

SECTION 305/209 – NGENC – 514 Subcommittee

MINUTES AUGUST 10, 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; NNEPRA: Brian Beeler; NCDOT: Allan Paul; NYSDOT: John Bell; ODOT: Mike Jenkins; WSDOT: Jeremy Jewkes; WisDOT: Arun Rao</i>
ABSENTEES	<i>Caltrans: Brian Tsukamoto; CCJPA: David Kutrosky; CTDOT: Marci Petterson; 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 Item Status Review – Bryan Hong:	<i>Action Items from 7/27</i>
1.	Darrell Smith will continue working on a full set of corridor-specific tables for the Updated Forecast, which will be ready soon. Darrell Smith reported that the tables are finished and have been distributed to the subcommittee. They will be discussed during today's conference call.
2.	States will answer the Interest in Available Equipment survey by Tuesday, July 28th. This item is scheduled for discussion in today's conference call.
3.	Tom Butler will check for Mike Jenkins to see if Oregon's NPCUs were ever overhauled. Tom looked going back to 2001 and didn't see any of the OR units overhauled since then. Since they were converted from the F40's, they weren't overhauled. Mike Jenkins mentioned he reached out to Kurt Laird who is on vacation until August 18 for a definitive answer.
4.	States will send Jeremy Jewkes any input or issues they have for consideration in the working session on the Priorities Review. Jeremy reached out to a couple of states about what the interest is and found various levels of satisfaction, interest, and engagement. He hopes to share findings soon, but the survey responses discussion can include this item.
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. A synopsis of the survey results was sent by AASHTO to the subcommittee prior to the meeting. Further discussion of this item will occur during today's conference call.
4. Approval of the Minutes from 07-27-15 – Jeremy Jewkes/All:	On a motion by Arun Rao, and a second from Mike Jenkins, the minutes from the July 27 th , 2015 subcommittee conference call were approved as amended and without exception.

5. Discussion of State Survey Responses – Jeremy Jewkes and Bryan Hong:

Bryan Hong provided a general walkthrough of the survey synopsis document that AASHTO sent to the subcommittee. There was a mistake in the summary of the second question, which will be corrected. After Ashok Sundararajan inquired about the background for each question, it was determined that AASHTO will include the contextual language from the accompanying letter into the synopsis. AASHTO will then distribute the updated version to the subcommittee.

A few states misinterpreted the first question, however Jeremy generally thought the subcommittee received the responses that were needed. Darrell Smith said in terms of the process, there were not many details for the first minor CIP update—what comes from Amtrak in March was a starting point. He was encouraged to see a majority of states agreeing to see the process involve and include more give-and-take. The goal is to capture a process that satisfies all but is also mindful of the timeline.

John Bell thought the responses were satisfactory in terms of the number and geographic range of states. Jeremy agreed and noted a response from Utah was encouraging considering it does not have direct state-sponsored services. Jeremy said some follow-up will take place regarding states interested in the audit. There will likely be a coordination meeting in the future after some additional conversations.

6. Updated Minor Update Tables – Jeremy Jewkes:

Darrell Smith sent the tables to AASHTO on Friday, August 7th, which were then sent to the subcommittee. In terms of volume, the net change dropped due to removal of the G&A and other refinement factors.

Darrell provided a walkthrough to the subcommittee of the files. He updated the original table previously created by others. He emphasized these numbers are as strong as the information provided by the states.

- **“FY2016_CIP_Project_Comparisons_20150807.xlsx”** shows where FY16 looks by overhaul program from the FY14 to FY18 CIP. The middle set of columns (F through H) show where things were after “Draft 1” (what was sent in March 2015). Columns I through K give the same information, but it is updated as of August 7th. Columns L through N give the comparison between the numbers in the adopted CIP of FY14 versus where things are today in the latest CIP draft for August 7th. Negative numbers are unfavorable to the states (more expensive than what it was before). When the overall program cost is down, the state share is down and vice versa. Some changes in Midwest states/routes were accounted for in the tables.
- **“FY2016_CIP_Route-State_Comparisons_20150807.xlsx”** shows purple columns with information from the 2014 CIP FY16 with the number per route, along with the equipment capital use charge estimates from Draft 1. In blue is what was just updated. The grey cells are the comparison between Draft 1 and the August updates. The far-right purple cells compare the August draft to the FY14 CIP for FY16. The difference in the states’ share is around \$2.2 million. Amtrak’s difference (column M) is \$5.8 million, only for equipment shared between services.
- The **“CIP_16_Summary_BL_UU_FY20--_20150807.pdf”** set of five files gives the share of units used by business lines. The “Released for Distribution” column is a new addition, showing the number of units used that are being freed up of the Amtrak equipment type by a new state equipment type. This ties into the first question asked by the state input survey.
- The **“CIP_16_State_RxR_FY20--_20150807.pdf”** set of five files gives the details for the equipment capital use charge for every state route by the equipment it uses. The last page of “CIP_16_State_RxR_FY2020_20150807.pdf” is labelled “APT_RT_TB” for Undetermined. The 110 units used being freed up in 2020 represents \$18.6 million in equipment capital value. This fleet requires some other action to store, redeploy, or scale-down. This is the quantified amount that is at risk if the group does not work together and do anything different.

