

INDUSTRY RAIL SAFETY ADVISORY COMMITTEE

MEETING AGENDA

Information of Meeting

Date: Monday, October 28, 2024

Time: 3:00 pm - 4:30 pm

Location: Virtual via Zoom

Facilitator: Sheryl Trent

Join Zoom Meeting

<https://us06web.zoom.us/j/89316636194?pwd=930M7hCz7sbYHAFmOff9Dj26BCcdw.1>

Meeting ID: 893 1663 6194

Passcode: 283851

Agenda

3:00 pm Welcome

3:02 pm Housekeeping/Administrative Items (*Information*)

- Review and Approval of Industry Committee Minutes from 10.21.24
- Community Committee Minutes from 10.24.24
- Content for Joint Meeting: Areas of Consensus?

3:05 pm **Review of Final Language** for Sections IV, VI, VII, and VIII

Recommended Language from Sean	Current Approved 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 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	Section IV (Revised from 10.9) Both railroads and first responders have in place a lot of training, establishment of response times and location of specialized equipment but certain gaps in these have been identified by this Committee. These gaps affect life safety, public health, and multiple community lifelines. 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. Impacts and risks to environmental resources such as water need to be minimized. 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

<p>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.</p>	<p>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.</p> <p><i>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.</i></p>
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Section VI: Mechanisms For Ensuring Equitable Input from Members of The Public To State Agencies Regarding Rail Safety

Members of the public and businesses should be able to communicate directly to both the railroad and to the Office of Rail Safety. Recommended methods of communication include: a specific hotline (such as 311) that is on each rail crossing as well as marketed to the public; a report from each railroad to the Office of Rail Safety regarding public complaints including the specific location of that complaint and the resolution to the complaint; marketing and outreach of existing PUC website; and community meetings and listening sessions statewide.

Section VII, An Assessment of Best Practices for Ensuring Financial Responsibility for Response, Cleanup, and Damages from Major Rail Events, Which Assessment Reviews Best Practices from Other States

Existing legislation is in place through DERA that addresses financial responsibility for response, cleanup and damages from major rail events, and the Committee recommends those statutes are followed.

Section VIII, A Report Concerning Communication Issues Impacting Rail Lines in The State, Including Communication with State Entities Such as The Department of Public Safety; Communication Issues Between Crews Working Long Trains; and Communication from Wayside Detectors to Crews

Railroads and first responders should ensure marketing and training around contact information for dispatch on all rail lines to report non-emergency and emergency incidents. The state should prioritize identifying and funding grade separations when a city, county or state street crosses a

main rail line, particularly along emergency routes. The railroads and first responders should explore options for real-time two-way communication (not by phone) between first responders and train dispatch.

For trains over 8,500 feet (long trains) ...

For wayside detectors...

Note: this section does not apply to short lines as they do not operate trains over 8,500 feet long and are not required to have wayside detectors.

3:20 pm **Section I**, An Assessment of The Staffing Levels and Equipment Necessary To Ensure Railroads' Compliance with Federal and State Rules and Regulations and Minimize Rail Safety Risks for Railroads, Facilities, Workers, and Communities That Include Rail Lines; (*Discussion and Direction on Language*)

DRAFT Language: The FRA recommendations are appropriate for Colorado given the current understanding and operations. 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.

3:40 pm **Section II**, An Indication That Public Data Not Subject to Exceptions Under The "Colorado Open Records Act", Part 2 Of Article 72 Of Title 24, Will Be Shared with the Community Rail Safety Advisory Committee and The Rail Industry Safety Advisory Committee (*Discussion and Direction*)

4:00 pm **Section IX**, A Legislative Proposal Concerning the Creation of a Fee Structure or other Revenue Source, An Assessment, and A Governance Body and An Office of Rail Safety to Address the Needs Described in Subsections (1 3) (a) (I) to (13) (a) (III) of This Section, Which Fee Structure, Assessment, and Governance Body can Be Introduced as Legislation as Soon as the 2025 Regular Legislative Session and Begin Operating No Later than January 1, 2027. (*Discussion and Direction on Governance Body*)

4:20 pm Look Ahead to Next Meetings and Open Discussion
November 4th

Previously drafted language from sections the Committee has determined need more detail or work (*Direction from Committee on which sections to bring for review*)

Section III, An Assessment of Data Collection and Reporting Needs to Ensure Annual Reporting on Rail Safety, Including Train Length, For Covered

Railroads and Facilities; (Discussion and Direction)

What information do you have to share?

What information do you need?

Reminder: Joint Meeting is November 7th