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

Section 305 Next Generation Corridor Equipment Pool Committee (NGEC)

Monthly Activities Report: March 14, 2025

Final Monthly Report – Hibernation begins COB 3-14-25 due to lack of new funding

Submitted By: Steven J Hewitt, Program Manager, S305 NGEC

Public law 110-432 required Amtrak to:

...establish a Next Generation Corridor Equipment Pool Committee, comprised of representatives of Amtrak, the Federal Railroad Administration, host freight railroad companies, passenger railroad equipment manufacturers, interested States, and as appropriate, other passenger railroad operators.

“The purpose of the Committee shall be to design, develop specifications for, and procure standardized next-generation corridor equipment.

(b) Functions – the Committee may –

- 1) Determine the number of different types of equipment required, considering variations in operational needs and corridor infrastructure.*
- 2) Establish a pool of equipment to be used on corridor routes funded by participating states; and*
- 3) Subject agreements between Amtrak and States, utilize services provided by Amtrak to design, maintain and remanufacture equipment.”*

Executive Board

Chair: Ray Hessinger, NYSDOT

Vice Chair: Dan Ruppert, Amtrak

Secretary: Amanda Martin, Iowa DOT

Treasurer: Tim Ziethen, Amtrak

The Executive Board will hold web- conference calls every 4 weeks on – Tuesdays at 11:30am Eastern.

During the month of March 2025, the Executive Board met once – on the 4th.

Highlights, decisions, updates from the NGEC during the month of March 2025:

Treasurer’s Report and Funding Discussion –Tim Ziethen:

Revised budget/Spend Estimates:

On 3-4-25, Tim Ziethen reviewed a revised budget and spend rate including revised/reduced estimates for TLK, Casamar, through 2-28-25, and Steve Hewitt and reduced AASHTO costs for March to 50% and stopping work on 3-14-25.

Total invoiced/incurred (including carry over) - \$52,139.79
 Casamar and TLK invoices through December 2024 - \$22,032.62
 Casamar and TLK revised forecast to close out - \$3,321.40
 Forecast of AASHTO February – based on 4 months average - \$13,034.95
 Completion of all activities by 3-15-25 – 50% reduction for AASHTO (Steve Hewitt & staff) - \$6,517.47
 Sub-total forecast - \$97,046.23
 Amtrak AOP Funding - \$100,00.

Remaining Funds - \$2,953.77

Estimated full year (Actuals) - \$97,046.23

Current Average Monthly Spend (AASHTO 3 months) \$13,034.95

Revising the timeline for exhausting the NGEC funds for FY 2025:

With the budget/spend adjustments made and the stoppage of some of the technical support work as noted in the revised budget, the timeline will be revised to cease NGEC activities by COB 3-14-25.

Steps to be taken to hibernate:

Steve Hewitt walked through the list as provided in the agenda for this meeting.

In bold type – Steve Hewitt has noted the status of each of the check list items discussed on 3-4-25. It is anticipated that all items will be completed by COB 3-14-25.

Finalize the Single Level Specification:

Changes to this specification were adopted on 3-15-25. Due to funding issues as described by Tim Ziethen, the technical writing to incorporate the changes will not be done. The spec, if requested, will be distributed with the summary of changes and a note stating, “adopted on 3-14-25 but not incorporated”.

On 3-4-25, the Executive Board adopted the changes and agreed that they should be finalized with the notation adopted on 3-14-25 but not incorporated”.

Distribute the final series 900 Sub-specs 17 de-Amtrak and 3 as is:

Tammy Krause will provide Steve Hewitt with the updated 900 series and he will distribute to all State Board members, Amtrak and FRA.

As of 3-13-25, Steve Hewitt has not yet received the de-Amtrak sub-specs nor the additional Vehicle Weight spec. Tammy Krause got the required sign off for the cover sheet on 3-12-25 and it is anticipated that Steve Hewitt will be provided with it by 3-14-25 and final distribution will occur.

Update the website- send all updates to AASHTO by 3-15-25:

Steve Hewitt will review the NGEC website and provide AASHTO (Barley Fields) with all updates and additional documents for posting. Steve will complete this effort by 3-14-25.

During the week of 3-10-25, Steve Hewitt reviewed the website and sent updates and missing items to AASHTO for posting. As of 3-13-25, there are a few additional items to be sent to AASHTO once finalized by Tammy and sent to Steve Hewitt.

