

SECTION 305/209 – NGENC – 514

Subcommittee

MINUTES

MAY 18, 2015

4:00PM EASTERN

CONFERENCE CALL

FACILITATOR	<i>Jeremy Jewkes, Subcommittee Co-Chair</i>
ATTENDEES	<i>AASHTO: Bryan Hong; Amtrak: Darrell Smith, Tom Butler, Mario Bergeron; FRA: Ashok Sundararajan; CTDOT: Marci Petterson; NNEPRA: Brian Beeler; NYSDOT: John Bell; ODOT: Jennifer Sellers; TXDOT: Quentin Huckaby; WSDOT: Ron Pate, Jeremy Jewkes; WisDOT: Arun Rao</i>
ABSENTEES	<i>Caltrans: Stan Hunter; CCJPA: David Kutrosky; NCDOT: Paul Worley</i>

DISCUSSION/DECISIONS

1. Welcome and Open Meeting:

Jeremy Jewkes began the meeting.

2. Roll Call – Bryan Hong:

Bryan Hong called the roll.

3. Approval of the Minutes from 05-04-15 – Jeremy Jewkes:

On a motion by Jennifer Sellers, and a second from John Bell, the minutes from the May 04, 2015 subcommittee conference call were approved without exception.

4. Overview of Updated Tables – Amtrak:

Tom Butler reported that in terms of Horizon cars and Amfleet cars, the focus is on the price relating to that equipment. Nothing has been done on component pricing for FY15. A number of components still need further examination as many overlap with each other. As such, there was no report for the subcommittee. Members will wait to hear another update based on the rest of the tables discussed during the last meeting.

5. Discuss Timing of Overhauls for SOGR Catch-up Work – All:

Ron shared about the upcoming FMCS meeting in June – Jeremy will be putting together an overview and what the outstanding needs are, in addition to other next steps and any associated obstacles. Agrees to look at economies of scale to have greater confidence. If states have anything to include, please send them to Ron and Jeremy. He is seeking to arrange a 30-minute call with a group of members (including Darrell, Ashok, and John) on May 28 to share this information and discuss next steps.

Two philosophies and budget effects. Depends where states are. Ron thinks those kinds of conversations are possible. Jeremy points out that there will be budgetary effects.

6. Start Discussion on Choices and Adjustments for FFY2017-2020 with the Introduction of State-owned Equipment – All:

A discussion is still needed for 2017-2020 forecasting. What should be done with the production or demand/who will use the equipment? Two rough proposals exist, also an idea for a user group meeting—focusing on F59 cars or local-specific items. Is this the direction the subcommittee wants to pursue (i.e. NPCUs, equipment types, etc.)? John thinks this is a good idea. Jeremy proposed asking AASHTO to survey the main uses for this type of equipment, and then scheduling a couple of calls for years 17 through 20 to explore what will happen to them. Darrell mentioned the majority of Amfleet is on the Northeast Corridor (Virginia and Pennsylvania are essentially extensions of the NEC). He will send out revised tables on the CIP when they are ready, which show the average cost per units used.

What is the interest out there for the out-years and when are we going to consolidate that process? Based on the updated forecast, what does this mean for the production of the overalls? Horizons are currently used only in state service. Amtrak's understanding was that most (but not all) will leave the Midwest and go to California, being replaced when the bilevels are finished. Tom was not sure a 1-1 match will take place. Arun Rao said the Hiawatha line is not receiving bilevel cars because there are not enough, only the locomotives.

Amfleet, Superliner, and P42 Diesel are predominantly in Amtrak service (either long-distance or NEC). NPCUs, F59s, Horizon fleet, Talgo, and Surfliners are all in state-service.

What is needed would include a list of what are the equipment types that are primarily state-supported services and identifying their potential users.

John Bell inquired how tough would it be for one state to use additional cars of a different fleet type, as opposed to those from a surrounding state? To what extent can we start mixing and matching equipment between Amfleet and Horizon? While not impossible, it would require looking at all the factors involved, including the day-to-day materials needed and the day to day maintenance. It would also be necessary to broadly look at what is in each corridor, the economies of scale, what approvals are needed, etc. It was confirmed that the appropriate way to engage Amtrak in these kinds of discussions is through this subcommittee.

Ron Pate wondered if a fleet plan is needed, explaining what is available, where the equipment is, how it is working, the current fleet status. It could be used to inform the capital plan as well as the states and other partners. Darrell says that is incorporated in the CIP by having the forecast out of units used for every service. Ron agreed and suggested it could be strengthened as an opportunity for the states and Amtrak to work together. Tom said in the past three to four weeks, Amtrak put together a small team to look at fleet strategy and fleet plan for a 1-10 year horizon. They have begun meeting and will be having further discussions. They have asked Darrell for information.

