

Amtrak Procurement

NGEC Annual Meeting
February 21, 2020

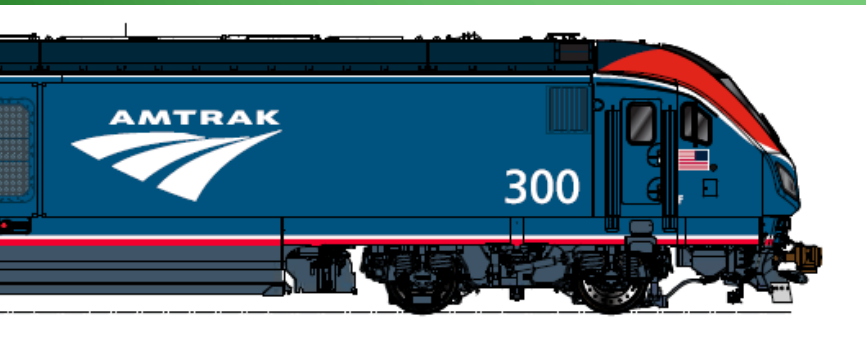
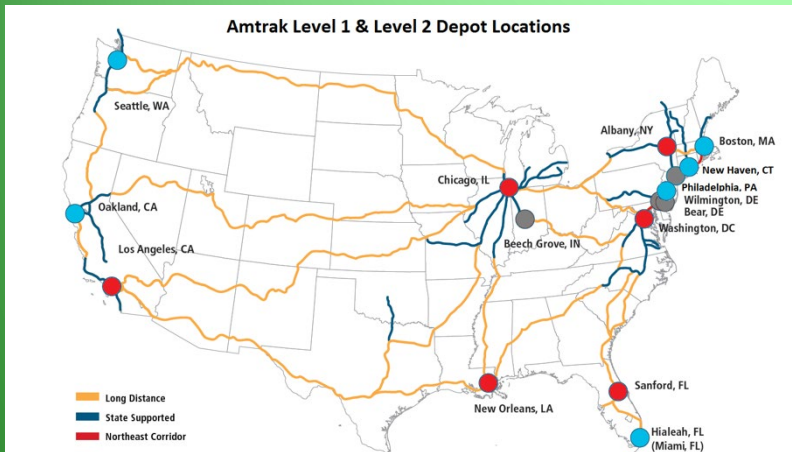
Charles King, VP Mechanical
National Railroad Passenger Corporation (Amtrak)



The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.



Amtrak ALC-42 Procurement



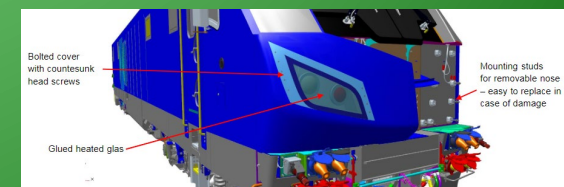
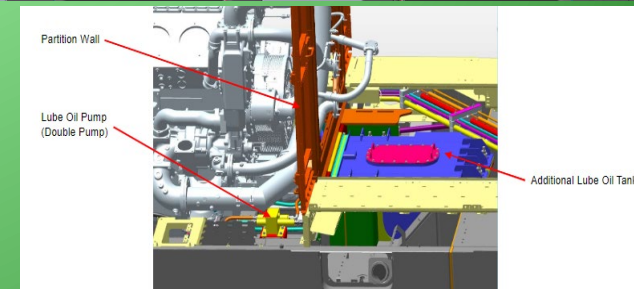
- RFP 2018, Award Issued 12/21/18 to Siemens Mobility for 75 base locomotives + TSSSA
- Continue design phase – Final Design Review, First Carshell production, Assembly FAIs begin March 2020
- Long-distance testing to verify duty cycles, altitude & grade profile performance, software changes, and environmental conditions
- Implement best practices from SAGE, ACS-64 TSSSA, SC-44 Experience
- TSSSA Working Groups to prepare for both Warranty and Service mobilization across the National Network
- TSSSA MRX Wayside Scanner installation @ Chicago Shop



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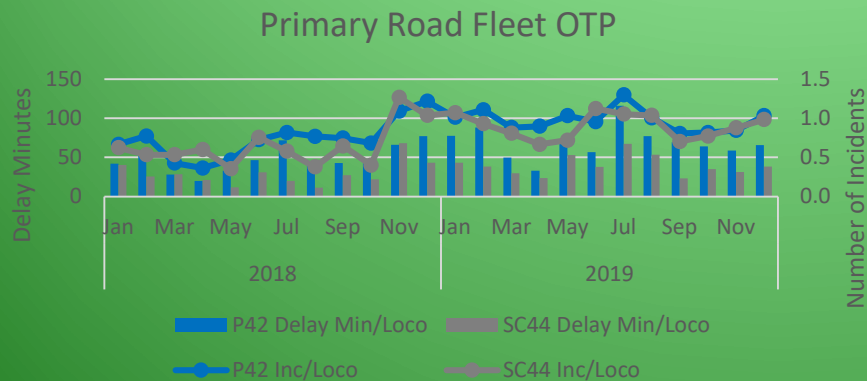
ALC-42 – Design Highlights

