

SECTION 305/209 – NGENC – 514 Subcommittee

MINUTES APRIL 11, 2016 4:00PM EASTERN CONFERENCE CALL

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| FACILITATOR | <i>Jeremy Jewkes, WSDOT</i> |
| ATTENDEES | <i>AASHTO: Bryan Hong; Amtrak: Darrell Smith, Tim Ziethen; FRA: Lynn Everett; CCJPA: Tom Clark; CTDOT: Marci Petterson; MDOT: Jeff Martin; NCDOT: Allan Paul, Jonathan Dees; NNEPRA: Brian Beeler; NYSDOT: John Bell; ODOT: Jennifer Sellers, Mike Jenkins; WSDOT: Jason Biggs; WisDOT: Arun Rao</i> |
| ABSENTEES | <i>Caltrans: John Pagano; TXDOT: Gil Wilson</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 3-14-16 – Jeremy Jewkes/All:

On a motion by Tom Clark, and a second from John Bell, the minutes from the March 14, 2016 meeting were approved as amended and without exception.

4. Action Item Status Review – Bryan Hong:

Action Items from 3/14

1. Bryan will confirm Connecticut's Voting member with Marci Petterson.

Bryan and Jeremy Jewkes confirmed with Marci Petterson that she was the voting member for Connecticut, and that she would inform them if anything changed.

2. Amtrak will have documents ready for distribution to the Subcommittee by March 31st, 2016.

Darrell Smith clarified for the record that Amtrak met this deadline prior to their distribution to members.

5. Forecast Presentation – Darrell Smith:

Darrell began by explaining how this connects to the survey that was brought to members. The information in those responses went to 1) developing the CIP and 2) being part of your operating procedures. For the capital side, Amtrak did not include any extra units used for special services as they are not part of the forecast. The estimates states receive will be the operating costs as well as the estimate for capital use charges for that equipment.

Jason Biggs mentioned that Superliner cars were used for Thanksgiving last year and Amtrak submitted estimates to Washington state. He asked for clarification on "capital equipment use" which was not part of last year's estimate because it was part of the reconciliation for the overall fleet. Will states receive something separate back this year when they request passenger rail equipment for that special service? Darrell answered yes considering that request came from Washington state for last year. Jeremy followed up and asked about reconciliation and how an estimate would compare to what was used. Whatever the delta value was used was same throughout the rest of the tables.

Next, Darrell explained the "FY2017_CIP_project_comparisons_20160325" file. Here he replicated part of the process that was used last year coming out of the work Ashok did to show comparisons between versions of FY16 programs. This year so far, Amtrak has held to its number of units overhauled and capital total program capital costs to what is in the accepted FY16 CIP. Jeremy asked are there any planned changes to that number of units for the work being done for that year. Darrell said the plan is that Amtrak will come back to the States with two items as it goes through the

next User Group meeting anticipated for May 2016: getting through the rest of the year's numbers with an assessment from its Mechanical division on any production changes, as well as any details about trends happening. Last year, Amtrak assumed that a lot of equipment was going to come from the States to displace the Horizons fleet. This year none of that is planned in the CIP Horizon for the Midwest. Mechanical will then go back and with this new information determine if there is anything that needs to be done differently to ensure those cars will still be running five years in the future. Jeremy noted that timing becomes constrained with the schedule in July. Will there be additional meetings to look at this iterative piece with Mechanical's recommendations beyond the User Group in May? Darrell answered yes, this would be the group to consider those. Brian Beeler asked if the states' share increasing is due to a change in the units used. Darrell said it depends where you are looking in the document. He also pointed out that was one, small change in the Horizon where the difference was \$12.

Next, the group looked at "state_estimate_comparison_EQ_CAPEX_FY2017_FY16vs17CIP_20160325." This shows the differences by state route, in the same format as last year. There is more to be done to break out the state splits, but that improvement is a long-term goal.

Darrell then discussed the "CIP_Units_Used_Sum_by_Type" document. This included individual fleet types and their car types, along with total units used, total active units, state of good repair units, etc. These numbers are updated through January 1, 2016. Brian asked about the different titles for the NPCUs (with baggage, no baggage, Oregon), and if that means the Oregon cars are being pulled out. Darrell replied that Oregon is now out as Amtrak does not have capital going to that state's units, therefore those units used are not reflective of what goes between the CBBC and CBBN types. This is because Oregon, not Amtrak, owns these units. Jason asked if the table could be impacted by how those negotiations progress, to which Darrell said no, what will change is the content going into the final CIP.

The group then looked at "Cost_per_UU_05" which shows the FY17 version of the table in your operating estimates. The big table shows every route taken for the past five years. Jeremy asked how much of the new locomotive/cab cars were included in state forecasts for 2017. Darrell referred the group to the end (pg. 49-50) under "Route Undetermined," which was handled the same way as last year. He shared that a 10-year, internal fleet plan will be finished with the next CIP is released. When it comes to reconciliation, where do the 7.5 units used for this year go since they will not actually be used? At that point, Amtrak did not have an answer, but Darrell assumed they would be absorbed back into the fleet. Jeremy said this will remain an important question for future discussion.

