

The Next Generation Corridor Equipment Pool Committee (NGEC): 10 Years of Progress

The Federal Role & Perspective

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



FRA participation in NGECC

- Required by PRIIA
- Aligned with FRA objectives under ARRA
- Facilitates grant management
- Simplifies compliance with safety regulations and standards
- Supports agency Buy America and ADA goals
- Enables acquisition of standardized rolling stock



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PRIIA requirements (abridged)

- Establish a Committee, to include Amtrak, the Federal Railroad Administration, interested States, and others as appropriate, to design, develop specifications for, and procure standardized next-generation corridor equipment.
- Determine the number of different types of equipment required, taking into account variations in operational needs and corridor infrastructure;
- Establish a pool of equipment to be used on corridor routes funded by participating States; and
- Utilize services provided by Amtrak to design, maintain and remanufacture equipment.
- Permits establishment of Cooperative Agreements for the funding, procurement, remanufacture, ownership, and management of corridor equipment
- Capital projects are eligible for grants made pursuant to chapter 244 of title 49, United States Code.



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Alignment with ARRA objectives

FRA's American Recovery and Reinvestment Act (ARRA) grant program:

- supports the development of the domestic passenger rail equipment industry, and
- provides equipment that:
 - is interoperable with the existing fleet, and
 - complies with both FRA's efforts to develop standardized, next-generation corridor equipment and with new FRA safety standards



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Benefits to FRA grant management

- Standardized peer-created specifications reduce procurement costs
- Specifications cover all aspects of the build, including testing, training, quality, etc. to ensure critical requirements are not overlooked
- NGEN Equipment Acquisition and Ownership Working Group developing “Best Practices” white paper based on experience derived from car and locomotive procurements



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Streamlines safety compliance review

- Specifications include requirements for compliance with CFR and all relevant AAR and APTA safety standards
- Specifications include component and vehicle testing and analysis requirements that simplify compliance demonstration
- Standardized specifications result in rolling stock with common characteristics (“platforms”) to expedite safety compliance demonstration



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Supports Buy America and ADA goals

- **PRIIA Buy America requirements have established a domestic supply chain for locomotive and car components**
- **Several component suppliers have (or are in the process of) establishing US manufacturing facilities**
- **NGEC's Accessibility Working/Policy Groups have developed recommendations for enhanced ADA requirements, which were considered and used by RVAAC**



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Yields standardized rolling stock

- Reduces costs for acquisition and maintenance
- Enables pooling – provides passenger rail network operational flexibility
- Benefits the supply chain as standardized interfaces reduce component design costs for subsequent builds
- Can eliminate/reduce test requirements
- Reduces procurement timelines and schedule risk



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Next Generation
Equipment Committee



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