

18a(2). Personnel Pmts to Federal Members	\$0.00	\$0.00
18a(3). Personnel Pmts to Federal Staff	\$1,420.00	\$1,420.00
18a(4). Personnel Pmts to Non-Member Consultants	\$0.00	\$0.00
18b(1). Travel and Per Diem to Non-Federal Members	\$0.00	\$0.00
18b(2). Travel and Per Diem to Federal Members	\$0.00	\$0.00
18b(3). Travel and Per Diem to Federal Staff	\$0.00	\$0.00
18b(4). Travel and Per Diem to Non-member Consultants	\$0.00	\$0.00
18c. Administrative Costs (FRNs, contractor support, In-person/hybrid/virtual meetings)	\$0.00	\$0.00
18d. Other (all other funds not captured by any other cost category)	\$0.00	\$0.00
18e. Total Costs	\$1,420.00	\$1,420.00
19. Federal Staff Support Years (FTE)	0.00	0.00

20a. How does the Committee accomplish its purpose?

The NGCC was established by the STB (formerly the ICC) to address persistent and pervasive grain car supply shortages. The Board has statutory authority to ensure that rail carriers provide adequate car supply. Nevertheless, the STB did not believe that cumbersome regulations could really resolve the problem of shortages. The Board felt that shippers, railroads, and care suppliers offered the best opportunity to craft market-based solutions. These private parties were reluctant to come together for such

discussions for fear of antitrust prosecution. Under the applicable law, the Board can grant limited antitrust immunity for private parties to come together and assist the Board in fulfilling its obligations by facilitating private sector solutions to disputed matters, and by suggesting, where appropriate, regulations to ensure that rail carriers reasonably provide the necessary facilities and equipment. The NGCC has held seven open meetings since September of 1995. During these meetings, composed of CEOs, Presidents, and Vice-Presidents of some very large companies, participants identified issues to be explored. They also concentrated on areas where there is some consensus on what activities work best. It was the seventh time that parties representing all interests in the transportation of grain came together and actually put forth proposals. Currently, the NGACC is the only existing mechanism to accomplish those tasks.

20b. How does the Committee balance its membership?

The NGCC is composed of grain shippers, large railroads, small railroads, and rail car suppliers. Specifically, the NGCC is to be composed of no less than 30 members, consisting of 10 representatives from Class I railroad, 5 representatives from Class II and Class III railroads, 10 representatives from grain shippers and receivers, and 5 representatives of private rail car owners and manufacturers. As of close of FY 1999 the NGCC was comprised of 33 non-government members. Each group brings its own perspective to the transportation of grain. The members identify the different problems they confront in getting grain to market. Because grain is a major agriculture commodity for the domestic and export market, and a major source of

revenues for the railroads, members want to find workable mechanisms for reducing grain car shortages. It is important that each group understands the problems the others face. The NGCC has held six meetings since its first meeting on September 20, 1995. Two subcommittees were formed to study issues ranging from new technological developments, grain export policies, new rail car purchases, and ideas on reducing port congestion.

Representatives of the Departments of Agriculture and Transportation provide necessary data and advice to the subcommittees. The issues concerning grain transportation are technical and complex. Although the STB, working with USDA and DOT, may offer guidelines and regulations, only those individuals and companies with a firm grasp of the issues can provide concrete, market-based solutions to reduce car shortages. The NGCC is needed to provide a forum for a diverse group of businesses to meet and explore efforts to reach a consensus. The cost to the government is quite small, when absolutely necessary, for use of a meeting room, and three staff members to oversee and coordinate NGCC activities.

20c. How frequent and relevant are the Committee Meetings?

The charter directs the Committee to meet at least twice a year. Because the members are primarily Presidents and Vice-Presidents of corporations, the frequency of the meetings remain twice a year for now. Nevertheless, the timing of these meetings, when they occur, could never be more critical, as the problems facing the transportation of grain are both systematic and cyclical.

20d. Why can't the advice or information this

committee provides be obtained elsewhere?

