

SECTION 305/209 – NGENC – 514 Subcommittee

MINUTES JULY 27, 2015 4:00PM EASTERN CONFERENCE CALL

FACILITATOR	<i>Jeremy Jewkes, Subcommittee Co-Chair</i>
ATTENDEES	<i>AASHTO: Bryan Hong; Amtrak: Mario Bergeron, Tom Butler, Darrell Smith; FRA: Ashok Sundararajan; Caltrans: Brian Tsukamoto; CCJPA: Tom Clark, Dean Shepherd; NNEPRA: Brian Beeler; NCDOT: Paul Worley; ODOT: Mike Jenkins; WSDOT: Jason Biggs, Jeremy Jewkes</i>
ABSENTEES	<i>CTDOT: Marci Petterson; NYSDOT: John Bell; TXDOT: Quentin Huckaby; WisDOT: Arun Rao</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 Item Status Review – Bryan Hong:	
<i>Action Items from 7/13</i>	
1.	<p>Darrell Smith will send Jeremy Jewkes or the subcommittee the unit-by-unit list of assigned location and scheduled overhaul dates by fiscal year document, which Tom Butler created. He will also send revised tables on the CIP.</p> <p>Darrell Smith sent the "Cabbage Car Schedule and Assignments" and "FY2016_CIP_Project_Comparisons_20150722.xlsx" documents to Jeremy Jewkes and AASHTO prior to today's call. AASHTO then forwarded the files to the subcommittee for review.</p>
2.	<p>Bryan Hong will provide an update on the Interest in Available Equipment survey.</p> <p>The deadline for responses using the survey link (https://vovici.com/wsb.dll/s/54c9g58740) has been extended until close of business tomorrow, Tuesday, July 28th. By the start of today's conference call, thirteen state responses were collected: California (Caltrans and CCJPA), Indiana, Maine/NNEPRA, Minnesota, Missouri, Montana, New York, North Carolina, Oklahoma, Texas, Utah, Washington state, and Wisconsin.</p>
3.	<p>Ashok Sundararajan will send two attachments (Train Equipment Availability and Train Equipment Maintenance) to AASHTO, Jeremy Jewkes, and Darrell Smith. AASHTO will then send these to the subcommittee.</p> <p>AASHTO received the documents after the subcommittee call on Monday, July 13th and sent them to the rest of the group for review on Wednesday, July 15th.</p> <p>Jeremy Jewkes observed that this is a performance standard that be checked to make sure in-service performance is the goal. This gives a standard starting point for equipment and to make sure the work is being done. He asked what kind of gap exists and is it covered by other provisions. What should happen and can it be done before the end of the federal fiscal year (October)? The group resolved to think on it and return to the issue later as part of a follow-up discussion.</p>
4.	Tom Butler agreed to provide tables showing a side-by-side numbers comparison and adjusted schedule on NPCU WBS for the next meeting.

Tom Butler said Amtrak's current schedule shows 5 NPCUs for FY16 and 5 NPCUs for FY17, which puts them in line with the CIP. Since then these numbers were looked at over a hypothetical, extended period of time. If they did 3 NPCUs in FY16, 3 in FY17, and 4 in FY18, they would take the Downeaster units and spread the costs out from FY16 through FY18. Two fewer units would equal \$1.6 million less in total costs for NPCUs for FY16. Yet, if this methodology were applied to one unit per year for the NPCUs assigned to Maine, efficiency issues can become a concern as a result of taking a few months to do one unit and then stopping for multiple months before resuming. This analysis has not started.

Jeremy Jewkes pointed out that states want to know more about what the impact will be of splitting the corridors split, along with the options for spreading the work out over time. Mike Jenkins sought to confirm with the group that Oregon's NPCUs were overhauled. Tom answered that he could double check, though in his understanding they were not overhauled since Oregon took ownership of them.

Jeremy mentioned a difference in the estimate based on the condition of the NPCUs from the first set of numbers to this year's forecast. Darrell looked at the numbers of FY16 and said the original assumption of 3 units (\$1.7 million) went up to 7 and then back down to 5 (\$3.935 million) in this latest version. The credit states received was based off of the total net present value of all the work combined. Jeremy also mentioned the average cost per unit increase from about \$600,000 per unit to around \$800,000 per unit for FY16, which was confirmed by Tom. Jeremy asked Ashok Sundararajan if this changes anything related to the credit states received if there was more work than anticipated, to which he was not sure. It was confirmed through the CIP (pg. 89) that the one-time credit was established with federal funds to bring equipment into a state of good repair.

Darrell Smith recalled that the credit was established as a three-way agreement between the parties, and that the decision would be made at a different level within Amtrak if the credit was revisited. Understanding that there was no further progress to be made on the issue, Jeremy suggested that the group revisit this discussion at a later date.

