



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



- ✓ The Passenger Rail Investment and Improvement Act of 2008 directed Amtrak to establish the Next Generation Corridor Equipment Pool Committee (NGEC) "...to design, develop specifications for, and procure standardized next-generation corridor equipment." PRIIA requires that equipment purchased with federal funds comply with specifications developed by the Section 305 NGEC.
- ✓ Launched in January 2010, the NGEC has developed, adopted, and promulgated five specifications for next generation rail equipment. The specifications are for: bi-level cars, single-level cars, single-level trainsets, diesel-electric locomotives, and diesel multiple units (DMUs). A specification for dual-mode locomotives will be developed this year (2014).
- ✓ In addition to developing standardized specifications, the NGEC is responsible for ensuring equipment consistent with those specifications is procured. As a result, a landmark multi-state procurement was undertaken for the purchase of bi-level passenger rail cars. The California Department of Transportation served as the lead state on behalf of itself and the Illinois Department of Transportation representing Missouri, Michigan, and Iowa. Realizing this procurement required unprecedented cooperation among the states, their counsels, and procurement officers to reconcile differences among the states and make a group purchase possible. The contract was awarded to Sumitomo Corporation of America and Nippon Sharyo and signed on November 27, 2012.
- ✓ A multi-state procurement of diesel-electric locomotives is currently underway with Illinois as the lead state. The request for proposal (RFP) was released on August 8, 2013 and on December 18, 2013 the Illinois DOT Procurement officer recommended Siemens Industries be awarded the contract. The process continues to move forward with a Notice to Proceed anticipated sometime in March, 2014.
- ✓ By providing publicly available standardized specifications, the NGEC is creating a common platform from which multiple states can procure passenger rail equipment. The standardized specifications make it possible to buy equipment faster, at a lower cost, and with lower future costs relating to maintenance, rebuilding, and the purchase of additional equipment. NGEC-developed specifications available to all competitors in the rail equipment marketplace will mean that equipment procured will expand the U.S. domestic production and supply industry as well as manufacturing employment.
- ✓ When the NGEC was formed in January 2010 an Executive Board was established, comprised of representatives of states from all regions of the country, Amtrak, and the Federal Railroad Administration (FRA). The American Association of State Highway and Transportation Officials (AASHTO) was retained to provide support services. At the same time, the Executive Board approved a set of by-laws, established a technical subcommittee, a finance subcommittee, and an administrative task force, and approved an aggressive work plan. (Current NGEC organization shown in the diagram.)

- ✓ The complexity of the NGEC organization is matched by a rigorous and systematic process for the development of specifications. (See diagram of specifications process.) The process for the development, approval, and maintenance of the specifications by the NGEC is elaborate but efficient. It must yield a result as quickly as possible that is technically sound and cannot be challenged on substance or process.
- ✓ The NGEC has been successful because it is organized and operated as a public-public partnership and includes multiple states, the FRA, Amtrak, and hundreds of private-sector experts from dozens of equipment manufacturers and supplier companies.
- ✓ There are many beneficiaries of the NGEC success. States and the federal government will spend less on passenger rail equipment (estimated costs for the bi-level cars is about \$35 million less than originally anticipated). Amtrak, its funding partners, and other passenger rail operators will have lower operating and maintenance costs. The U.S.-based rail equipment manufacturing and supply industry will increase its output and employ more workers. Ultimately, and most importantly, the traveling public will get more, and better, equipment to satisfy the demand for rail travel as part of the nation's multimodal passenger mobility system.