The President and Congress have emphasized the need to reduce government regulations and red tape. The NGCC serves those purposes by allowing the parties themselves involved in the transportation of grain to provide needed information and guidance to the public and the government. Over four decades, the STB has attempted to address car shortages and access through hearings and regulations, but without much success. With minimal cost to the government, private parties take time away from their busy schedules and discuss ways to resolve this crisis. The NGCC has had the active support of Congress and the USDA.

20e. Why is it necessary to close and/or partially closed committee meetings?

During the first and successive conferences, the full Committee meetings have been open to the public. For about one hour during the meeting, members have broken up into four sections and met in a closed setting. The four sections continue to consist of shippers, large railroads (Class One), small railroads (Class Two, and Three) and car suppliers. In each closed session, members identify collective problems and avenues for solutions. To prevent the possible revelation of trade secrets or general business plans, the Board has felt, with the concurrence of its General Counsel, that it is necessary to close those sessions to the press and public. A STB attorney is present, however, to make certain that no impropriety or collusion occurs.

21. Remarks

The data on this committee was not updated and/or verified by the agency during the FY 2000 reporting period. The data displayed may simply

be the estimates carried forward from FY 1999 or a combination of estimated data with some current data. Please check with the agency to confirm the accuracy of the data.

Designated Federal Officer

Dennis J. Starks DFO

Committee Members	Start	End	Occupation	Member Designation
Birmingham, Gerald	10/01/1999	09/30/2000	Sr. VP - Government & Industry Relations, GE Capital Railcar Services Corporation	Special Government Employee (SGE) Member
Bobb, Stevan	10/01/1999	09/30/2000	Burlington Northern Santa Fe	Special Government Employee (SGE) Member
Bouquet, Keith L	10/01/1999	09/30/2000	First Union Rail	Special Government Employee (SGE) Member
Burkes, Wayne O.	10/01/1999	09/30/2000	Vice-Chairman, Surface Transportation Board	Special Government Employee (SGE) Member
Butler, Deborah H.	10/01/1999	09/30/2000	Norfolk Southern Railroad	Special Government Employee (SGE) Member
Cecil, Rick	10/01/1999	09/30/2000	Kyle Railroad Co.	Special Government Employee (SGE) Member
Christy, Doug	10/01/1999	09/30/2000	Iowa Interstate RR	Special Government Employee (SGE) Member
Clyburn, Jr., William	10/01/1999	09/30/2000	Commissioner-Member, Surface Transportation Board	Special Government Employee (SGE) Member

Colthurst, Steve	10/01/1999	09/30/2000	Land O' Lakes	Special Government Employee (SGE) Member
Gelston, Bill	10/01/1999	09/30/2000		Special Government Employee (SGE) Member
Janz, Jerry	10/01/1999	09/30/2000	Manager, Beach Co-Op Grain Company	Special Government Employee (SGE) Member
Kandra, Chris	10/01/1999	09/30/2000	Manager, Wlnema Elevators, Inc.	Special Government Employee (SGE) Member
Kaufman, Kevin	10/01/1999	09/30/2000	Vice President - Transportation	Special Government Employee (SGE) Member
Knutson, Diana	10/01/1999	09/30/2000	Union Pacific Railroad	Special Government Employee (SGE) Member
Martin, Ed	10/01/1999	09/30/2000		Special Government Employee (SGE) Member
McLeod, Dennis	10/01/1999	09/30/2000	President, Red River Valley & Western Railroad Company	Special Government Employee (SGE) Member
McNamee, Peter	10/01/1999	09/30/2000	Asst. Vice President-US Accounts, Canadian Pacific Railway	Special Government Employee (SGE) Member
McPherson, John	10/01/1999	09/30/2000	Illinois Central Railroad	Special Government Employee (SGE) Member
Morgan, Linda	10/01/1999	09/30/2000	Chairman, Surface Transportation Board	Special Government Employee (SGE) Member

