



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

VIA Email

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Amit Bose
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Deputy Administrator Bose

On behalf of the Next Generation Corridor Equipment Pool Committee's (NGEC) Executive Board, I want to thank you for taking the time out of your busy schedule to meet with us this past Tuesday, June 1, 2021.

Our Board members greatly appreciated hearing about the rail provisions of the Administration's American Jobs Plan as it relates to passenger rail equipment. I believe the resulting discussion was informative, productive and, hopefully, the beginning of an ongoing dialogue with you and your colleagues at FRA.

The NGEC was authorized in Section 305 of the Passenger Rail Improvement and Investment Act (PRIIA) and formally organized in January 2010, "to design, develop, specifications for, and procure standardized next generation corridor equipment". Since its inception, working with representatives of the rail manufacturing and supply industry, Amtrak, FRA, and 15 state DOTs, it has become the national leader in standardization, acquisition, and management of passenger rail equipment.

The NGEC has produced results, creating six vehicle specifications valued at approximately \$2 million each, and has created a document management process to continuously review, maintain, and update those specifications to keep them current, and to improve them as new technologies or new developments occur.

As mentioned in the meeting this week, the NGEC's involvement with the rail manufacturing and supply industry has been extensive with over 200 representatives of companies from all across the United States participating as members of the NGEC Technical subcommittee. The industry participants provide their input and experience to assist in the development and updating of the NGEC specifications, as well as working with the states, Amtrak, and FRA to memorialize equipment procurement best practices with the publishing (February 2021) of PRIIA 305-200 Recommended Practices. PRIIA 305-200 is a living document that will be continuously updated as more procurements take place and experiences grow.

As also mentioned in our meeting with you, since the NGEC specifications were first published, we are unaware of any intercity passenger rail vehicle procurements within the United States that have not used an NGEC specification as its base spec. In fact, NGEC specifications have been used not only by Amtrak and states across the US, but also by private industry – Brightline and our neighbors to the north – VIA Rail, Canada. Use of the NGEC specifications has helped to spark domestic production, invigorate the supply chain, and create jobs while striving to lower operating and maintenance costs and extend vehicle life expectancy.

The NGEC is truly a remarkable collaboration of states, Amtrak, FRA, and the industry who have given so much of their time, knowledge, energy, and experience to revitalize the passenger rail manufacturing and supply industry in the United States.

Again, thank you for your time and that of your FRA colleagues, without whom the NGEC could not have achieved what it has over these past eleven years. We look forward to continuing to work with you to advance initiatives to continuously improve passenger rail travel throughout the United States.

Sincerely,

A handwritten signature in black ink, appearing to read 'Raymond F. Hessinger', with a stylized flourish at the end.

Raymond F. Hessinger, P.E.
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