

RAILROAD SAFETY ADVISORY COMMITTEE (RSAC)

Minutes of Meeting September 9, 1998

The ninth meeting of the RSAC was convened at 9:45 a.m., in the Monticello West Ballroom of the Wyndham Hotel (City Center), 1400 M Street, N.W., Washington, D.C. 20005, by the RSAC Chairperson, the Federal Railroad Administration's (FRA) Acting Associate Administrator for Safety, George Gavalla.

As RSAC members, or their alternates, assembled, attendance was recorded by sign-in log. Sign-in logs for each daily meeting are a permanent part of the RSAC Docket. Eight of the forty-eight voting RSAC members were absent: The Association of American Railroads (1 of 12 seats absent), The Association of Railway Museums (1 seat), The Brotherhood of Maintenance of Way Employees (1 of 2 seats absent), The Hotel Employees & Restaurant Employees International Union (1 seat), The International Association of Machinists and Aerospace Workers (1 seat), The International Brotherhood of Boilermakers and Blacksmiths (1 seat), The National Conference of Firemen & Oilers (1 seat), and Safe Travel America (1 seat). One of four non-voting RSAC members were absent: Transport Canada. Total meeting attendance, including presenters, was approximately 85.

Chairperson Gavalla welcomes RSAC Members and attendees. He asks Dean Hollingsworth (FRA's Office of Safety) to brief attendees on the location of fire exits and emergency health procedures.

In introducing FRA Administrator Jolene M. Molitoris, Chairperson Gavalla reflects that the quality of today's meeting is influenced by the attendees' expectations. He observes that since expectations are high, the meeting should be enjoyable.

Administrator Molitoris declares that this is a time to celebrate what RSAC has accomplished. In the beginning, there were a lot of negatives. However, the participants in this process are now emerging as the ambassadors for the 21st Century way of doing business. At FRA, there is a great sense of pride of what has been accomplished.

Looking back to where it all started is Roadway Worker Protection. We know people are alive today because of the first "negotiated" rulemaking on Roadway Worker Protection.

In July 1998, FRA published revisions to Track Safety Standards. In the near future, FRA will supplement that effort with a final rule amendment on the Gage Restraint Measurement System, based on a consensus reached within the Track Safety Standards Working Group.

We finalized rules for Passenger Train Emergency Preparedness, which we are all working to implement.

Just last Friday (9-4-98), the Railroad Communications Working Group's final rule on radio communications was published in the *Federal Register*.

Meanwhile, FRA is awaiting some minor housekeeping chores before the publication of proposed rules on Steam Locomotive Inspection and Qualification and Certification of Locomotive Engineers. Both of these consensus products offer the promise of simplified requirements and improved safety.

Finally, FRA will release a Notice of Proposed Rulemaking (NPRM) on Revisions of Freight Power Brake Regulations shortly. The NPRM represents the beginning, a foundation, of rule changes in this difficult area. The NPRM is a better product as a result of the protracted negotiations undertaken by the Power Brake Working Group and the efforts of former FRA Associate Administrator for Safety, Bruce Fine.

But there is more to do. We are finalizing the first comprehensive Passenger Equipment Safety Standards ever issued by a regulatory body in the United States. We look forward to publication of these rules before the next meeting of RSAC. Administrator Molitoris acknowledges the work being undertaken by the American Public Transit Association's (APTA) Passenger Rail Equipment Safety Standards (PRESS) Task Force, which is working towards voluntary passenger safety standards.

I am asking the PTC Working Group to deliver a report on the implementation of PTC systems, and an NPRM on PTC Performance Standards before this calendar year expires.

The coming year should see the publication of: a proposed and final rule on Roadway Equipment; a proposed and final rule on more crash worthy and capable Event Recorders; a proposed and final rule on Locomotive Cab Working Conditions including provisions for sanitation, occupational noise exposure for railroad operating employees, and locomotive cab temperature; and a proposed, and perhaps final, rule on Locomotive Crashworthiness.

Now, some will say that we are at the limit of our resources. I have to agree. FRA's leadership and staff are stretched very thin. In that regard, we seem to reflect the reality present elsewhere in the railroad community.

Without question, getting new regulations right is more important than running up their numbers. Congress often asks me if the RSAC process is faster? I respond that RSAC makes the process better.

