Federal Railroad Administration

PRIIA Section 305
Next Generation Passenger Equipment

Technical Challenges and Opportunities

FRA Railroad Development Perspective

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- **Passenger Rail Investment and Improvement Act of 2008**

  "Amtrak is tasked with establishing a Next Generation Corridor Equipment Pool Committee to design, develop specifications for, and procure Standardized next-generation rail passenger equipment"

  - From FRA Summary of Public Law 110-432- Division B TITLE III—INTERCITY PASSENGER RAIL POLICY

- Executive Committee, Finance and Technical Subcommittees have been established

- Technical Working groups for major systems/components established

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- **Freight Equipment Standards** have contained costs and improved performance

- **Lack of standards in the rail transit industry** have contributed to performance issues, high inventory/maintenance costs and safety concerns

- **US DOT Goals for Committee**
  - Contribute to Improved Passenger Rail Service
  - Establish a standard fleet up to 125 mph
  - Reduce lifecycle costs / Improve performance
  - Re-establish US Passenger Rail Equipment Industry
  - Provide Specifications in a timely manner to support procurements

- **FRA/USDOT Recommendations to PRIIA 305 Committee**

  - **Design Standards** are recommended where appropriate.

  - **Interoperability is essential**

  - **Buy America–** By law, DOT Secretary may issue waiver if no domestic source exists, ***no waivers are planned***

  - **Equipment standards should incorporate safety and performance elements which are products of the FRA R&D program**, *particularly those which are likely to become FRA Safety Standards* (i.e.- Crashworthiness and CEM)

Suggested Technical Committee Approach

1. **Capture/Document known Requirements (universal and unique)**

2. **Identify Existing Specification Resources (Proprietary and Non-Proprietary).**
   - **Catalog Specs– Design, Interoperability, Interface, Functional**

3. **Draw from existing resources as much as possible to develop initial draft spec**

4. **Seek recommended designs from Carbuilders, Consultants, State DOT's, etc.**
   - **Based on proven performance / life cycle cost**

5. **Seek proposed commercial terms for use of proprietary designs, if selected**

6. **Develop recommendations for consideration by Executive Committee**

- Alternative approaches for design IP acquisition
  - Design already in public domain
  - Develop new designs
  - Purchase IP rights outright
  - Tie acquisition of IP rights to equipment purchases
    - Ask bidders to include in their proposals –
      - Why their design should be selected as the basis of a standard based on initial cost, life cycle cost, and performance experience.
      - Under what terms would the bidder be willing to allow their designs to become part of, or the foundation for, an open standard?

Thank you !

Questions / Comments ?

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