



**APTA HIGH SPEED AND INTERCITY PASSENGER RAIL COMMITTEE**

**Peter Gertler, presiding**

**Ballroom of the Americas D  
Hilton Americas/Houston, TX**

**Sunday, October 12, 2014  
8 – 10 am**

*Coffee service provided*

**AGENDA**

1. Welcome and Introductions – Peter Gertler, chair
2. Report from the APTA Chair – Phil Washington
3. Legislative Update – Anna Barry, Rob Healy
4. ROI Study Update – Charlie Quandel, Art Guzzetti
5. Selected Project Updates
  - a. California High Speed Rail Authority – Frank Vacca
  - b. Texas Central Railway, LLC – Judge Robert Eckels
  - c. The Northeast Maglev – Rob Kiernan
6. Committee Reports
  - a. Speedlines – Al Engel
  - b. Programs Subcommittee – Norman Forde (attachments)
7. Consent Agenda
  - a. AASHTO Liaison Report – David Kutrosky (attached)
  - b. Technical Subcommittee Report – Jim Michel (attached)
  - c. RSAC Report – Bob Moore (attached)
8. Administrative Items
  - a. Minutes from June meeting (attached)
  - b. Next meeting: Sunday, March 8, 2015 in Washington, DC

*\*Agenda subject to change*

*\*\* Japanese TV company NHK will film portions of the meeting.*



**October 1, 2014**

**TO: APTA HSICPR Committee**  
**FR: Norman Forde, Programs Chair**  
**RE: High Speed Rail content at APTA's 2014 Annual Meeting**

*Program sessions of interest to HSICPR committee member can be found on the show floor this week, in the INTERNATIONAL LEARNING ZONE located in Booth 5750 on the first floor of the George R. Brown Convention Center. The schedule is as follows:*

**MONDAY, OCTOBER 13**

**50 AND 10: LOOKING AHEAD TO HIGH SPEED RAIL**

11:00 AM- 12:00PM

Against a backdrop of 50 years of high speed rail in Japan, an international panel discusses where the US will be and should be in the realm of high speed rail in the next decade.

**Michel LeBoeuf**, chair, high speed committee, International Union of Railways, and chair, Scientific Committee, 9<sup>th</sup> World Congress on High Speed Rail (Tokyo, July 2015)

**Frank Vacca**, chief program manager, California High Speed Rail Authority

**Judge Robert Eckels**, president, Texas Central High Speed Railway, LLC

**Moderator: Peter Gertler**, chair, high speed and intercity passenger rail committee, APTA, and Director, Business Development, Autodesk, San Rafael, CA

**THE 9TH WORLD CONGRESS ON HIGH-SPEED RAIL**

1:00- 1:30 PM

The 9th World Congress & Trade Exhibition on High-Speed Rail, organized by East Japan Railways and the International Union of Railways (UIC), will be held in Tokyo, Japan from July 7-10, 2015. Join the organizer of the World Congress at this Learning Zone to learn more about the event, including the upcoming call for papers, opportunities for exhibiting and sponsorships.

**Michel LeBoeuf**, chair, high speed committee, International Union of Railways, and chair, Scientific Committee, 9<sup>th</sup> World Congress on High Speed Rail (Tokyo, July 2015)

**HIGH-SPEED RAIL IN JAPAN - CELEBRATE THE PAST, DESIGN THE FUTURE**

2:00- 2:45PM

This presentation will highlight the development 50 years ago of High Speed Rail in Japan and will transport us to the future, and to the new image of the high speed trains.

**Yasutake Kojima**, Director, New York Office, East Japan Railway Company



**TOKYO 2015**  
**HIGHSPEED**  
9th World Congress on High Speed Rail



## UIC HIGHSPEED 2015

**Celebrate the past, Design the future**  
**7-10 July 2015, Tokyo**

The Congress is being coordinated by East Japan Railway Company in collaboration with all parties involved in high speed rail in Japan, and more generally with all UIC member railways.

This is the world's most important meeting for high-speed rail, and is expected to attract more than 1,000 attendees from across the globe to exchange views on the development and achievements of high-speed rail worldwide.

The World Congress will feature international rail experts on transportation policy and technology. It will bring the public and private sectors together to provide insight and identify best practices for implementing high-speed rail projects at every stage - from planning, financing, and construction, to operations and management. Also, the Congress will feature an exhibit showcasing high-speed rail products and services.

### **CALL FOR PAPERS:**

The Highspeed 2015 planning committee will release the call for papers in the coming weeks. Members of APTA's HSICPR Committee can expect to receive an email alert with instructions for submitting abstracts for consideration.