The Safety Assurance and Compliance Program (SACP) safety audits being conducted on many railroads provide the means for ensuring that our goals and objectives are translated into results where people live and work. The two principal tenants of SACP are that labor and management can work together and that safety cannot be separated from other things. Simply put, we cannot segment "quality of life" issues from safety. "Fatigue" issues affect our goal of zero tolerance for accidents. If we are going to gain market share and if we are going to improve safety, then we are going to have to work together.

Administrator Molitoris asks RSAC members to acknowledge the American Shortline and Regional Railroad Association's (ASLRRA) President, William E. Loftus, for the many years of service to both FRA and ASLRRA. Mr. Loftus will retire at the end of December 1998 and this is the last scheduled RSAC meeting before his retirement.

Mr. Loftus accepts the appreciation expressed by RSAC members.

In concluding her opening remarks, Administrator Molitoris requests that RSAC Working Group participants, who are present, for Revisions to Track Safety Standards, Railroad Communications, Qualification and Certification of Locomotive Engineers Regulations, and Locomotive Crashworthiness stand and be recognized by RSAC members for their successful efforts to bring these rules to conclusion.

Chairperson Gavalla expresses his appreciation for everyone's efforts to attend the meeting, including the non-voting RSAC Member, Ingeniero Lozada from Mexico.

Chairperson Gavalla introduces Grady Cothen (FRA's Deputy Associate Administrator for Safety Standards and Program Development) for an update on existing tasks before RSAC.

Mr. Cothen acknowledges that during the past year, some RSAC Working Group was meeting nearly every week, demonstrating the size of the participants and the diversity of the agenda before RSAC. Among the handouts for today's meeting is the Final Rule on Railroad Communications. Though complete, the proposed Steam Locomotive Standards and Locomotive Engineer Certification rules are awaiting final clearance for publication in the *Federal Register* and cannot be distributed at today's meeting. However, the Notice of Proposed Rulemaking (NPRM): Brake Systems Safety Standards for Freight and Other Non-Passenger Trains and Equipment (Power Brake) is being circulated to RSAC members today. The Power Brake NPRM will be handled as a traditional Rulemaking. A schedule for hearings will be published shortly. A reprint of the *Federal Register* Notice containing the Final Rule on Railroad Communications and the Power Brake NPRM are part of the materials that were distributed to each

RSAC Member. These materials are part of the permanent RSAC Docket and are not excerpted in detail in the RSAC Minutes.

Mr. Cothen asks Patricia Sun (FRA's Office of Chief Counsel), to brief RSAC on the status of Railroad Communications, Task No. 96-3. Task Statements, Working Group membership composition, and prior synopses of Working Group activities are part of the materials inserted at TAB 7 of Notebooks given to each RSAC member. These materials are part of the permanent RSAC Docket and are not excerpted in detail in the RSAC Minutes.

Ms. Sun explains that the Railroad Communications Final Rules (49 Code of Federal Regulations (CFR) Part 220) were published on September 4, 1998, and become effective on January 2, 1999. On July 1, 1999, new communications equipment requirements become effective for large railroads (defined as 400,000 or more annual employee hours). Communications equipment requirements for railroads with fewer than 400,000 annual employee hours become effective on July 1, 2000. The new radio communications rules extend to roadway workers, and there are operational requirements for testing communications equipment, reporting emergencies, and retention of mandatory directives.

Ms. Sun asks RSAC members for questions.

With no questions, Mr. Cothen asks Mark H. McKeon (FRA's Regional Administrator, Region 1), to brief RSAC on the status of Revision of the Qualification and Certification of Locomotive Engineer Regulations, Task No. 96-6. Task Statements, Working Group membership composition, and prior synopses of Working Group activities are part of the materials inserted at TAB 9 of Notebooks given to each RSAC member. These materials are part of the permanent RSAC Docket and are not excerpted in detail in the RSAC Minutes.

Mr. McKeon reports that the recommendation of the Full RSAC [received by prior mail ballot] has been accepted by FRA Administrator Molitoris without material modification. He commends the efforts of Working Group. A final meeting of the working group will be held to consider any comments filed, following public notice of the proposed rules

Mr. McKeon asks RSAC members for questions.

With no questions, Mr. Cothen asks George Scerbo (FRA's Office of Safety) to brief RSAC on the status of Revision of Steam-Powered Locomotive Inspection Standards, Task No. 96-5. Task Statements, Working Group membership composition, and prior synopses of Working Group activities are part of the materials inserted at TAB 8 of Notebooks given to each RSAC member. These materials are part of the permanent RSAC Docket and are not excerpted in detail in the RSAC Minutes.