Provide the PRIIA Vehicle Specifications – current versions to the FRA, and NGEC states

Steve Hewitt will provide these documents to all State Board members, Amtrak and FRA by 3-14-25.

As of 3-13-25, Steve Hewitt is waiting for the last few items to be updated, finalized and sent to him by TLK. Once he has received them he will send to all State Board members, Amtrak and FRA.

Provide the series 900 sub-specs/reference specs to the FRA, Amtrak and the NGEC states:

Steve Hewitt will provide these documents to all State Board members, Amtrak and FRA by 3-14-25.

As of 3-13-25, Steve Hewitt has not yet received the de-Amtraked sub-specs nor the additional Vehicle Weight spec. Tammy Krause got the required sign off for the cover sheet on 3-12-25 and it is anticipated that Steve Hewitt will be provided with it by 3-14-25 and final distribution will occur.

Provide the series 800 Drawings to the FRA, Amtrak and the NGEC states:

Steve Hewitt will provide these documents to all State Board members, Amtrak and FRA by 3-14-25.

As of 3-13-25, these have been sent to Amtrak – Tony Adams, and will be sent to Board members and FRA on 3-14-25.

Complete all NGEC work by 3-14-25:

Once all administrative work is completed and distributed as noted, and AASHTO has updated the website, activities will stop. This will be completed by 3-14-25.

Determining who will respond/vet specification requests – setting up the automated email on the website:

Dan Ruppert reported that Amtrak is willing to oversee the forwarded email requests from the website. He spoke with Tony Evans (contact info below) and he will lead the effort on Amtrak's end. He informed Tony that Steve Hewitt will reach out and discuss the effort, explain the process and go through what Steve typically does to manage the requests.

Anthony Evans
Amtrak
Manager Document Management
4001 Vandever Ave., Wilmington, DE 19802
302-319-0539
EvansAn@amtrak.com

Steve Hewitt will reach out to Tony this week and will make sure that AASHTO has his contact info to post on the website as the automated email generated when a PRIIA spec is requested.

Steve will provide Tony with all PDF versions of the specifications, drawings, and reference specs.

On 3-10-25, Steve Hewitt and Tony Evans met via Teams meeting and discussed the process for responding to PRIIAS Specs, sub-specs and drawings.

Steve Hewitt provided Tony with the 800 series Drawing, and 5 of the Vehicle specifications.

Once TLK and Casmar have completed the de-Amtraking of the 900 series sub-specs and finalizing the Vehicle Weight Specification IR, Steve will send them to Tony.

On 3-4-25, the Executive Board adopted the changes to the Single Level Specification as approved on 2-27-25 by the Technical Subcommittee.

It was agreed that, due to a lack of funding, the technical writing to incorporate the changes into the spec will not take place prior to hibernation. Rather, a note on the summary of changes will be inserted stating – “adopted on 3-4-35 but not incorporated”.

Once Steve Hewitt has received the summary in final version from Tammy Krause, he will send it to Tony Evans along with the current Single Level Rail Car Spec 305-003 Revision B.2

Approval of minutes:

Electronic votes will be taken to approve 3-4-25 Exec Board Minutes, the 2-27-25 Tech SC Minutes, and the 2-12-25 FASC minutes by 3-14-25 for final posting to the website.

On 3-10-24, through an electronic vote the 3-4-25 minutes were approved. The final version was sent to AASHTO for posting to the website.

Notice and thank you to the NGENC Industry participants and entire NGENC Email list:

Steve Hewitt will send a note to the industry to thank them and inform them of the hibernation of the NGENC and the process for requesting specifications by 3-14-25.

On 3-7-25, Steve Hewitt sent a note to the industry informing them of the Executive Board's decision to go into hibernation by 3-15-25 due to a lack of funding.

A final note will go out on 3-14-25 informing the industry of info on where/how to request NGENC specs, sub-specs and drawings.

Technical subcommittee

Chair: Don Ruppert, Amtrak
Vice Chair: Joe Paul, Amtrak

During the month of February 2025, the subcommittee met once – on 2-27-25

Key decisions and action item updates from the month of February 2025, included:

Status of open items of interest:

- Backgrounder educational document:

The 2024 NGENC two-page educational was released on 2-2-24 at the NGENC Annual Meeting. As of 8-31-24, 490 copies have been distributed. The document is available in electronic or hard copy versions. Requests should be sent to Steve Hewitt at shewitt109@aol.com

Updating this document for 2025 is on hold until the future of the NGENC is determined.