4. Approval of the Minutes from 07-13-15 – Jeremy Jewkes/All:

On a motion by Brian Beeler, and a second from Paul Worley, the minutes from the July 13th, 2015 subcommittee conference call were approved as amended and without exception.

5. Status on Updated Forecast – Jeremy Jewkes/Darrell Smith:

In addition to the conversation from the Action Items Status Review, the committee referred to the "Cabbage Car Schedule and Assignments" and "FY2016_CIP_Project_Comparisons_20150722.xlsx" spreadsheets from Darrell Smith.

- a. Baseline: This is based off of Brian Beeler and Jeremy Jewkes' initial draft and the work comparing the FY16-FY20 CIP to the FY14-FY18 CIP, just looking at FY16 data. Darrell said he added an updated "Draft 2" section and then explained the last row in the table to the group. The program is \$8 million higher than it was as envisioned in the FY14 CIP's forecast for the new fiscal year. The states' share of this is \$3.6 million higher. Many small shifts add up to higher numbers going into the new year. This summary is a preview of the information that will be distributed.
- b. Split NPCUs: This will be presented as a separate item.
- c. Split NPCUs with Extended Overhaul Schedule: This will be presented as a separate item.

Items 5B and 5C will be run once those other numbers come back with the various conditions across the different corridors.

Darrell said that a full set of corridor-specific tables will be ready soon. (A five year outlook from 2016-2020 compared to the one-year perspective in this call's document.) In the out years, unless Amtrak receives a large response from states, he will create a "To Be Determined" state route without a funding source, and place all those units there that've been freed up by state acquisition.

6. Priorities Review – All:

Jeremy Jewkes proposed this discussion item be skipped. He summarized that a plan exists for dealing with everything. Feedback is needed from others if they encounter obstacles. At this point the goal is to develop what already exists and see where things currently stand. He said he and Darrell Smith have a scheduled working session during the next month. If any states have anything that needs to be included, please send them to Jeremy (e.g. legal or financial issues, etc.).

7. Other Issues
Jeremy Jewkes commented that most of the survey answers are in the system. He will follow up with those expressing interest in the audit as there is not a lot of solid interest. The demand will be an open question for the time being. He will also work with Bryan Hong to clean up the findings and send out a short summary with this meeting's minutes.
Next call – August 10, 2015 – 4:00PM Eastern
Adjourn – With no further business to come before the subcommittee today, Jeremy Jewkes adjourned the call at 4:48 PM Eastern.
Next 514 conference call August 10, 2015

Decisions and Action Items
1. Darrell Smith will continue working on a full set of corridor-specific tables for the Updated Forecast, which will be ready soon.
2. States will answer the Interest in Available Equipment survey by Tuesday, July 28th.
3. Tom Butler will check for Mike Jenkins to see if Oregon's NPCUs were ever overhauled.
4. States will send Jeremy Jewkes any input or issues they have for consideration in the working session on the Priorities Review.
5. Jeremy Jewkes will follow up with states who indicated an interest in the audit from the Interest in Available Equipment survey. He will also work with Bryan Hong to clean up the findings and send out a short summary with this meeting's minutes.

ATTACHMENTS

- Cabbage Car Schedule and Assignments.xlsx
- FY2016_CIP_Project_Comparisons_20150722.xlsx



SECTION 305/209 – 514 Subcommittee

Conference call
Call in number: 1 (888) 585-9008
Access code: 423-006-359
July 27, 2015
4:00pm, Eastern

AGENDA

1. Welcome/Open

Jeremy Jewkes

- | | |
|--|-----------------------------|
| 2. Roll Call | Bryan Hong |
| 3. Action Item Status Review | Bryan Hong |
| 4. Approval of the Minutes from Previous Meeting | Jeremy Jewkes/All |
| 5. Status on Updated Forecasts | Jeremy Jewkes/Darrell Smith |
| a. Baseline | |
| b. Split NPCUs | |
| c. Split NPCUs with Extended Overhaul Schedule | |
| 6. Priorities Review | Jeremy Jewkes |
| 7. Other Issues | All |

Decisions and Action Items 7/13	
1.	Darrell Smith will send Jeremy Jewkes or the subcommittee the unit-by-unit list of assigned location and scheduled overhaul dates by fiscal year document, which Tom Butler created. He will also send revised tables on the CIP.
2.	States will answer the Interest in Available Equipment survey by Thursday, July 23rd.
3.	Ashok Sundararajan will send two attachments (Train Equipment Availability and Train Equipment Maintenance) to AASHTO, Jeremy Jewkes, and Darrell Smith. AASHTO will then send these to the subcommittee.
4.	Tom Butler agreed to provide tables showing a side-by-side numbers comparison and adjusted schedule on NPCU WBS for the next meeting.

Next Call: August 10, 2015