Mr. Scerbo reports that the Working Group completed work on a document. The Full RSAC has already sent its recommendation to FRA Administrator Molitoris. Revision of Steam-Powered Locomotive Inspection Standards now awaits publication in the *Federal Register*.

Mr. Scerbo asks RSAC members for questions.

With no questions, Chairperson Gavalla announces that FRA needs to update the RSAC membership lists. Mr. Gavalla asks Vicky McCully (FRA's Office of Safety) to discuss the RSAC database needs.

Ms. McCully explains that FRA will contract the development of a database to help track the nearly 800 members and alternates of the Full RSAC and the numerous Working Groups and Task Forces. Also included will be the development of an "Interested Persons List," and the construction of a site on the "World Wide Web." Any input from RSAC members on how the latter two items could be addressed will be appreciated.

Chairperson Gavalla asks RSAC members to approve the Minutes from the 8th RSAC Meeting, held May 14, 1998.

Charles Dettmann (Association of American Railroads (AAR)) motions that the Minutes from the 8th RSAC Meeting be approved.

Ray Lineweber (United Transportation Union (UTU)), seconds the motion.

BY UNANIMOUS VOICE VOTE, THE MINUTES OF THE 8TH RSAC MEETING, HELD MAY 14, 1998, ARE APPROVED.

Chairperson Gavalla announces the Morning Break.

M O R N I N G B R E A K (10:40 A.M. - 11:15 A.M.)

Chairperson Gavalla reconvenes the meeting. Chairperson Gavalla asks Shraham (Sean) Mehrvazi (FRA's Office of Safety) to brief RSAC on the status of Locomotive Crashworthiness, Task No. 97-1. Task Statements, Working Group membership composition, and prior synopses of Working Group activities are part of the materials inserted at TAB 10 of Notebooks given to each RSAC member. These materials are part of the permanent RSAC Docket and are not excerpted in detail in the RSAC Minutes.

Using an overhead viewgraph, Mr. Mehrvazi shows a flow chart, which outlines the methodology being used by the Working Group to address this topic. A.D. Little, Inc., Consultants, has been contracted by FRA, through the Volpe National Transportation

Systems Center, to model accidents and to test changes in various accident scenarios resulting from modifying locomotive structural components. The Working Group will consider a set of draft requirements for crashworthiness improvements for freight road service locomotives at its October 1998 meeting. Mr. Mehrvazi hopes to be able to report additional progress at the next Full RSAC meeting.

Administrator Molitoris recognizes Edward Hamburger, President, Association of American Railroads (AAR), who is attending the RSAC meeting today. Administrator Molitoris declares that Mr. Hamburger joins Transportation Secretary Rodney Slater and Deputy Transportation Secretary Mortimer Downey in observing an RSAC session.

Mr. Hamburger says he has had the honor of being the President of the AAR as of July 15, 1998. He is learning that cooperation and dialogue mean something. He is involved in talking with customers around the country to help put aside differences that exist in many areas. The AAR is committed to the RSAC process and will be at the table for as long as it takes.

Administrator Molitoris reiterates that there are many issues still confronting the industry and FRA will also be at the table as long as it takes.

Chairperson Gavalla asks Dean Hollingsworth (FRA's Office of Safety) to brief RSAC on the status of RSAC Task No. 97-4, Positive Train Control Systems Technologies, Definitions, and Capabilities, Task No. 97-5, Positive Train Control Systems Implementation Issues, and Task No. 97-6, Standards for New Train Control Systems. Materials related to these topics are inserted at Tab 15 of Notebooks given to each RSAC member. These materials are part of the permanent RSAC Docket and are not excerpted in detail in the RSAC Minutes.

Mr. Hollingsworth explains that the PTC Working Group has divided into two Task Forces, each consisting of approximately 35 members. The "Data and Implementation" Task Force is working on Tasks No. 97-4 and 97-5. The "Standards" Task Force is working on Task No. 97-6.

The Data and Implementation Task Force has agreed to prepare a PTC Progress Report for the Secretary of Transportation. This report may be submitted to Congress in the Spring of 1999. Four teams have been formed to write specific parts of the PTC Progress Report. These are the RSAC Progress Report team, the accident review team, the PTC economic team, and the ITS/wayside detector team. The task force expects to submit its draft report to Administrator Molitoris by the end of November 1998.

The Standards Task Force is considering many aspects of PTC and is working towards a November deadline to issue an NPRM.

The Data and Implementation Task Force is preparing a glossary of terms for use by the Standards Task Force.

A PTC supplier response matrix is being verified with the suppliers and will be distributed soon.