Muir, Ian	10/01/1999	09/30/2000	Assistant Vice President - Transportation, Bunge Corporation	Special Government Employee (SGE) Member
Norton, Jerry	10/01/1999	09/30/2000	Economist, USDA-TMD-MTA	Special Government Employee (SGE) Member
Owen, Larrie	10/01/1999	09/30/2000	Vice President, Arkansas Industrial Traffic Assoc.	Special Government Employee (SGE) Member
Owen, Tom C	10/01/1999	09/30/2000	CSX-Transportation	Special Government Employee (SGE) Member
Parsons, Fred	10/01/1999	09/30/2000	President, Southern Illinois Railcar Company	Special Government Employee (SGE) Member
Pratt, James	10/01/1999	09/30/2000	Regional Vice President-Sales, First Union Rail	Special Government Employee (SGE) Member
Roy, Jon	10/01/1999	09/30/2000	Director, Rates/Grain, Archer Daniels Midland Company	Special Government Employee (SGE) Member
Sasser, Fred	10/01/1999	09/30/2000	President, Chicago Freight Car Leasing	Special Government Employee (SGE) Member
Saylor, Alice	10/01/1999	09/30/2000	Vice President and General Counsel, The American Short Line Railroad Association	Special Government Employee (SGE) Member
Schmalbruch, Chris	10/01/1999	09/30/2000	Vice President, Freight Car Marketing & Sales, Thrall Car Manufacturing Company	Special Government Employee (SGE) Member
Serbee, Bill	10/01/1999	09/30/2000	General Manager, N.I.K. Non-Stock Marketing Co-Op	Special Government Employee (SGE) Member

Sims, Ed	10/01/1999	09/30/2000	Manager, Tom Wade Companies	Special Government Employee (SGE) Member
Starks, Dennis	10/01/1999	09/30/2000	CMO/DFO, Chief of Staff-Senior Attorney Advisor, Surface Transportation Board	Special Government Employee (SGE) Member
Voss, Terry	10/01/1999	09/30/2000	Vice President. -- Transportation AgeProcessing, Inc.	Special Government Employee (SGE) Member
Wendall, Dennis	10/01/1999	09/30/2000	FMS Manager, Harvest States Cooperatives	Special Government Employee (SGE) Member

Number of Committee Members Listed: 34

Narrative Description

What are the most significant program outcomes associated with this committee?

Checked if Applies

- Improvements to health or safety
- Trust in government
- Major policy changes
- Advance in scientific research
- Effective grant making
- Improved service delivery
- Increased customer satisfaction
- Implementation of laws or regulatory requirements
- Other

Outcome Comments

What are the cost savings associated with this committee?

Checked if Applies

- None
- Unable to Determine
- Under \$100,000
- \$100,000 - \$500,000
- \$500,001 - \$1,000,000
- \$1,000,001 - \$5,000,000
- \$5,000,001 - \$10,000,000
- Over \$10,000,000
- Cost Savings Other

Cost Savings Comments

What is the approximate Number of recommendations produced by this committee for the life of the committee?

0

Number of Recommendations Comments

What is the approximate Percentage of these recommendations that have been or will be Fully implemented by the agency?

%

% of Recommendations Fully Implemented Comments

What is the approximate Percentage of these recommendations that have been or will be Partially implemented by the agency?

%

% of Recommendations Partially Implemented Comments

Does the agency provide the committee with feedback regarding actions taken to implement recommendations or advice offered?

Yes No Not Applicable

Agency Feedback Comments

What other actions has the agency taken as a result of the committee's advice or recommendation?

Checked if Applies

- | | |
|-----------------------------------|--------------------------|
| Reorganized Priorities | <input type="checkbox"/> |
| Reallocated resources | <input type="checkbox"/> |
| Issued new regulation | <input type="checkbox"/> |
| Proposed legislation | <input type="checkbox"/> |
| Approved grants or other payments | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |

Action Comments

Is the Committee engaged in the review of applications for grants?

No

Grant Review Comments

How is access provided to the information for the Committee's documentation?

Checked if Applies

- | | |
|---------------------------|--------------------------|
| Contact DFO | <input type="checkbox"/> |
| Online Agency Web Site | <input type="checkbox"/> |
| Online Committee Web Site | <input type="checkbox"/> |
| Online GSA FACA Web Site | <input type="checkbox"/> |
| Publications | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |

Access Comments