- Document Control Update 2-27-25:

Status: De-Amtrak of 900 series Sub-specs:

Tammy Krause reported that she and the Technical Writer have completed de-Amtraking 17 of 20 PRIIA/Amtrak "sub-specs". One is the Amtrak Signage Guidebook and can't be "de-Amtraked". The other two will remain as they are for now.

Overview – Summary of DCRs for the Single Level Rail Car Specification:

The DCRs presented for consideration, other than two specific items, have already been adopted for other PRIIA specs and are being incorporated in each spec as they are updated.

At this point, Tammy went through the two DCRs to be considered along with the previously approved changes.

Stu Trout asked why the specification called out only Timken in one aspect. The consensus of attendees who commented was the language was a function of what had been in parent specifications, and the components performed satisfactorily. A DCR for a future update could change that language.

With no other discussion forthcoming, Dan Ruppert called for a motion to approve the full list of DCRs for submittal to the NGENC Executive Board for its consideration.

- Technical Subcommittee consideration of approval of the changes to the Single Level Rail Car Specification: Initial Release:

A motion to approve the DCRs as presented for submittal to the NGENC Executive Board for its consideration was offered by

Curtis McDowell for NCDOT. A second to the motion was offered by Ray Hessinger, NYSDOT.

Dan Ruppert asked if there were any comments or further discussion. Hearing none, he asked Steve Hewitt to take a roll call vote on the motion to approve.

Steve Hewitt called the roll:

Dan Ruppert, Amtrak – aye
 Mike Murray, FRA – aye
 Ryan Sharpe, Caltrans – aye
 Curtis McDowell for NCDOT – aye
 Ray Hessinger, NYSDOT – aye
 Kena L. Lenderle, MODOT – aye
 Kirk Fredrickson for WSDOT – aye
 Mike Jenkins, Oregon DOT – aye

With a quorum having been confirmed and all votes cast in the affirmative, the Chair determined that consensus was achieved and the motion is approved.

Steve Hewitt will send the summary of DCRs, as approved by the Technical Subcommittee in advance of its meeting on 3-4-25.

- Multi-State Car Procurement - Caltrans (Lead State) update as of 2-27-25

Ryan Sharpe, Caltrans, provided the following update on the Venture Rail Car – multi-state – procurement:

“The Cab Car FAI and FRA sample car inspections are complete, and the FRA inspection approval has been received. The Cab Car 238.111(b) testing is complete, and cab cars are being conditionally accepted as open items are closed and FMIIs are completed. Options for cab car entry into service in the trail position are being investigated while signal shunting enhancement to meet Class 1 requirements is in work. Amtrak requests for cab car modifications have been received and are under review. The IDOT café cars are being shipped to Chicago and placed into revenue service as available.

All 137 cars are in production or have been produced at Siemens Sacramento Facility. IDOT coaches and Caltrans trainsets are being added to revenue service as they are commissioned and accepted.”

- Metro North Dual Mode Locomotive Procurement as of 2-27-25 as reported by Ray Hessinger, NYSDOT:

Locomotive 301 and 302 are undergoing dynamic testing in Croton.

Locomotive 303 has completed its Q40 inspection.

Locomotive 304 – production is complete with testing to begin

Locomotive 305 is in final assembly.

Metro-North announced this week that it has engaged Siemens for an electric battery locomotive which will take power from overhead catenary or an on-board battery.

- Amtrak Equipment Procurement Updates as of 2-27-25 reported by Dan Ruppert, Amtrak:

On the new Acela:

Amtrak is close to getting new trains in service soon. Dan was unable to provide specifics but noted there has been a lot of movement and very good progress.

On Airo:

There are 83 coaches and 9 Locomotives completed. 23 coaches are in final assembly. Progressing well.

On the Long Distance "Charger" Locomotive:

70 units out of the initial order of 75 have been accepted. Up to this point there has been an average of 2 per month getting accepted. With Amtrak having picked up the option for 50 additional locomotives, the number of acceptances per month is expected to slow down to about one per month. Dan also noted progress has continued in improving reliability.

On the Long Distance Fleet:

This remains as an open procurement with Amtrak continuing to work with potential bidders.