- 184D Maintenance Interval for Increased Availability
 - Auxiliary engine oil tank under cooling tower for duty cycle extension
- System Upgrades
 - Larger Fuel and DEF tanks (2200 vs 1800; 260 vs 230)
 - 1000kW + 10% capacity HEP 480V Output
 - New Dynamic Brake Stack design
 - Wi-tronix Violet Event Recording and Offboard Data Management
- Operator Cab Changes
 - Integration of ATC/ACSES, IETMS (Fireman's side), HOT (Auto Train), Cruise Control, and IITS/ITCS
 - Framed windshields and removable aerodynamic front nose
 - Rear facing camera for increased visibility in light engine moves



Amtrak MUST SC-44 Experience

- Overall net positive – significant upgrade to current Amtrak operated corridor fleet; continued learning experience through Charger platform life cycle and PTC
- Continue collaborating with all parties to decrease lengthy FMI execution timelines once a trending defect is communicated and lower significant wreck repair dwell time
- Supply chain challenges to minimize borrowing components
- Monitoring evolution of Dynamic Brake design and winter performance
- Mechanical preparing for SC-44 TSSSA + LCPM maintenance events for SOGR



Owner	Maintenance Base	Quantity in Service [TOTAL EXPECTED]
Midwest DOTs (IDTX)	CHI	32 [33]
Caltrans (CDTX)	OAK	8
Caltrans (CDTX)	LA	14
Wash DOT (WDTX)	SEA	7 [8]



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AMFLEET REPLACEMENT PROJECT

- On January 18, 2019, Amtrak publicly released a multi-phased Request for Proposal (RFP), for a base order of seventy-five (75) semi-permanently coupled Trainsets to be accompanied by a Technical Support, Spares, and Supply Agreement (TSSSA) to be used in Amtrak intercity corridor service in North America, both on the Northeast Corridor (NEC) and on select State supported routes, as defined by Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).
- The solicitation requires Offerors to submit Trainset Maintenance and Facility Requirements.
- The FRA's involvement is expected to be significant on many issues including financing, safety and technical issues, and Buy America compliance. The procurement anticipates possible purchases to cover state supported services, there is significant engagement with our state partners.



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AMFLEET REPLACEMENT PROJECT

- The trainset can be an unpowered Trainset that will be locomotive hauled by other Amtrak equipment, or a self-propelled Trainset such as an Electric Multiple Unit (EMU), a Diesel Multiple Unit (DMU), a Dual Mode Multiple Unit (DMMU), or any combination of propulsion modes to provide the desired Trainset operation. In all cases, both high and low station platform accessibility is required.
- The solicitation called for options to purchase up to an additional seventy (70) Trainsets for a potential total of one hundred forty-five (145) Trainsets, as well as options for additional individual cars.



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AMFLEET REPLACEMENT TSSSA

- All Offerors are required to submit a corresponding proposal for a twenty (20) year contract to provide technical support, spares, and supplies across the network in accordance with a TSSSA Scope of Work provided by Amtrak.
- A TSSSA is an agreement by which a vendor provides parts for maintenance as well as technical support services.
 - a fixed monthly fee per Trainset to cover all material (for failures and consumables)
 - a fixed monthly fee for technical support
 - a per event price for builder recommended life cycle preventive maintenance (LCPM)/overhaul events.



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Acela Replacement

- Prototype 1 (PS01) is fully constructed and undergoing stationary tests
 - Shipped PS01 to Pueblo/TTC on February 17th, 2020
- PS02 completed assembly in December 2019
 - Initial runs in Hornell (28mph max speed) made January 2020
 - Testing progress uneventful
 - PCY ship date is tentatively scheduled for 3/18/20
 - PCY facility work underway, movement authority has been drafted
- Trainset 03 (TS03) construction began November 2019
 - Trainset 3 delivery date is tentatively scheduled for 9/17/20



Acela Replacement



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Mock-up Update



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Focus Group Specific Feedback



Most Positive (opportunity for media)

- OBIS (on board information system)
- Enhanced Wi-Fi
- Spacious comfortable seating (enhanced customer comfort)
- Position of USB ports and power outlets
- Emphasis on recycling bins and sustainability
- Reserved seating
- Very accessible to all customers

Potential Challenges (may need talking points)

- Sharing pull down sunshades
- One restroom vs two per car
- Lack of seating in café car
- Flow of traffic at point of sale
- 50/50 seating



Comments or Questions?



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