

JOINT RAIL SAFETY ADVISORY COMMITTEE

MEETING AGENDA

Information of Meeting

Date: Monday, November 7, 2024

Time: 11:00 am - 12:30 pm

Location: Virtual via Zoom

Facilitator: Sheryl Trent

Join Zoom Meeting

<https://us06web.zoom.us/j/89316636194?pwd=930M7hCz7sbYHAFmFOff9Dj26BCcdw.1>

Meeting ID: 893 1663 6194

Passcode: 283851

Operating Agreements

- Be curious.
- First ask for context and content (especially if you disagree).
- Use open ended questions.
- Say "Thank You" or "I'm finished/done".
- Respect the speaker, even if you don't agree with the idea.
- ???

Agenda

11:00 am Welcome and Operating Agreements

11:05 am Housekeeping/Administrative Items
GREEN language is "final"
BLUE language is "draft"

11:07 am Section IV, An Assessment of Emergency Response and Cleanup Capacity Needed for Hazardous Materials Incidents Involving Railroads; (*Alignment on Language*)

Industry Committee Language	Community Committee Language
While rail is statistically one of the safest modes of transportation for goods over land, this Committee recognizes the potential consequences of a rail incident for public health, safety, and the environment are so significant that continued improvement in the	The Committee recommends gathering existing data from emergency responders and industry officials and the LEPC's to identify the current state of hazmat response resources and emergency resources for rail incidents and provide data-based

area of rail safety is required. This committee has identified opportunities for improvement in training, equipment, and incident management in government and industry sectors. To further define our understanding of these opportunities, the State should conduct a detailed and comprehensive analysis of capacities to respond to a rail emergency based on the ten existing emergency management all hazard districts. The Committees should continue to discuss, evaluate, and develop solutions for these gaps in emergency response. Communication between rail employees and first responders during incidents should continue to be a focus for improvement. Additionally, the system could benefit from more specificity in terms of adequate training, number of staff, and certifications for responders and operations technicians, and the Committee requests that the legislature study solutions related to accepting and attending training.

Note: Overall context should provide balanced information about strengths, successes and work the railroads and first responders are doing in all areas, but in this area specifically.

recommendations in line with risk management practices and industry data for the necessary resources needed in the state. Significant improvements can be made in the accessibility of equipment caches, coordinated training of first responders and railroad operators, clarification of roles and responsibilities, to ensure that resources are available when needed. Of specific concern is the quality and context of the contact list for emergency response for DERA. The assessment should include identification of areas of concerns to include geographic accessibility, rural areas, vulnerable environmental assets including waterways and protected lands, crossings that experience high traffic volume crossings (including vehicle, pedestrian and bike traffic), and population dense areas.

11:27 am

Section V, A Quantification of the Adequate Levels of Investment Necessary to Reduce Highway-Rail Crossing Incidents and other Risks
(Alignment on Language)

Industry Committee Language	Community Committee Language
<p>The Committee recognizes that, given the limited time frame for conversation, it is not possible to offer a full quantification of adequate levels of investment. Further study and conversation is required, and the Class I railroad public project team can be actively involved in those meetings. The Committee recommends that the approach and focus for rail safety be organized into three areas:</p> <ol style="list-style-type: none">1. Education: This includes school curriculum, drivers' education, drivers' license renewal, signage, and marketing. Education is a lower cost and long-term approach to increasing awareness of rail, pedestrian, and vehicular safety at crossings and in high traffic areas. In addition to the staffing levels for inspections and compliance, the Committee would strongly encourage and support education campaigns to include staffing Operation Lifesaver, PSA's, events, officers on the train and general outreach efforts to inform the public about safety and railroads.2. Engineering: The Committee recommends continuing to coordinate identifying priority projects	<p>The Committee recommends gathering existing data on high priority crossings and working with the owners of the crossings to understand the levels of investment that would include a focus on improving data collection methods to create a full picture of the existing situation and projected needs. The areas of most concern include funding existing state programs such as Operation Lifesaver, adequate funding for local governments and road authorities to make necessary updates and upgrades to prevent incidents and provide maintenance of crossings; and requirements for railroads to communicate with road authorities to achieve the necessary maintenance and infrastructure upgrades. Eliminating and upgrading railroad crossings should be priorities for safety improvements, but investments in signage, education, communication, and coordination are also important, with a balance between rural areas and more urban areas. Improved coordination and efforts to increase funding, including grant applications, for both freight and passenger rail are also important.</p>

across the state based on data, developing a budget for those projects, and funding those projects in priority order. The state, local governments and railroads should prioritize identifying and funding grade separations when a city, county or state street crosses a main rail line, particularly along emergency routes.

Engineering is a significant investment but is the only way to profoundly affect public safety.

3. Enforcement: This includes increasing penalties and increasing funding for staffing at the local law enforcement level. Currently penalties are tied to the level of infraction across the state, but a specific focus on the motor vehicle, pedestrian and bicycle safety aspects of enforcement is recommended.

Should we also mention that Colorado and other governmental entities should explore and utilize grants available from the federal government to separate or close those crossings that are deemed unsafe or that may be creating problems?

11:47 am

Section IX, (B) The Report Must Include a Recommendation as To Which State Agency Would Host the Proposed Governance Body to Ensure Proper Compliance with State and Federal Law, Equitable Access to Community and Worker Organizations, And Enforcement of Safety Requirements
(Alignment on Language)

Industry Committee Language	Community Committee Language
None currently.	<p>The Office of Rail Safety should be housed within the Public Utilities Commission in coordination with other departments in the State as outlined in the legislation. Although the committee recognizes the historic role that the PUC has played in protecting the public from public monopolies such as railroads and utilities, we also maintain strong concerns around the level and quality of access that would be afforded to workers and community members if housed in the PUC. The ability of railroad workers and members of the public to talk directly to staff and report issues with ease are vital to the success of the Office.</p> <p>Transparency, responsiveness, and accessibility must be key features of the Office of Rail Safety. The PUC shall implement best practices for public accessibility in accordance with language in legislation including Senate Bill 272 and House Bill 1266 and the Environmental Justice Task Force recommendations. The committee suggests having a staff member that is available to the public. The PUC should articulate a plan for how they would integrate interagency collaboration into their work should they house the Office and its inspectors. The PUC should also articulate a plan for how they will integrate inspection staff and develop their enforcement capabilities if they are to support the mission of the Office.</p>

12:07 pm

Wrap-up and Close