- Connecticut DOT Rail Car Procurement as of 1-16-25:

"We are working through IDR. In December 2024, we visited Alstom's prototype center to see the mockup for the coach per the current design and have a few in-person design meetings with their India design team. We are heavily scheduled with design reviews through mid-February. We'll return to the prototype center for more in-person meetings during the last week of this month, and to see modifications to the mock up that were changed per our comments from the last meeting, as well as reviewing the cab mock-up with reps from our service providers who have been heavily involved with the cab layout and design elements."

A February update was not provided.

- NGEC future funding

The Executive Board is looking at its options for the continuation of the NGEC.

Amtrak has agreed to provide short-term funding for the first 6-months of FY 2025 through 3-31-25) in the amount of \$100,000.

- 2025 NGEC Annual Meeting:

Due to the unresolved funding issues, the NGEC in-person Annual Meeting scheduled for 1-30-25 has been **CANCELED**. If the funding issue is resolved the Annual Meeting will take place as a virtual meeting at a date yet to be determined.

- **Status Update NGEC Funding and schedule as reported by Steve Hewitt on 2-27-25:**

Steve Hewitt reported that the issue of securing long-term funding for the NGEC has not been resolved. The Committee is currently funded temporarily by Amtrak in the amount of \$100,000 for FY 25. (Amtrak also funded the NGEC in FY 2024).

The current funding began on 10-1-24 and was estimated to carry the NGEC through 3-31-25. However, based on actual invoices received through 12-31-24 and estimates for the cost of completing priority activities, it has become clear that the NGEC will have exhausted its full allocation as early as the end of this month (February) with minimal funds remaining for transitional/administrative work (such as getting the website fully up to date) to be completed by 3-15-25..

The NGEC Executive Board meets on Tuesday 3-4-25 2025 and will consider a motion to go into hibernation while efforts continue by Amtrak, the states, and FRA to find a solution for funding the NGEC long-term. This solution may come via the Surface Transportation Authorization bill which is about 18 months out.

Some discussion ensued regarding hibernation and what it means.

Steve Hewitt explained that the NGEC Executive Board is considering a recommendation to go into hibernation rather than close up shop. It is believed that hibernation would allow the NGEC to pick up where it left off whenever long-term funding is provided. This would be an easier and smoother transition than shutting down and starting from scratch.

The hope is that there will be funding at some point and that the work of the Committee will be reauthorized.

Dan Ruppert commented that he had “nothing to add to a sad story” and it is an “unfortunate situation we find ourselves in”.

Ray Hessinger concurred with Steve and Dan’s comments and added that he will request that copies of the PRIIA specs and other pertinent documents be distributed to Amtrak, FRA and the State members of the NGEC as a way to protect against something happening with a hard drive or similar.

Status update: The minutes from 2-27-25 were electronically approved by 3-10-25.

All other actions addressed to the Executive Board are in process as described in the Exec Board section of this report.

The Finance and Administrative Subcommittee

Chair: Tim Ziethen, Amtrak

Vice Chair: Brian Beeler II, NNEPRA for Maine DOT

Second Vice Chair: Amanda Martin, Iowa DOT

The Finance and Administrative subcommittee (FASC) will hold a conference call every four weeks on Wednesdays at 3:00pm Eastern.

During the Month of February 2025, the Finance and Administrative Subcommittee met on 2-12-25.

Actions/discussions from 2-12-25:

Balance/spend rate through December 2024 – current funding \$100,000:

Total Invoiced/Incurred through December 2024 - \$40,105.79
Funding provided by Amtrak beginning on 10-1-24: \$100,000
Average Monthly Spend – around \$15,000.

Tim added that he has reviewed and approved the invoice for Casamar. Barley Fields, AASHTO, said that she would reply to the message to Strat and asked if there be a new date on the invoice for accounting purposes since it was quite late in being approved. Barley also asked that TLK provide an invoice for work done from August 2024 through February 2025. Steve Hewitt asked Barley to provide him with what she needs and he will reach out to Tammy Krause (TLK). Barley said she would send him the info and added that she would also want Casamar to submit an invoice for the same period.

The invoice timeline is based on the view that there is no new funding and the NGEC will need to be up to date on what the balance will be at the end of March 2025 as it begins to wind down. (see discussion).

