashani

Phone: 402-554-3628

Email: hsharif@unl.edu

- Update: Electronics on Trains Working Group:

The working group did not file a report with the subcommittee in August 2018. The last update reported that the group continues to meet and has reviewed the DTL Software Specification PRIIA 305-920 Draft and made notes for possible changes.

Requirements specification being created by this group needs reorganization into a first draft which will be distributed to the committee and a round of comments will take place.

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 August 2018, the Finance and Administrative Subcommittee met once, on the 22nd.

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

Treasurer's Status Updates as of 8-22-18:

- a. Status Revised Statement of Work/Grant Amendment Request submittal

FRA provided the following update prior to today's call (8-22-18) and they were read into the record by Jeff Gordon, FRA:

FRA finalized the required amendment docs and will be processing the amendment in Grant Solutions in the next day or two.

Anticipate the amendment will be executed before or by end of next week (week of 8-27-18). The adjustments provided below.

- *Extends the period of performance to 9/30/2020.*
- *Deletes the Finance and Administrative Subcommittee task to provide for an independent audit function for NGEN activities (audit requirement removed).*
- *Deletes the description of the Section 209/305 Equipment Capital Charge "514" Subcommittee and all references to it or tasks related to the "514" Subcommittee (transfers "514" Subcommittee task/responsibilities to SAIPRC)*
- *Moves management and oversight of the Revision Control Coordinator position from the Technical Subcommittee to AASHTO Support Services.*
- *Modifies budget by reallocating funds from Labor line item to the AASHTO Support Services line item in project budget.*

Tim Ziethen concurred with the FRA update, noting that he had been told by Amtrak Grants that the grant amendment "was good to go as" and that they expected it to be finalized by the end of next week.

- b. NGEN Budget Balance – expenditures to date and current balance

Tim Ziethen provided the following update on the NGEN finances:

The full Grant amount: \$1,250,000.00
 Current Balance \$1,018,811.00
 Spent to date: \$231, 189.00
 The Average quarterly spend rate is: \$37,500.00

- c. Status: April-June 2017 AASHTO Invoice

Tim Ziethen reported that this invoice has been paid, and following the call, Strat Cavros, AASHTO, confirmed payment received. This action item is closed.

- d. Discussions with AASHTO re: potentially changing to a monthly invoice process:

Tim Ziethen has requested that Linda, from his staff, contact Strat Cavros to talk about the possibility of going to a monthly invoice process rather than quarterly. It would streamline the process that takes place now where there are 3 months' worth of documentation and if questions arise it is a lot more difficult to look back as far 90 days for the answer rather than 30 days.

- Distribution Quarterly Grant Progress Report for April-June 2018:

Information for this report was compiled as a part of this monthly activities report and prepared by Amtrak for submittal to FRA by July 31, 2018. The report was transmitted to the NGEN executive Board and the FASC

during the first week of August 2018. The next quarterly report will be completed for the months of July, August and September and will be completed by September 31, 2018.

- Annual NGEC By-Laws Review:

Steve Hewitt reported on 8-22-18, that he will begin the annual By-Laws review and provide initial comments to Ray Hessinger early in September for possible review and comment by the FASC in mid to late September or early October 2018.

The 514 Subcommittee:

The responsibilities associated with the 514 subcommittee have been officially moved to SAIPRC with the execution of the NGEC revised SOW and GARF.

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.

The Review Panels for the NGEC did not meet during the month of August 2018/