

Finance & Administrative Sub-Committee & Treasurer's Report

NGEC Annual Meeting
Washington, DC
February 19, 2016



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

NGEC Future Activities

- Reviewed 3 Potential Funding Sources for the NGENC
 - Equipment Specification Use Fee
 - Membership Fee
 - Federal Grant



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NGEC Future Activities

- Equipment Specification Use Fee
 - Looked at the anticipated equipment needed in the future for replacement and expansion.
 - Identify how that can be collected by charging for the use of a specification.



NGEC Future Activities

- Resulted in three recommendations to the NGENC.
- The NGENC accepted these three on Dec. 7, 2015.



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Future Funding Recommendations

1. Consider a Specification Use Fee as a supplement to funding provided through a continuing federal grant and/or a PRIIA 209 support fee. Narrow the scope of a Specification Use Fee to the following two components:
 - a. Parts Suppliers, being the primary requestors of the specifications, charged a nominal fee to be recommended by the FASC by March 31, 2016.
 - b. Non-NGEC Members using a full specification for purchasing rolling stock charged a significant fee, on the order of \$250,000 per equipment-type specification, mechanics of which are to be recommended by the FASC by March 31, 2016.



Future Funding Recommendations

2. Direct the FASC's Legislative Outreach Task Force to present a complete Congressional Outreach Implementation Plan by March 31, 2016, including draft educational materials for consideration for AASHTO's production, and specific next steps for members to request continuing NGEC funds.



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Future Funding Recommendations

3. Present the concept of a new annual PRIIA 209 support fee to the State Amtrak Intercity Passenger Rail Committee (SAIPRC) to determine the level of interest of the Amtrak state funding agencies. If SAIPRC expresses an interest, then the NGEC will direct either the FASC or a new task force to coordinate with SAIPRC a recommended methodology.

Also continuing to consider other options.



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Legislative Outreach Task Force

- Meeting with Governmental Affairs staff from state DOTs, and Amtrak.
- Discussion was about funding NGEC after 9-2017 and how to share information with Congress
- Decided to make a new informational one pager to use to share NGEC mission and associated results.
- New two pager.



DRAFT

2-pager, page 1



NGEC Delivers Results

The Passenger Rail Investment and Improvement Act of 2008 directed Amtrak, states, FRA and industry to establish the Next Generation Corridor Equipment Pool Committee (NGEC) to standardize and streamline the process for designing and obtaining next-generation passenger rail equipment purchased with federal funding.

As the national leader in standardization, acquisition, financing and management of passenger rail equipment, the NGEC is delivering results.

NGEC Members



NGEC TIMELINE

- January 2010
NGEC Formed
- July 21, 2015
Equipment spec approvals: Bi-level cars
- Nov. 13, 2012
Single level cars
- July 10, 2012
Locomotive
- August 2, 2011
Trainsets
- Sept. 4, 2012
DMUs
- Dual Mode Locomotive - ?

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RESULTS Standardize design and production of passenger rail equipment.

PRR 305 Mandate created six specifications for Next Generation equipment worth \$2 million each:

- Single Level Car
- BI-level Car
- Single Level Train Sets
- Diesel-Electric Locomotive
- Diesel Multiple Units
- Dual-Mode Locomotive



RESULTS Lower operating and maintenance costs and extended vehicle life expectancy.

NGEC, in collaboration with Amtrak, has developed a Capital Investment Program which has already netted equipment capital savings from lower maintenance costs for all state supported routes.



RESULTS Spark domestic production, invigorate supply chain and create high-wage jobs.

OneRail
America's future is riding on it.

U.S. Rail Supply Industry
2,898 facilities



Standardized specifications add predictability.

The multi-state procurement is revitalizing the passenger railcar manufacturing industry.

Connecting passenger railcar builders and US suppliers to achieve 100% Buy America goal.

Job numbers/Amtrak's 3:1 ratio.

RESULTS Continuous improvements for future needs.

Document control procedures enable a review of the use of specifications and requests for modifications in order to continuously improve these specifications as new developments are conceived in vehicle production/manufacturing.



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Updating the NGEC By-Laws

- FASC approved revisions to the By-laws on Jan. 15, 2016.
- Revised version was sent to all Board members on Jan. 16, 2016.
- Ray Hessinger, FASC Vice Chair, reviewed the proposed revisions on Jan. 19, 2016 Executive Board call.
- Revisions include updates relating to the FAST act and language for “514”.
- Board requested to approve on later action item today.



Treasurer's Report

- Spending continues to be under the proposed Statement of Work envisioned levels.



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Budget (revised Statement of Work 2/20/2015)

	Executive Board	Technical Sub-committee	Finance & Admin. Sub-committee	S 209 Equipment Capital "514" Sub-committee	AASHTO Support Services	TOTAL
Labor		\$652,145	\$225,886		\$591,090	\$1,469,121
Meetings					\$141,836	\$141,836
Travel			\$18,139		\$203,108	\$221,247
Professional Services		\$331,021			\$1,491,672	\$1,822,693
Financial Review			\$150,000			\$150,000
Conference Calls					\$3,297	\$3,297
Webinar					\$30,079	\$30,079
Reserve (Contingency)	\$158,727					\$158,727
Web Site					\$3,000	\$3,000
TOTAL	\$158,727	\$983,167	\$394,024	\$0	\$2,464,082	\$4,000,000



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Spending Through 12/31/2015

	Executive Board	Technical Subcommittee	Finance & Admin. Subcommittee	S 209 Equipment Capital Work Group	AASHTO Support Services	TOTAL
Labor		\$515,077	\$180,766		\$412,620	\$1,108,463
Meetings					\$62,959	\$62,959
Travel			\$6,547		\$119,500	\$126,046
Professional Services		\$197,076			\$1,208,472	\$1,405,548
Financial Review						\$0
Conference Calls					\$297	\$297
Webinar					\$79	\$79
Reserve (Contingency)						\$0
Web Site					\$0	\$0
TOTAL	\$0	\$712,153	\$187,312	\$0	\$1,803,927	\$2,703,393



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Treasurer's Report

- From 10/1/2015 – 12/31/2015, expenses invoiced to FRA were \$66,173.48.
- Total expenses for past year, 1/1/2015 – 12/31/2015 were \$204,331.99.
- Amount is \$314,668.01 below the annualized revised budget of \$519,000 for FY2015 – FY2017.



Treasurer's Report

- As of December 31, 2015, FRA grant has \$1,296,607.22 remaining.
- Funds are available through September 30, 2017.



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Thank You!

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