Jeremy mentioned several options available to the subcommittee for discussion and feedback. If enough need exists on a specific issue, work can begin on another major update next year instead of waiting another two years. Second, the one or two unresolved issues (specifically, what to do with the equipment that has not been dedicated) can be discussed with Amtrak or engaging the states. This can be tied to the user group meetings based on equipment type to look at the status of each fleet. These options will need evaluation. The deadline for when these decisions have to be made varies by equipment type.

7. FFY2015 Q3 User Group Meeting – Jeremy Jewkes:

Jeremy mentioned that states will be looking for a meeting invite for the Q3 reconciliation.

8. Draft 2016-2020 CIP – Jeremy Jewkes:

Jeremy Jewkes and Darrell Smith have an upcoming meeting to finalize the draft of the CIP and send a draft to the states for feedback. Jeremy emphasized that we have reached a point in the year where there is not room to add new issues to the list. The remaining work is focused on finishing what was started and memorializing the decisions that have been made.

9. Other Issues

There were no additional issues raised by the subcommittee.

Next call – August 24, 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 August 24, 2015

Decisions and Action Items

1. Bryan Hong will update the 514 Survey Synopsis document to include the original background text for each question, and distribute it to the subcommittee.

ATTACHMENTS

1. 514 State Survey Synopsis_2015-08-07.pdf

The documents below with their associated descriptions from Darrell Smith were sent to the subcommittee on Friday, August 7th, 2015.

2. CIP_16_State_RxR_FY20--_20150807.pdf

There are five of these files, one for each of the five forecast years of the CIP. Each is a detailed list of the units used and equipment capital share for each state supported routes. If a route is not shown, such as the Piedmont, it is because Amtrak does not have any rolling stock deployed on it. For the out years, you'll also notice there is an additional route, Undetermined, which provides a list of the units used that are displaced by state-provided equipment and the corresponding share of equipment capital related to those units if they are retained in active service.

CIP_16_State_RxR_FY2016_20150807.pdf

CIP_16_State_RxR_FY2017_20150807.pdf

CIP_16_State_RxR_FY2018_20150807.pdf

CIP_16_State_RxR_FY2019_20150807.pdf

CIP_16_State_RxR_FY2020_20150807.pdf

3. CIP_16_Summary_BL_UU_FY--_20150807.pdf

There are five of these files, one for each of the five forecast years of the CIP. Each is a detailed list of the units used by Amtrak business line. There is now a fourth listing, Released for Redistribution, showing the shift of those units from active state service when they are displaced by state-provided rolling stock.

CIP_16_Summary_BL_UU_FY2016_20150807.pdf

CIP_16_Summary_BL_UU_FY2017_20150807.pdf

CIP_16_Summary_BL_UU_FY2018_20150807.pdf

CIP_16_Summary_BL_UU_FY2019_20150807.pdf

CIP_16_Summary_BL_UU_FY2020_20150807.pdf

4. Draft_CIP_FY16-20_EQ_Overhaul_Prod+Costs_20150807.pdf

This single file contains the tables that of the CIP's Section 3, Capital Investment Program per Amtrak Fleet Type, providing the number of units planned for overhaul each year, the total capital cost, state share, and Amtrak general capital share.

5. FY2016_CIP_Project_Comparisons_20150807.xlsx

This is similar to what the 514 Subcommittee reviewed previously comparing versions of the CIP by overhaul program for FY2016, just updated with the latest draft figures.

6. FY2016_CIP_Route-State_Comparisons_20150807.xlsx

The second file a similar approach, but views the FY2016 state capital charges by route, rather than equipment overhaul program.



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: 1 (888) 585-9008

Access code: 423-006-359

August 10, 2015

4:00pm, Eastern

AGENDA

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| 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. Discussion of State Survey Responses | Jeremy Jewkes |
| 6. Updated Minor Update Tables | Jeremy Jewkes |
| 7. FFY2015 Q3 User Group Meeting | Jeremy Jewkes |
| 8. Draft 2016-2020 CIP | Jeremy Jewkes |
| 9. Other Issues | All |

Next Call: August 24, 2015