Outreach to FRA – results – Tim Ziethen/Ray Hessinger:

1. Ray Hessinger’s conversation with Paul Nissenbaum, FRA – Ray Hessinger, NYSDOT:

Ray Hessinger, NGEC Executive Board Chair, reported that he had a brief conversation with Paul Nissenbaum during the AASHTO CORT meeting in Crystal City, Va., during the last week in January 2025. He talked to Paul about the concept of providing for a take-down for funding the NGEC from CRISI grants or other FRA grants for passenger rail equipment. Paul thought the idea was novel and innovative. However, he felt that it would need statutory authorization to do it. He was not comfortable with going forward with it under the current statute the way it is written.

Tim noted “it sounds like legislative outreach is needed”.

Ray noted that reauthorization language was provided by him and Steve Hewitt to AASHTO for inclusion in their principles for Surface Transportation Authorization. After the conversation with Paul, Steve and Ray added a percentage to the take-down language to the initial draft language sent to AASHTO. Tim commented that it sounds like legislative outreach is needed.

Barley Fields, AASHTO, commented that AASHTO has included it in the principles using the language put together by Ray and Steve as a basis. It has been reported out of the Rail committee and is now with the AASHTO Policy Forum and the Board of Directors.

Tim Ziethen asked "who socializes it? Who brings it forward?"

Ray Hessinger responded that all of the states coordinate with AASHTO on Reauthorization.

Barley added that "it is in the process of being formally adopted as an AASHTO position.

Barley also clarified that AASHTO cannot lobby but they do discuss their principles for authorization on the Hill and they discuss concerns and positions of the states.

Ray Hessinger asked Tim –" there is an annual appropriations request from Amtrak – do you also submit a request for Reauthorization?"

Tim was not sure of the process, but he will discuss it with Amtrak Government Affairs. He noted "we do provide factual information for both appropriations and authorization."

Ray Hessinger added "if we can get Amtrak to include it (the NGEN language) in their Reauthorization effort – that would be good...and we can go to our industry members and ask them to weigh in on this mechanism for funding this organization."

2. Amtrak conversations with FRA re: potential stop gap funding – Tim Ziethen, Amtrak:

Tim Ziethen reported that nothing has been discussed between Amtrak and FRA at this point. He has reached out to Mike Murray but they have not yet connected.

Mike Murray, FRA, responded that "we are kind of waiting for some guidance (from the new Administration) before talking about funding and policy issues."

At this point, Tim moved the discussion to the topic of moving the NGEN into hibernation.

Next Steps/Options:

NGEC Hibernation pending a funding resolution:

Tim commented "given what is going on – do we move to hibernation? Should it be considered?" He added, "What are the circumstances for us to call for that going forward."

Ray Hessinger responded "A short term resolution is unlikely so, from that stand point we need to take action to hibernate. Whatever we decide, it means it will be 18 months out before there is a resolution for it (through Reauthorization)." He continued, "we cannot stretch out for 18 months" with the current funding. Tim Ziethen asked "do we need to look at alternative funding models? Do we discuss a subscription or other mechanism?"

Tim noted several possibilities which have previously been discussed and were not approved by the NGEN Board. He suggested looking at the possibility of asking the industry to contribute – and possibly the states.

Tim noted that he knows it would be difficult.

Ray Hessinger noted that at recent SAIPRC meetings the idea of state DOTs contributing received no support –"it is a challenge".

Ray also added that he is not sure about the industry. It would be difficult with the potential of there being conflicts of interest real or perceived.

Steve Hewitt echoed what Ray said, adding that there was an NGEN Task Force established early on; to look at future funding of the NGEN and it went through all of these proposals or concepts. It presented its findings and potential funding option to the NGEN executive Board at that time. The Board concluded that the NGEN is a federal responsibility and should be funded accordingly. The best-case scenario was that it be funded through the annual appropriations, but that has not happened.

Tim Ziethen turned back to hibernation mode– "Is there a way or a notification? Who do we communicate it with?" Tim added, "the statute does not discuss a way to wrap it up."

He asked, "Hibernation with notification or close-out with notification?"

Ray Hessinger asked what the Amtrak internal process would be since the funding (\$100,000) is coming from Amtrak now.

Tim was not sure what the process would be but will check on it.

Hibernation:

The discussion ensued around what hibernation would look like.

The website should stay up-maintained. It would be necessary to know all of the costs associated with keeping the website on line through AASHTO.

Working on specifications would stop

All meetings would stop.

