

SECTION 305/209 – NGENC – 514

Subcommittee

MINUTES

SEPTEMBER 14,
2015

4:00PM EASTERN

CONFERENCE CALL

FACILITATOR	<i>Jeremy Jewkes, Subcommittee Co-Chair</i>
ATTENDEES	<i>AASHTO: Bryan Hong; Amtrak: Darrell Smith, Mario Bergeron, Tom Butler; FRA: Ashok Sundararajan; Caltrans: Brian Tsukamoto; NNEPRA: Brian Beeler, Patricia Quinn; NCDOT: Allan Paul, Paul Worley; NYSDOT: John Bell, Ray Hessinger; ODOT: Mike Jenkins; WSDOT: Ron Pate, Jeremy Jewkes, Jason Biggs, Brent Thompson; WisDOT: Arun Rao</i>
ABSENTEES	<i>CTDOT: Marci Petterson; CCJPA: David Kutrowsky; 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. Approval of the Minutes from 08-31-15 – Jeremy Jewkes/All:

Due to the amount of material for discussion during the day's call, the minutes from the August 31st, 2015 subcommittee conference call will be approved at the start of the next meeting.

4. Action Item Status Review – Bryan Hong:

Action Items from 8/31

1. Bryan Hong will set up a 30-45 minute call towards the end of the week for the interested states regarding the audit structure and establishing the actual volunteers who are ready to move forward. He will send a Doodle poll to the states.

Bryan Hong reported that the first audit call with the states was held on September 3rd. Jeremy Jewkes added that the second call will likely occur on September 16th but plans are still being finalized.

5. Amtrak Material Overview and Draft CIP – All:

Darrell Smith gave an overview of the full, updated CIP text and other materials, which were distributed prior to the meeting. All the tables are up-to-date, with only one requiring a follow-up correction (Page 31: the NPCU at 40 baggage cars is not correct. The SOGR is 9 and non-SOGR will go down from 10). These tables show the number of active units, the SOGR units, non-SOGR units, stored units, total units owned, etc. After he discussed with Jeremy, some information from California was not incorporated because substantial changes to the rest of the content would have been necessary. In each section there are a set of tables. Page 24 for example has units used, active units, SOGR units, non-SOGR units, etc. with a discussion of each overall program. Page 25 contains a table that is consistent with every overhaul type. Page 18 provides the units used by business line by year, included the "Released for Redistribution" route previously discussed in earlier calls.

Darrell then mentioned the "Rx-X-Rt_Cost_per_UU_05" PDF file which shows the overhaul types, equipment types, total capital for overhaul by year, the locomotive type, the average daily units used that were planned, the percent of units used across the system, and the forecasted equipment capital use charge. These are grouped by route instead of by years for better readability. This will be a new appendix section for state routes after a request from the previous year. The very last route shows how much equipment capital charge would be used if Amtrak did nothing different.

Patricia Quinn asked if the numbers for FY16 were the same as the contract estimates states received. Darrell

answered they are not because they were updated as part of the iterative process. For states that are not on this committee, Amtrak has continued to update state partnership groups as needed.

Darrell also highlighted several changes made to the text. There is a new definitions section which also outlines roles and responsibilities, an expanded CIP update section (which explains the different iterations necessary in the process— 7/1 and 7/15 are emphasized), and a new contingency section to help states build budgets on page 61. This was meant to convey that numbers are less reliable with further and further projections. On pages 63 and 64 the SOGR credit that was issued as part of the 5/15/14 framework agreement is illustrated. Amtrak also updated the tracking spreadsheet Jeremy created for the group.

Ron Pate recognized that in out-years there will be little state usage of Amtrak equipment. Therefore the better the plan, the better shape the group will be in for the future. He and John Bell found it to be a more readable draft. Darrell then reviewed the two spreadsheets sent to the subcommittee. The first, "FY2016_CIP_Project_Comparisons_20150910," looks at a view of project comparisons for FY16 and the other, "FY2016_CIP_Route-State_Comparisons_20150910," examines them by route for FY16. He said what Amtrak is submitting for final acceptance through the CIP is located in the last set of columns.

For the former, the collective work has brought the total program down from a state share, from \$81.3 million to \$66.965 million, which is below the FY16 number in the original CIP. The only two states adversely impacted from this update are Connecticut and Massachusetts for the Springfield line, and Pennsylvania for the Keystone service. All others should see reductions in what Amtrak provided. Tom Butler also mentioned that of the five F59s that were scheduled for work in FY16, two were moved to FY17.

Jeremy informed states there will be time to provide comments and more questions during the next meeting.

6. SAIPRC Update – All:

Jeremy mentioned some policy and organizational questions were brought up during the committee's meeting, which will be addressed and worked on leading up to the next gathering in October.

Jason Biggs mentioned he, Jeremy, Darrell, Mario Bergeron, and Ron will meet to put a process on paper which will be distributed to the subcommittee.

7. States' Audit Update – All:

Jeremy said that states will provide a proposal to Amtrak once they determine what is reasonable based on their information and resources. Amtrak is comfortable that they have a system in place where their equipment can be audited.

8. Other Issues

Mario recognized the work done by all who are participants in the 514 calls as well as in drafting the CIP.

Next call – September 21, 2015 – 4:00PM Eastern

Adjourn –

With no further business to come before the subcommittee today, Jeremy Jewkes adjourned the call at 4:52 PM Eastern.

Next 514 conference call September 21, 2015

Decisions and Action Items

1. The subcommittee will approve the 08-31-15 and 09-14-15 minutes during the next call.

ATTACHMENTS

- Amtrak-State_EQ_CAPEX_CIP_2015_draft_20150910.pdf
- Rx-X-Rt_Cost_per_UU_05.pdf

- FY2016_CIP_Project_Comparisons_20150910.xlsx
- FY2016_CIP_Route-State_Comparisons_20150910.xlsx



SECTION 305/209 – 514 Subcommittee

Conference call
Call in number: 1 (888) 585-9008
Access code: 423-006-359
September 14, 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 Previous Meeting | Jeremy Jewkes/All |
| 4. Action Item Status Review | Bryan Hong |
| 5. Amtrak Material Overview and Draft CIP | All |
| 6. SAIPRC Update | All |
| 7. States' Audit Update | All |
| 8. Other Issues | All |
| a. Reminder about next 514 Conference Call | |

Next Call: September 21, 2015