

# COMMUNITY RAIL SAFETY ADVISORY COMMITTEE

## MEETING AGENDA

### Information of Meeting

**Date:** Thursday, October 17, 2024

**Time:** 11:00 am -1:00 pm

**Location:** Virtual via Zoom

**Note:** This meeting will be recorded

**Facilitator:** Sheryl Trent

### Join Zoom Meeting

<https://us06web.zoom.us/j/84670808123?pwd=VcTiRVJCYdbsK0F5B3e8RqVa4jPFRn.1>

Meeting ID: 846 7080 8123

Passcode: 498524

### Agenda

11:00 am Welcome

11:02 am Housekeeping/Administrative Items (*Information*)

- Industry Committee Minutes from 10.9.24
- Review and Approval of Community Committee Minutes from 10.10.24
- Update on Action Items

11:10 am Section IV, (*Further Discussion/Direction*)

- Review Presentations for SLSI Hazmat Instruction Program

11:15 am Section V, A Quantification of the Adequate Levels of Investment Necessary to Reduce Highway-Rail Crossing Incidents and other Risks (*Direction & Language Recommendation*)

- Presentation by PUC following up on discussion from 10/10

11:45 am Section VIII, Communications (*Direction & Language Recommendation - See text below*)

12:15 pm Topics for JOINT Meeting on October 21<sup>st</sup> and Regular Meeting October 24<sup>th</sup>

12:30 pm Open Discussion

## Summary of Committee's discussion on communication challenges.

1. Concerns with onboard train communications: Train workers are issued handheld radios that work on a radio bandwidth that has become narrower. These handheld radios experience the known issue of jumbled speech when more than one person is speaking at the same time, which is more likely to happen in the case of an emergency. When working long trains, workers rely on signal repeaters to intensify the limited range of handheld radios to communicate. Signal repeaters create a lag between sending and receiving a signal of between six and eight seconds which is difficult for train workers to take into account--especially in an emergency situation. Moreover, when a long train is moving through a tunnel or is moving through mountainous terrain the signals can be interrupted. In an emergency especially in a mountainous region, these communications issues could impede or prevent a timely response by train workers to an emergency.

2. Concerns with identifying local emergency services: Train workers who are assisting a fellow worker during a health crisis expressed a need to have situational awareness of which emergency contact number to call to get help.

3. Concerns with being uninformed when entering an ongoing emergency situation: Train workers expressed concern with not having a system that alerts them to emergency incidents that are underway in an area the train is approaching. The discussions of the Industry Committee about the train blocking emergency routes during the Marshall Fire highlighted a need for greater situational awareness of ongoing emergencies unrelated to the operation of a train in these distinct emergency situations.

4. Concerns with one-way reporting a train incident to central dispatch: Train workers are required to notify their company's central dispatching system in the event of an incident. Once the report is made, however, there is no follow-up from dispatch with the train workers, who are often

the only ones at the scene before the first responders arrive. Even though train workers are not expected to be first responders, they need to know who is coming to the scene and when they will arrive while they remain the only ones on the scene of the event.

5. Concerns with wayside detectors: Train workers often receive information from wayside detector readings when the train has completely passed the detector, rather than giving real time information when the train first encounters the detector.

**Next meeting is October 21<sup>st</sup> (JOINT MEETING)**

<b>Action Items</b>		
<b>What</b>	<b>Who</b>	<b>By When</b>
Review document created for community engagement for other state agencies	All	
Review Equity 360 from CDOT	All	
Review equity framework PUC	All	
Contact FRA about long trains and definition	Pam	No FRA definition. Committee received NSA study on long trains.
Prepare an overview of communication practices	Jake and Carl	Presented at 10/3 meeting