**\*\*VISIT THE INTERNATIONAL LEARNING ZONE MONDAY AT 1PM\*\***

**IN BOOTH #5750 FOR MORE ON UIC HIGHSPEED 2015**

**WITH MICHEL LEBOEUF, CHAIR OF THE PLANNING COMMITTEE**

October 3, 2014

TO: APTA HSICPR Committee  
FR: David Kutrosky, Immediate Past Chair  
RE: AASHTO Liaison report

1. The 19 intercity passenger rail agencies together AASHTO have reviewed the recent bi-partisan rail reauthorization proposal from the House T&I Committee - HR 5449. The Passenger Rail Reform and Investment Act (PRRIA). There is overall support in concept of the bill by AASHTO and the state IPR agencies and we all look forward to working with the T&I Committee as the bill progresses.

2. The state IPR agencies supported by AASHTO have been meeting with FRA, Amtrak and the Surface Transportation Board (STB) to update the Section 209 policy and pricing methodology for state IPR services that are operated by Amtrak. The current policy was adopted in early 2011 and was implemented in October 2014 and provides an opportunity to modify the policy and methodology within 3 years of implementation.

3. I continue to have discussions with AASHTO staff to include a HSIPR program sponsored by the APTA HSICPR Committee at the next AASHTO Standing Committee on Rail Transportation (SCORT) meeting in Sept-Oct 2015.

### NEW REGULATIONS FOR DOOR AND WINDOW MARKINGS EFFECTIVE JANUARY 28, 2015

New requirements in 49CFR Part 238 covering marking and design of doors and windows used for emergency egress and emergency responder access become effective on January 28, 2015. These requirements were published in a Final Rule in the Federal Register on November 29, 2013. While the rule memorializes industry practice and APTA Recommended Practice, there may be some instances where older equipment may not be fully compliant or individual properties may have had slightly different marking standards. If emergency windows are partially obstructed by seatbacks, 238.113(d)(3) requires emergency instructions to be modified and posted adjacent to these special conditions to facilitate the easy removal. Also required are revised exterior markings for emergency roof access points under 238.123. Civil penalties can be as high as \$2500 per violation and each non-compliant window or door can be treated as a separate violation.

The same rulemaking requires new Tier I equipment ordered after January 28, 2014 or first placed in service after January 29, 2018 to have each door that functions as an emergency pathway be equipped with an easily removed window or “kickout panel” in the event the door cannot be opened manually. Properties with recently placed car orders may wish to review their specifications to insure these requirements have been incorporated.

The Final Rule can be accessed at <http://www.gpo.gov/fdsys/pkg/FR-2013-11-29/pdf/2013-27731.pdf>

### RSAC ENGINEERING TASK FORCE FOR HIGH SPEED EQUIPMENT

The FRA, industry suppliers working through APTA, labor organizations, and potential project sponsors have completed the technical parameters for high speed rolling stock to operate up to 220 miles per hour. A special working group of industry, labor, and FRA people have been meeting to resolve outstanding safety appliances issues before the next full task force meeting in November.

The FRA plans to issue these guidelines as an amendment to 49CFR Part 238 through formal rulemaking. These guidelines are being used on a voluntary basis in the Amtrak NEC and California trainset procurements.

Contact Martin Schroeder, the APTA technical liaison, for more information. [mschroeder@apta.com](mailto:mschroeder@apta.com)

### RAILROAD RISK REDUCTION PROGRAMS (RRP)

Section 103 of the 2008 RSIA requires the FRA to issue regulations that establish Railroad Risk Reduction Programs (RRP). Administrator Szabo indicated on September 29 that issuance of the Final Risk Reduction Rules is imminent.

#### Passenger System Safety Rule; 49 CFR Part 270

The final regulation is expected to closely track the NPRM version published September 7, 2012 and requires each passenger operation on the general system of rail transportation (except tourist railroads) to evaluate risk, prepare a SSPP, and fully implement the SSPP. Bill Grizard at APTA is the industry coordinator for this activity. [bgrizard@apta.com](mailto:bgrizard@apta.com)

#### Freight Risk Reduction Rule; 49 CFR Part 271

An RSAC Task Force has prepared a draft rule, presently called Part 271. Passenger operations hosted by freight railroads may be required to provide safety input to the freight railroad’s risk reduction plan upon request. Mike Rush at AAR is the industry coordinator for this activity. [mrush@aar.org](mailto:mrush@aar.org)

### AASHTO NEXT GENERATION EQUIPMENT COMMITTEE

The AASHTO Next Generation Equipment Committee (NGEC) established by Section 305 of PRIIA is a joint effort of the state DOTs, FRA, and Amtrak collaborating with the railway equipment suppliers to produce specifications that result in a high level of standardization and interoperability for intercity rolling stock. A grant from the FRA continues the NGEC work until July, 2015. Work continues to finalize design and approve mock-ups of the two NGEC procurements are underway using ARRA grants;

- the bi-level passenger cars for California, Illinois, Michigan and Missouri being built by Sumitomo/Nippon Sharyo, and
- the diesel locomotive order for the above states plus Washington awarded to Siemens.