Steve Hewitt noted that the costs to AASHTO for the website should be minor as there would be no updates required since no work would take place and no updates would be sent to AASHTO for posting. Steve added that it would be necessary to get the website completely up to date in advance of hibernation. This process usually includes Steve Hewitt reviewing the site periodically and sending any corrections, updates or corrections to Barley Fields. This would need to occur at the end to be sure it is as up to date as possible when the hibernation begins. After that, the costs should be inconsequential, but AASHTO will need to weigh in on those costs and its willingness to continue to manage the site.

Requests for specifications

Ray noted that currently when there is a request for an NGEC specification, Steve Hewitt vets the request and determines if it is a legitimate request. There is some labor involved. It is possible 'we could reimburse Steve for doing it or we could put them on the website and say, 'here they are have at it'".

Tim Ziethen responded that there is also the possibility that Amtrak could "pick it up". He would have to talk to George Hull, Amtrak CMO, about it first.

It was also mentioned that FRA receives and hold all of the NGEC information, including the specs and it is possible that they could be asked to take on this responsibility.

Tim said it seems like these are the alternate possibilities, or "have Steve do it or go dark".

Steve Hewitt commented that the concept of Amtrak or FRA taking on the responsibility would be a possibility. He did not think that he should be considered for continuing to do it through hibernation. Steve also did not think it was a good idea to post them on the website for all to see and all to access. There is intellectual properties involved and the NGEC put in a document control process to protect those properties to a certain extent and some control should continue to be in effect.

Brian Beeler II, NNEPRA for Maine DOT, weighed in on the topic of specification availability. He noted that they are public documents and should be simply posted on the website and available to the public.

Steve Hewitt stressed the point that there should be some controls on the availability of the specs. Steve again cited the document control process and the reasons for it. He also noted that the requests that he receives are sometimes from other countries or from hobbyist's or various advocacy groups or individuals. Making them available on the website could present a variety of issues including security.

There is currently a mechanism on the website. When an individual or entity requests a spec, an email notification sends the request to Steve Hewitt and he responds as appropriate. There is a notice on the site that the Chair of the NGEC can refuse the request and Steve Hewitt act for the chair and/or discusses it if there is a request that Steve is not sure of the right response. (This seldom occurs).

Steve recommended that Amtrak or FRA – whichever agrees to take this on – names a contact and the automatic email request would go to that individual.

Many requests go directly to Steve Hewitt from the industry without going through the website since Steve is known as the point of contact for all things related to the NGEC. If the NGEC goes into hibernation a notification of the situation and the process would need to go out to all those who are on the NGEC distribution lists.

Next Steps:

Steve Hewitt recommended that the work that is underway be completed as previously decided by the Executive Board. There is the completion of the update to the Single level Spec which will be voted on by the Tech subcommittee on Thursday 2-13-25. If approved it is sent to the Chair (Ray Hessinger) and it would normally then go to Review Panel Consultant Larry Salci to review and determine compliance with the NGEC requirements document for that spec. Ray would then convene the Single Level Specification Review Panel. The panel would consider Mr. Salci's recommendations and submit their report and recommendation to the Executive Board for consideration of adoption.

Steve added, once the Board has adopted the updates, the technical writer and document control manager insert those changes into the spec itself.

Describing the process, Steve laid out the timeline and stated that the work would take the Committee through March.

Tim Ziethen said that there should be funds available – possibly – into early April – depending on whether Larry is needed.

Steve said that would be something Ray and the Board may need to determine.

For all these reasons it is important for there to be a "best guess" estimate of what expenses will be forthcoming and what money will be left when the Committee goes into hibernation to cover any costs that AASHTO may incur.

See the Executive Board portion of this report for all Funding and administrative updates as of 3-4-25 and the status of actions as of 3-13-25.

On 3-10-25, the minutes from the 2-12-25 FASC meeting were approved via electronic vote.

NGEC Specification Review Panel(s):

For each PRIIA NGEC specification a Review Panel has been established to compare the specification (as developed by the technical subcommittee) against a Requirements document previously adopted by the Executive Board. As the Review Panel completes its work, it prepares a report with recommendations. This report is submitted to the Executive Board for its consideration. Once accepted by the Board, the specification is subsequently formally adopted by the Executive Board. As part of the Document Control process, any proposed revisions to a PRIIA NGEC specification must go through the Review Panel process as well. At such times, the Review Panel, previously established for a specification, is re-convened by the Executive Board chair.

The NGEC Review Panels did not meet in February 2025. As of 3-13-25, several vacancies remain unfilled by Caltrans.