

Targus, Lorri (UTC)

From: Martha Duskin-Smith <duskinsmithml@fairpoint.net>
Sent: Saturday, June 20, 2015 3:37 PM
To: UTC DL Records Center
Subject: Comments on UTC Rail Safety Rulemaking, Docket # TR-151079

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. King,

I'm worried. The risk of an oil train spill here in Washington is already great and growing each day as the number, route and load increases. We need to protect our citizens as well as our natural resources from the devastation an oil spill and/or fire would bring to our communities. I'd like to answer each of the questions you ask:

Just what is a worse-case oil spill?

We have seen 11 large-scale crude oil derailments since the tragic accident in Lac Megantic in July of 2013. Such a derailment here could result in a spill of tar sands or Bakken crude oil that would be devastating to our forested areas, or to our Columbia River salmon migration. It could also happen in the middle of Seattle, or in a rural community where it will be difficult to get resources to the scene. Where, how much and why is not something to decide after-the-fact.

Costs both environmental and financial?

The cost of clean-up from one of these spills and who will pay must be established BEFORE such an event occurs. The public as well as private companies producing and transporting oil must fully comprehend and accept responsibility should such an event occur.

Risk Assessment?

Understanding risk of transport as well as those regarding private crossings is critical. We must not overlook any potential problem areas if we are going to put lives and the health of our environment at risk from oil spill accidents. WE must establish safety standards for all crossing— including the private ones.

Additionally, I am also concerned about the safety risk of "empty cars" sitting on the tracks in my town. With the current drought conditions here and the forecast of extremely high heat spells, I worry that the temperature inside these cars could reach dangerous levels, that would potentially bring harm to people and damage to our infrastructure.

Please be thorough and genuine in your efforts to establish the best possible practices regarding the transport of oil by rail in our state. By strengthening its role around rail safety, the UTC can be a leader in how and what types of impacts are evaluated. As a citizen of Washington, I am counting on you to accurately reflect the risk.

Thank you for taking public comment on how to assess the impacts and risks.

Martha Duskin-Smith
1108 Craig Ave POB 475
POB 475
Ellensburg, WA 98926