Complete delivery of the passenger car base order is slated for July, 2017 as required by the ARRA funding grant. First article inspections and mock-ups are on schedule. Mock-ups of key areas of the locomotive will be ready for review in December, 2014.

Future NGEC work involves a specification for a Diesel Multiple Unit and for Dual-mode Locomotive. In September, 2014, the NGEC authorized the preparation of a dual-mode locomotive specification. Jack Madden from NY State DOT is the task leader.

Information about the NGEC and its work products can be obtained at the following link:

<http://www.ngec305.org>

Anyone wishing to be involved in any aspect of the Next Generation Equipment Committee should contact Steve Hewitt, AASHTO Manager of Support Services, at [shewitt109@aol.com](mailto:shewitt109@aol.com)

### ADA RULE UPDATE FOR COMMUTER AND INTERCITY RAIL VEHICLES

The DOT Access Board has established an advisory committee to assist in the review and update of its ADA Accessibility Guidelines for Transportation Vehicles. The Rail Vehicles Access Advisory Committee will develop consensus recommendations for the Board's use in updating sections of the regulations and guidelines that cover vehicles of fixed guideway systems, including rapid, light, commuter, intercity, and high speed rail. Four RVAAC subcommittees that have been established are meeting on a monthly basis. For further information and meeting schedule, visit the Board's [website](#); email [rvaac@access-board.gov](mailto:rvaac@access-board.gov)

### FRA ISSUES FINAL RULE FOR POSITIVE TRAIN CONTROL

The Federal Railroad Administration (FRA) has issued a final rule on August 22, 2014 on positive train control (PTC) systems that amends certain Rail Safety Improvement Act of 2008 regulations. Taking effect on October 21, 2014, the final rule revises regulations governing freight and passenger railroads' implementation of PTC on certain mainlines. Points that have been modified include:

- revises an existing regulatory exception to the requirement to install a PTC system for track segments carrying freight only that present a "de minimis" safety risk, meaning a general de minimis exception to the requirement to implement a PTC system on a given track segment (this may affect cost sharing with passenger operators if PTC is no longer required for freight service);
- adds a new exception for PTC-unequipped freight trains associated with certain freight yard operations to operate within PTC systems;

- revises the existing regulations related to en route failures of a PTC system;
- adds new provisions related to other failures of a PTC system;
- amends the regulations on applications for approval of certain modifications of signal and train-control systems; and
- makes technical amendments to the FRA's other signal and train-control regulations and regulations governing grade crossing warning systems.

Under federal law, the railroads are required to install PTC systems on their lines by Dec. 31, 2015. While there has been draft legislation in several bills to alter the completion date, no changes have been passed by the Congress.

#### FUTURE COMMITTEE REPORTS

The subcommittee welcomes input from the Committee membership at large. Please contact either Charles Quandel or James Michel least 14 days prior to the next Committee meeting in March, 2015.

Submitted by James Michel, Technical Subcommittee Chair

Marsh Global Rail Practice 202-263-7682 james.michel@mmc.com



**Railroad Safety Advisory Committee (RSAC)**  
**APTA Update October 4, 2014**  
**Notes by Bob Moore-Quandel Consultants, LLC**

**(Disclaimer: These notes are unofficial and represent the author's interpretation of RSAC activities. Official information may differ.)**

The 51st RSAC meeting was held in Washington, DC, on March 6, 2014. Meeting notes were provided to the APTA HSR Committee in June 2014. The FRA had scheduled RSAC 52 to meet on September 4, 2014, but cancelled in late July, rescheduling the meeting to December 4, 2014. The FRA observed that the "postponement will allow the relatively new working groups time to make reportable progress and the existing groups time to develop recommendations for the Committee's consideration."

A December agenda has not been published. Therefore, the official meeting minutes for the 51<sup>st</sup> RSAC Meeting are not available. However, if you are interested, I would be happy to provide a copy of my notes. Just send me a note at [bmoore@quandel.com](mailto:bmoore@quandel.com).

