

Smith, Lance (UTC)

From: Lewis, Jason (UTC)
Sent: Wednesday, December 09, 2015 1:24 PM
To: UTC DL Records Center
Subject: FW: Comments on Docket number TR-151079

I didn't see this in the comment docket and wanted to make sure it was added.

Thank you!

Jason A. Lewis
Transportation Policy Advisor
Utilities and Transportation Commission
Work: (360) 664-1206
Cell: (360) 338-8837

From: Rolfes, Sen. Christine [mailto:Christine.Rolfes@leg.wa.gov]
Sent: Monday, December 7, 2015 4:22 PM
To: Lewis, Jason (UTC) <jlewis@utc.wa.gov>; Public Involvement (UTC) <PubInvolve@utc.wa.gov>
Cc: Owens, Linda <linda.owens@leg.wa.gov>
Subject: FW: Comments on Docket number TR-151079

To whom it may concern:

I have 3 comments on the Rail Safety Rulemaking. I believe the proposed "reasonable worst case" spill scenario is far too conservative.

1. In calculating the potential amount of oil spilled, the assumption in this case is that the train will obligingly follow the maximum operating speed. The 'reasonable worst case spill' scenario should cover circumstances when a train is out of control, which is an entirely reasonable expectation in a train accident of derailment.
2. Additionally, planning and estimating for 'reasonable worst case' needs to be calculated and assessed for a large metropolitan area, such as Spokane or Seattle, through which the trains travel.
3. I question the estimate of the cost per barrel, which seems excessively low.

Kindly confirm receipt of these comments.

Thank you,
State Senator Christine Rolfes, Legislative District 23