Next Darrell discussed "Summary_BL_UU," which is the same as what is in the current CIP, only revised. Brian said he looked back at previous years and asked if this was in the last two years, to which Darrell answered yes. Jason asked for further clarification on the mentioned requests for additional services. Darrell explained there are a number of service outcome agreements for additional frequencies and other scenarios, some of which involve Amtrak equipment. Amtrak does not have all of these things catalogued as it is not aware of all the moving pieces, for instance in the Midwest. He mentioned how he is unsure if there are other services that are anticipated, and if so in this area, now that the bi-level cars are not in the CIP, if there are other frequencies what equipment is being planned for use in those additional fleets. Jason mentioned that SAIPRC is a place where this issue could emerge again. They will make a recommendation to David Kutrosky to consider this as part of the next agenda for that group.

Lastly the group looked at "Units_Used_by_Yr_By_Route_02d." This is the update to another table in the current CIP. Brian confirmed that the only changes were what is listed in the State Share column, which should match the other worksheet due to units used percentage changes. Darrell recommended that all states go through their individual routes over the five years and double check the figures in there is your units used against your fleet and service plans.

6. Q&A Session on Amtrak Forecast and Next Steps – All/Darrell Smith:

Jeremy mentioned that going forward, the next step is that states would provide feedback to Amtrak by May 15th. On July 1st the revised draft will go back to the states, and several meetings might be scheduled as needed prior. By July 15th the Subcommittee will be working to reach a consensus on the minor update for the next five years.

Jeremy also gave an update on the policy issues memo to SAIPRC. The executive committee has begun discussing the document. Some states have been identified as potential candidates. A task force for policy issues is an idea its considering. One of the first issues under consideration will be state of good repair credits, which FRA is exploring. Lynn Everett confirmed she is the point of contact for Subcommittee members regarding these matters.

7. Other Issues

There were no other issues brought up for discussion.

Adjourn –

With no further business to come before the subcommittee today, Jeremy Jewkes adjourned the call at 4:55 PM Eastern.

Next 514 conference call May 09, 2016– 4:00PM Eastern

Decisions and Action Items

1. Jason Biggs and Jeremy Jewkes will recommend to SAIPRC to discuss on its next agenda the service outcome agreements that do not involve Amtrak equipment and what those equipment needs are.
2. All states will review their individual routes over the five years and double check the figures in there is your units used against your fleet and service plans.

Attachments

Attached are several documents that are primarily the draft tables that will eventually end up in the FY2017-FY2021 Minor Update of the Capital Investment Plan for Amtrak Equipment Deployed in State Corridor Service. The first two Excel spreadsheets compare this draft update for FY2017 to what we published for FY2017 in the FY2016-FY2020 CIP Update. The first Excel spreadsheet compares the FY2017 equipment capital by equipment project. The second Excel spreadsheet compares the FY2017 equipment capital use charges by state corridor.

- FY2017_CIP_Project_Comparison_20160325.xlsx
- state_estimate_comparison_EQ_CAPEX_FY2017_FY16vs17CIP_20160325.xlsx

The four PDF files are the draft tables that will eventually end up in the CIP document. The first, CIP_Units_Used_Sum_by_Type, provides the number of units in the Amtrak fleet, those in active service, and number in state of good repair for fleet types that are used in state corridor service (note that some specific car types are not regularly scheduled to operate in state service, but are included as they are part of the overall fleet type).

- CIP_Units_Used_Sum_by_Type.pdf

The second, Cost_per_UU_05, are the tables by state supported route by fiscal year, FY2017-FY2021, of the draft units used and associated equipment capital use charges. The FY2017 tables will also be provided to the state funding partners in their individual FY2017 PRIIA 209 State Corridor forecasts.

- Cost_per_UU_05.pdf

The third, Summary_BL_UU, provides the draft forecast units used by equipment type by Amtrak business line for FY2017. We can provide additional tables for FY2018-FY2021 whenever the subcommittee is ready for them.

- Summary_BL_UU.pdf

The last PDF file, Units_Used_by_Yr_By_Route_02d, provides the draft planned capital investments by overhaul program for FY2017 through FY2021, and the total funding share from states and Amtrak general capital.

- Units_Used_by_Yr_By_Route_02d.pdf

As we discussed at our last meeting, at this point Amtrak has maintained its total planned equipment overhaul program amounts for FY2017 from the accepted FY2016-FY2020 CIP. Therefore the variability now provided is due to the forecast shifts in units used. As we work through the development of the minor update of the CIP, Amtrak will be refining these figures and presenting to the states updates in scopes of work and potential investment levels based on our Mechanical Department's progress and the on-going Amtrak-State User Group discussions. Also as we did last year, we have added a category of use for "To Be Determined / Released for Redistribution" in order to quantify the impact of Amtrak-owned equipment planned to be displaced by new state-owned equipment.



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

SECTION 305/209 – 514 Subcommittee

**Conference call
April 11, 2016
4:00pm, Eastern**

AGENDA

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| 1. Welcome/Open | Jeremy Jewkes |
| 2. Roll Call | Bryan Hong |
| 3. Approval of the Minutes from 3-14-15 | Jeremy Jewkes/All |
| 4. Action Item Status Review | Bryan Hong |
| 5. Forecast Presentation | Darrell Smith |
| 6. Q&A Session on Amtrak Forecast and Next Steps | All |
| 7. Other Issues | All |
| 8. Adjourn | Jeremy Jewkes |

**Next 514 Conference Call
May 09, 2016**