The Recording Devices Working Group Task 14-01 is scheduled to meet on October 28-29, 2014 in Washington, DC. Meeting details can be obtained through the RSAC calendar at the following site:

<https://rsac.fra.dot.gov/webevent/scripts/webevent.plx?cmd=calmonth&callID=923>

On Aug 8, 2014, FRA Administrator transmitted to the railroad industry, Rail Failure Prevention Program guidance developed by the Rail Failure Working Group Task 12-01. The recommendations address policies for adoption by Class 2-5 track owners to reduce the likelihood of rail failure. The guidelines address rail wear, inspection, rolling contact fatigue identification corrective action and training.

FRA is planning to conduct an electronic Committee vote on the final product of the Tourist & Historic Working Group Task 96-4 prior to the December meeting. The Tourist & Historic Working Group has been working to revise regulatory language contained in 49 CFR regarding historical or antiquated equipment that is used only for excursion, educational, recreational purposes or private transportation.

In early September, the FRA presented an electronic ballot to the Committee to establish a working group to address Remote Control Locomotive Regulations Task 14-03. However, the ballot was withdrawn and is expected to be presented again in December.

RSAC task descriptions can be found at this site: <https://rsac.fra.dot.gov/tasks.php>

# HIGH-SPEED INTERCITY PASSENGER RAIL

## JUNE 15, 2014

### Meeting Notes

1. Welcome and Introductions – Chair David Kutrosky opened the meeting and introductions were given.
2. Report from the APTA Leadership
  - a. Peter Varga
    - Budget adopted – no dues increase – on track with Reserves policy
    - Governance task force continuing review of governance changes
  - b. Michael Melaniphy
    - Thanks to sponsors of conference, and to Administrator Szabo and Inaki Barron for being here, and David Kutrosky for his leadership
    - New report on federal funding for HSR. Recognized JREast Secondee Shintaro Takayanagi
    - APTF – thanks for support
3. Special Guests
  - a. FRA Administrator Joe Szabo
    - Introduced Michael Lestingi, Division Chief, Passenger Rail Policy)
    - Less than 3.5 years to spend balance of ARRA funds
  - b. Inaki Barron, UIC
    - UIC update
    - Focus of HS department: standards; available reports
    - UIC is marking the 50<sup>th</sup> Anniversary HSR
    - July 2015 – 9<sup>th</sup> World Congress on HSR takes place in Tokyo
    - Hope for more practicums training with APTA – possibly on TOP Rail – Tourists on Rail
    - Stations Working Group
    - Updating UIC leaflet 413 - Access & signage
4. Nominations Committee Report - Stan Feinsod
  - Slate identified:
    - Chair – Peter Gertler
    - Vice Chair – Al Engel
    - Secretary – Norman Forde
    - Member at Large – David Cameron
  - Thanks to David Kutrosky for his service
  - Vote was called; slate approved

5. Legislative Update (Anna Barry/Rob Healy)
  - No expectation of authorizations/appropriations prior to August recess.
  - House bill – local preference for construction, no funds to be spent on CAHSR
  - Senate bill – holds the line on most programs
  - Projects that congress will do something as a stopgap on Highway Transit Funds
6. ROI Study Update - Al Engel/Art Guzzetti
7. APTA Workforce Development Update - Pam Boswell
  - Legislative/advocacy
  - Image – changes to attract youth
  - Work with youth (Youth Summit)
  - Work with partners (Federal, other associations, labor, etc.)
  - Performance metrics – what’s the return on investments in our workforce
  - Higher education focus – APTA conferences; NuRail consortium; BMBG focus on rail engineering. Need feedback on where are the skill gaps?
8. Selected Project Updates
  - a. California Update – Jim Van Epps
    - Some changes in organizational structure
    - Construction is imminent! – Central Village
    - 2 segments with completed ROD on environmental reports
    - \$985mil for 1<sup>st</sup> segment
    - Working to build stronger relationship with stakeholders.
    - Work with UIC to improve risk management program
    - Use of state CAP and trade funding – awaiting approval
    - Continue on station planning work and connectivity projects
  - b. All Aboard Florida - Gene Skoropowski
  - c. Colorado – David Krutsinger
9. Consent Agenda –approved
10. Committee Updates:
  - a. Program – Tues is HSR day at the conference
  - b. Finance – Sasha Page
    - West and regional connector – LA – sales tax financed significant portion
    - CTA – Redline improvements – part financed with farebox revenue
11. Chair’s closing comments - David Kutrosky
  - Thanks to APTA staff – KellyAnne Gallagher
  - Need to get ROI study done

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