Mr. Hollingsworth asks RSAC members for questions. With no questions, Chairperson Gavalla recognizes Dr. Paul Rothberg (Congressional Research Service), who is attending the Full RSAC meeting today.

Following some housekeeping and administrative announcements, Chairperson Gavalla announces the Lunch Break.

LUNCH BREAK (12:20 P.M. - 1:25 P.M.)

Chairperson Gavalla reconvenes the meeting. Chairperson Gavalla announces that the Gage Restraint Measuring System (GRMS) subgroup of the Track Safety Standards Work Group (Task No. 96-2) anticipates that recommendations for GRMS amendments to the recently issued Track Safety Standards will be available shortly. Chairperson requests a motion from RSAC that will permit the submission of GRMS amendments to RSAC members by mail ballot.

A MOTION WAS MADE AND SECONDED TO SUBMIT GMRS RECOMMENDATIONS BY MAIL BALLOT TO RSAC MEMBERS, WHEN AVAILABLE. THE MOTION WAS APPROVED BY UNANIMOUS VOICE VOTE.

Chairperson Gavalla asks Edward R. English, Director (FRA's Office of Safety Assurance and Compliance) to report on the progress of the Locomotive Event Recorder Working Group.

Mr. English's progress report on RSAC Task No. 97-3, Revision of Event Recorder Requirements, is part of the materials inserted at Tab 12 of Notebooks given to each RSAC member. These materials are part of the permanent RSAC Docket and are not excerpted in detail in the RSAC Minutes.

The Working Group has created four task forces as follows: (1) Testing Sequence, (2) Testing Criteria, (3) Data Element & Location, and (4) Maintenance, Inspection & Testing. The Testing Sequence Task Force has reached consensus on the six measures that will be used. The Testing Criteria Task force has reached consensus on the limits for each of the six measures. The Data Element & Location Task Force has produced a list, which includes the most important data elements from each member's list of desired data elements to be collected. Finally, the Maintenance, Inspection &

Testing Task Force is discussing and providing input for the preparation of the rule text draft. With general agreement on most elements, FRA is preparing a preamble, a rule text, and economic justification. A consensus rulemaking is expected.

Fran Hooper (American Public Transit Association (APTA)) announces that APTA is working on a proposal for multiple operated electric locomotive (MU) cars, which will bring the "passenger" requirements along side the "freight" locomotive requirements by the next (November 1998) Working Group meeting.

Mr. English concludes his remarks on Locomotive Event Recorders by asking for questions from RSAC members.

Rick Inclima (Brotherhood of Maintenance of Way Employees (BMWEE)) motions and Ray Lineweber (UTU) seconds a proposal to circulate rule changes regarding the safety of persons riding or operating maintenance of way equipment under the Track Working Group by mail ballot, when available.

MOTION TO CIRCULATE RULE CHANGES REGARDING THE SAFETY OF PERSONS RIDING OR OPERATING MAINTENANCE OF WAY EQUIPMENT BY MAIL BALLOT IS APPROVED BY UNANIMOUS VOICE VOTE.

With no questions, Chairperson Gavalla asks Brenda Hattery (FRA's Office of Safety) to brief RSAC on the status of Locomotive Cab Working Conditions, Task No. 97-2. Task Statements, Working Group membership composition, and a brief synopsis of Working Group activities related to locomotive crashworthiness are part of the materials inserted at TAB 10 of Notebooks given to each RSAC member. These materials are part of the permanent RSAC Docket and are not excerpted in detail in the RSAC Minutes.

Ms. Hattery explains that progress is being made by the Noise Task Force and the Temperature Task Force. Recommendations from the two task forces to the Working Group will be made during a scheduled October 1998 Working Group meeting. No action has been taken yet on vibration, sanitary facilities, or cab ergonomics.

Ms. Hattery asks for questions from RSAC members.

With no questions, Chairperson Gavalla shares observations about Roadway Worker Protection, FRA's first negotiated rulemaking. There has been a sharp decline, but not elimination of roadway worker fatalities. In analyzing data, most fatalities seem to involve workers on duty, but not engaged in track work. The regulation has changed "requirements" for workers. However, the regulation has not changed the "attitudes" of workers. The principal message to remember: Don't go into the gage of track, unless you have to be there.

Chairperson Gavalla asks everyone of FRA's Track, and Signal & Train Control Inspectors to advise roadway workers on the dangers of working around railroad track; to deliver the message of safety.