Jeremy thought the 5-year plan is reasonably definite, even though there is not a lot of flexibility. Extending the horizon will help build better forecasts instead of decisions that have already been made. Ashok wonders if the subcommittee can facilitate a follow-up survey through AASHTO focusing on confirming assumptions about how states want to proceed with their equipment needs. Darrell added going to other states and asking if they have any use for extra equipment in the future. Ron also wants to look at holiday train needs broadly across state services.

There was not a discussion about direct car needs that Amtrak responded to. The direction on the 10-year fleet plan is going by equipment type rather than the need for that type. Some states might have needs that do not tie directly to a certain kind of equipment. Is it worth it to track basic needs in the states? Darrell said Amtrak could take that information and go through and look at all the options available, which would give more flexibility. However, things are always changing each year—Amtrak has had to turn down requests. Jeremy brought up the idea of including an extra line next year that mentions locomotives and X cars or X capacity for the number of trains to capture the more fluid aspect. To ensure flexibility without making it too general that it is not useful.

Survey of what interest and needs exists for the trains that will be freed up in the upcoming years. Darrell thinks to go through AASHTO for formalizing the request for any additional demand because two of the four senior managers for state partnerships are new. Open question for equipment needed on the corridor that's not in the forecast. Once the information comes in, further discussions will be possible about what is helpful for state corridors. Darrell and Tom said that in terms of FY17, 18, and the out-years all the equipment they have is in the 5-year plan right now (including all Horizon and Amfleet.) Jeremy said they are looking at FY17 and beyond rather than FY16. He and Darrell will look at the process for finalizing the major updates for this year and figuring out a date.

7. Other Issues/Questions:

Jeremy proposed that the next scheduled meeting on June 01 be cancelled due to its proximity to a high travel period.

Next call – June 15, 2015 – 4:00PM Eastern

Adjourn –

With no further business to come before the subcommittee today, Jeremy Jewkes adjourned the call at 4:58 PM Eastern.

Next 514 conference call June 15, 2015

Decisions and Action Items

1. Tom Butler will continue investigating equipment cost numbers for Amfleet and Horizon cars related to the updated tables.
2. Jeremy Jewkes is fielding suggestions for the next meeting's agenda. Members should send any ideas to him.
3. Darrell Smith will send out revised tables on the CIP, which show the average cost per units used.
4. The subcommittee will go through AASHTO to formalize a request asking about any additional demand and coupling this with an open question checking if there is any equipment needed on a corridor that is not listed on the 5-year forecast. A follow-up item after receiving results will be figuring out if specific discussions are needed on how certain equipment will impact the future of their use and costs in state corridors.
5. Jeremy Jewkes and Darrell Smith will look at the process for finalizing the major updates for this year and figuring out a date.
6. Ron Pate is seeking to arrange a 30-minute call with a group of members (including Darrell, Ashok, and John) on May 28 to share information and next steps ahead of the FMCS meeting.

ATTACHMENTS

- Amtrak Draft Minor CIP Update, FY2016 - FY2020: Overhaul Project Production, Cost Funding Share per Year ([Draft_CIP_FY16-20_EQ_Overhaul_Prod+Costs_v2](#))
- FY2016 Forecast Amtrak Units Used for Amtrak Equipment Types Deployed in State Corridor Service ([FY2016_Summary_BL_UU](#))
- FY2017 Forecast Amtrak Units Used for Amtrak Equipment Types Deployed in State Corridor Service ([FY2017_Summary_BL_UU](#))
- FY2018 Forecast Amtrak Units Used for Amtrak Equipment Types Deployed in State Corridor Service ([FY2018_Summary_BL_UU](#))
- FY2019 Forecast Amtrak Units Used for Amtrak Equipment Types Deployed in State Corridor Service ([FY2019_Summary_BL_UU](#))
- FY2020 Forecast Amtrak Units Used for Amtrak Equipment Types Deployed in State Corridor Service ([FY2020_Summary_BL_UU](#))
- FY2016 CIP Equipment Overhaul Project Comparison Between Versions ([FY2016_CIP_Project_Comparisons_20150501](#))

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
May 18, 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/All |
| 4. Action Item Review | Jeremy Jewkes |
| 5. Overview of updated tables | Amtrak |
| 6. Discuss timing of overhauls for SOGR catch-up work | All |
| 7. Discuss choices and adjustments for FFY2017-2020 with the introduction of state-owned equipment | All |