

SECTION 305/209 – NGENC – 514 Subcommittee

MINUTES

MARCH 23, 2015

4:00PM EASTERN

CONFERENCE CALL

FACILITATOR	<i>Jeremy Jewkes, Subcommittee Co-Chair</i>
ATTENDEES	<i>AASHTO: Shayne Gill, Bryan Hong; Amtrak: Mario Bergeron, Tom Butler; Caltrans: John Pagano; Momoko Tamaoki; CTDOT: Marci Petterson; NNEPRA: Brian Beeler; NYSDOT: Ray Hessinger; NCDOT: Paul Worley; ODOT: Jennifer Sellers, Mike Jenkins; WSDOT: Ron Pate, Jeremy Jewkes; WisDOT: Arun Rao</i>
ABSENTEES	<i>FRA: Ashok Sundararajan; CCJPA: David Kutrosky; TXDOT: Quentin Huckaby</i>

DISCUSSION/DECISIONS

1. Welcome and Open Meeting:

Jeremy Jewkes began the meeting.

2. Roll Call – Bryan Hong:

Bryan Hong called the roll.

3. Action Items Review – Jeremy Jewkes:

Jeremy Jewkes asked for an update on when the last fiscal year reconciliation will be complete? Mario Bergeron answered that it is not ready at this point.

4. Approval of the Minutes from 03-09-15 and Updated Priority List – Jeremy Jewkes:

Jeremy Jewkes called for comments on the minutes from the last meeting. The minutes and updated priority list were approved without comment by unanimous consent.

5. Preview of select Minor Update Tables: *Units Used* and *Cost Per Units Used for each State Route* - Jeremy Jewkes:

The 2016-2020 Units Used was forecast with data submitted by the states. A request was asked to members that they please check to see if their numbers match on the routes. The States' Cost Per Units Used is a bi-route summary of how cost is distributed to everyone. All the numbers should add up. There is one example of how it plays out on Route 35.

FY2016_Summary_BL_UU: This is an aggregate summary of the units used for the Federal Fiscal Year. (All years given are Federal Fiscal Years unless otherwise noted.) A definition of the term "Units used" was provided to those who were new or not familiar with the phrase. Units used is how much an equipment is in service on the rails—not including maintenance or what is being overhauled. If it's used once, that's one unit used.

FY2016_State_Cost_per_UU_05_2015317: This PDF looks at total capital costs for Amfleet 1. Mario was asked if some have been down-scoped, to which he replied that nothing has been down-scoped at this point.

6. Example FY16vFY20 Rt35 Sensitivity to UU – Jeremy Jewkes/All:

Jeremy presented on the Route 35 example, focusing on the Horizon fleet.

This year's process is going to be spread out for a longer amount of time than it will be in future years. How then do we work through the process together and make the best decisions for everyone? For instance, the Horizon fleet coach

cars: in 2016 there are 3.4 units used, and the same 3.4 units used on the route in 2020. The same amount of work is being done to Horizon coaches in both years with some inflation, but there are total fewer units used in the system in 2020. Thus, the 3.4 units used on the Horizon fleet in 2016 resulted in about 5% of the system units used, and in 2020 that jumps to about 20% of the units used. The corresponding cost for the same 3.4 units used jumps from approximately \$700,000 to approximately \$2,900,000. To start discussion, Jeremy Jewkes asked what is the process to plan this out, and how do we want to go about this in future planning efforts?

Ray Hessinger asked that since California uses the same number of Horizon coaches, does this assume the Horizon coaches the Midwest was using will become spares? Capital expenditures are flat, so you're still maintaining the same size fleet; however it's obvious that there would be a lot fewer of those cars moving around but with a higher spare ratio. Amtrak asked what happens to the Horizon fleet in terms of utilizing that equipment. It's possible that those cars could come out of the fleet and reduce those costs, as well.

Ray Hessinger asked how much of Horizon fleet does Amtrak pick up and use (increasing the total of units used), or does the fleet size shrink so you aren't maintaining the same number of Horizon coaches? The answer was one or the other. Shayne Gill asked who makes these sorts of decisions? Mario said Amtrak will figure it out since it has not done this before – the discussion is around what Amtrak wants to do with certain fleets. The 5-year plan would show a plan for this fleet. Up until recently, Amtrak was looking to obtain the bigger picture from states. It would need to see what that looks like to start building. Arun Rao asked does this provide a good-order magnitude of what's the worst-case scenario or is Amtrak saying it's unlikely to happen? Mario replied that he thinks it's both.

From the states' perspective, what Ray Hessinger is interested in is based on the 5-year plan that we now have, how does that change what equipment types are available? He thinks that a next step would be to take this and go back to the states, in order to present which cars don't have a home and see if anyone is interested. Jeremy Jewkes said that Year 5 of the forecast will always be fuzzier than Years 1 and 2. Maybe there is a better way to use the fleet. Ron Pate mentioned that as states begin to get equipment, they could be become available in years closer to 2020. Ray Hessinger included that a key part of the plan is helping the states maximize their revenue.

Brian Beeler asked how did all of the numbers change in one year? How did that process work? In response, Amtrak did not have an immediate response, and will look into changes from the previous CIP to the current tables.

Any additional questions could be compiled and sent to Darrell Smith and others for their response. Next year's minor update will hopefully include 5-year forecast as well as any changes based on subsequent reviews of that information. Jeremy Jewkes encouraged the subcommittee to review these documents before the 4/6 meeting.

7. Other issues/questions:

It was mentioned that the 2nd quarter user group meeting is not scheduled at this time. There were no other issues raised by the subcommittee members.

Next call – April 6, 2015 – 4:00PM Eastern

Adjourn –

With no further business to come before the subcommittee today, Jeremy Jewkes adjourned the call at 4:36 PM Eastern.

Next 514 conference call April 6, 2015

Decisions and Action Items

1. Jeremy Jewkes asks that states check to see if their numbers match on the routes from the 2016-2020 Units Used document.
2. Jeremy Jewkes encourages the subcommittee to review the documents provided before the meeting on 6 April.

ATTACHMENTS

Next Generation
Equipment Committee



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

SECTION 305/209 – 514 Subcommittee

Conference call
Call in number: 866 299-7945
Access code: 1601544
March 23, 2015
4:00pm, Eastern

AGENDA

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| 1. Welcome/Open | Jeremy Jewkes |
| 2. Roll Call | Bryan Hong |
| 3. Approval of the Minutes from the previous call | Jeremy Jewkes |
| 4. Action Item Review | Jeremy Jewkes |
| 5. Minor update with accompanying materials | All |
| o Preview of select Minor Update Tables: <i>Units Used</i> and <i>Cost Per Units Used for each State Route</i> | |
| o Example <i>FY16vFY20 Rt35 Sensitivity to UU</i> | |
| o Discussion | |