Chairperson Gavalla asks Grady Cothen (FRA Deputy Associate Administrator for Safety Standards and Program Development) to brief RSAC on future tasks. Mr. Cothen's presentation is a follow-up to a regulatory agenda briefing made at the May 14, 1998 RSAC Meeting. Using overhead viewgraphs, Mr. Cothen describes "Major FRA Rulemaking Activities (1994-1999)," "Current RSAC Project and Major Non-RSAC Project Time Lines," and "Options for New RSAC Tasks." Overhead view graphs and handout materials distributed during Mr. Cothen's presentation become part of the official record of these proceedings and are not excerpted in detail in the minutes.

Under the "current RSAC Project and Major Non-RSAC Project Time Lines," Mr. Cothen cautions that milestones and goals indicated are rough estimates and have not been endorsed by individual RSAC Working Groups.

The Options for New RSAC Tasks have been organized along the following FRA inspection disciplines: Operating Practices, Track (including roadway worker safety and bridge worker safety), Motive Power & Equipment, and Signals & Train Control. Mr. Cothen indicates that train whistle bans are expected to be a major issue for FRA in 1999. In addition, the Brotherhood of Railroad Carmen has requested that Blue Signal Regulations be revisited (49 CFR Section 218), the Brotherhood of Maintenance of Way Employees has requested changes in rules affecting crane safety and bridge worker body safety belts, and the Association of American Railroads has requested that present regulations governing locomotive inspections be revised.

Ross Capon (National Association of Railroad Passengers). Referring to "Options for New RSAC Tasks (Operating Practices)," under dispatcher selection and training standards workload limits, Don Phillips has an article in the magazine, *Trains*, entitled "Let the Dinosaurs Fade Into History," (October 1998), which would be appropriate reading for any Working Group assigned this task.

Mr. Cothen thanks Mr. Capon and asks RSAC members for a discussion of whether it would be appropriate for the Roadway Equipment Task Force of the Track Safety Standards Working Group to consider and report back on possible tasking of crane safety?

Mr. Inclima responds that we [RSAC] agrees with this approach and supports taking-on additional items as work loads permit.

Chairperson Gavalla asks if Mr. Inclima is making a recommendation at this time that his Working Group will report back to the Full RSAC whether it is appropriate to task that group with Railroad Crane Safety?

Mr. Inclima responds affirmatively.

Chairperson Gavalla accepts Mr. Inclima's offer and declares that he will expect a report on Railroad Crane Safety at the next RSAC meeting in January 1999.

Mr. Cothen continues the review of "Options for New RSAC Tasks" with topics under "Motive Power & Equipment."

Ray Lineweber (UTU) declares that under "revisions to locomotive inspections," proposed by the Association of American Railroads (August 21, 1998 letter to Chairperson Gavalla from Charles Dettmann), simply extending the locomotive inspection period to Noon, rather than requiring that inspections be completed in the middle of the night may be the only modification needed to these rules.

Mr. Cothen continues the review of "Options for New RSAC Tasks" (topics under Motive Power & Equipment) in expressing the need for FRA to address National Transportation Safety Board (NTSB) Recommendations RAR-98-2 and 98-3, arising out of the Kelso, California run-away train accident. The NTSB is requesting rules for steep grade descent procedures and braking procedures which consider the weight of the train. Finally, at some appropriate point, FRA needs to move forward on regulations for remote control locomotive operations.

Under "Signals, Train Control, and Collision Avoidance Technologies," the PTC Working Group is in full swing. FRA anticipates an NTSB recommendation for a cognitive alerter system. However, FRA does not know what is meant by "cognitive alerter systems," since FRA research has focused on monitoring of physiological manifestations of alertness.

In concluding, Mr. Cothen apologizes if any issues have been left off the short list of topics in his presentation.

Mr. Inclima (BMW) inquires about the status of the accident/incident reporting review.

Mr. Cothen responds that a group has been formed. In early January 1999, FRA hopes to schedule the first meeting.

Mr. Inclima asks if all persons expressing interest have been added to the group?

Mr. Cothen responds that he does not have the final group membership list with him, but that all expressions of interest were honored.

Leroy Jones (Brotherhood of Locomotive Engineers (BLE)) asks how FRA estimates “Risk Reduction Potential” in the matrix under the “Options for New RSAC Tasks” handout?

Mr. Cothen responds that the level chosen for each new task was a seat-of-the-pants guesstimate, but that the regulatory reform potential was generally approached based on the value of the assets (or cost of the procedures) and the age of the current regulations.

Mr. Jones replies that some of the proposed tasks are more important to some groups than to others.

Mr. Cothen declares that is the purpose of this presentation—to start a discussion of the priority of what items RSAC may wish to undertake.

Henry Lewin (Transportation Communications International Union/Brotherhood of Railway Carmen (TCIU/BRC)) asks if the list of accident/incident group membership been circulated to labor?

Mr. Cothen believes that the list has been circulated. However, FRA will circulate the list again.

Mr. Cothen mentions that there is a need for railroads to develop “Fatigue Management Plans”—an issue raised at the last RSAC meeting. At some point, sooner or later, perhaps under Congressional mandate, FRA and RSAC will need to address fatigue issues.

Mr. Lineweber (UTU) says that there are Safety Assurance and Compliance Program (SACP) references to resolving some of these issues. He hopes that some of these issues can be resolved under the RSAC process.

Mr. Inclima asks if highway-rail grade crossing issues are to be resolved as separate issues, or under the PTC Working Group?

Mr. Cothen responds there are highway-rail crossing matters being addressed in the PTC Working Group concerning interface of PTC with other Intelligent Transportation systems.

Mr. Inclima notes the recommendation of the Track Safety Standards Working Group that vegetation at crossings be addressed by an intermodal group.

Mr. Cothen states that the Secretary has honored this request and that efforts are being made to convene a Department of Transportation planning group, following which, efforts will be made to involve representatives from the affected industries.

Mr. Capon (APTA) expresses appreciation for circulating the NTSB report on the 1998 Indiana Commuter Train Accident (Northern Indiana Commuter Transportation District). This is the second example within a 2-3 year period (the first being the Marc/Amtrak Silver Spring, Maryland accident in February 1996) in which the lead commuter car was needlessly occupied on the lightly-loaded train. He hopes that somebody will make the observation that a very lightly-loaded commuter train had passenger fatalities in the lead car because lead car use was not discouraged.

Mr. Cothen thanks Mr. Capon for his observation. FRA raised this same issue in Emergency Order No. 20.

Chairperson Gavalla explains that FRA has instructed its inspectors to look for the clustering of passengers in lightly-loaded lead cars.

Frank Pursley (AAR/CSX Transportation) asks about the future of the North American Rail Alertness Partnership (NARAP).

Chairperson Gavalla responds that NARAP has multiple stake holders that have a stake in fatigue issues. The course of legislation on Capital Hill will dictate what direction and when FRA will move.

Chairperson Gavalla asks if there is a new business to be brought before RSAC?

Mr. Jones (BLE) expresses his appreciation to the railroad industry for their movement on cab working conditions, especially the sanitary facilities issue. In view of the intolerable temperatures, especially in Texas this year, he hopes that the locomotive cab air conditioning issue can be addressed before next Summer.

Chairperson Gavalla announces that if the U.S. Congress is unable to pass FRA's budget by October 1, 1998, travel for FRA employees will be curtailed. This is also true if the U.S. Congress continues to fund government under a continuing resolution. However, RSAC activities will have the highest priorities.

Chairperson Gavalla asks for suggestions for the next Full RSAC meeting.

AN ATTEMPT WILL BE MADE TO SCHEDULE THE NEXT RSAC MEETING FOR JANUARY 28, 1999 IN THE WASHINGTON, D.C. AREA. THE ALTERNATE MEETING DATE WILL BE SOMETIME DURING THE WEEK OF JANUARY 25, 1999.

Chairperson Gavalla introduces Donald M. Itzkoff, FRA Deputy Administrator.

Mr. Itzkoff welcomes RSAC Members and attendees. He appreciates everyone's efforts to attend the meeting. The list of accomplishments given this morning by Administrator Molitoris is impressive. Our accomplishments are not about the number of new rules, or the number of pages in the *Federal Register*. While Dr. Rothberg and Jack Wells (House Committee on Transportation and Infrastructure) have attended these sessions, we still need to get the word out about our accomplishments. We at FRA salute you for all your efforts in participating in this process.

With no additional business, Deputy Administrator Itzkoff adjourns the 9th RSAC Meeting at 2:45 p.m.

M E E T I N G A D J O U R N E D 2:45 P.M.

These minutes are not a verbatim transcript of the proceedings. Also, overhead view graphs and handout materials distributed during presentations by RSAC Working Group Members, FRA employees, and consultants, become part of the official record of these proceedings and are not excerpted in detail in the minutes.

Respectively submitted by John F. Sneed, Secretary.