From: Ann E Savageau <aesavageau@ucdavis.edu>
To: "p66-railspur-comments@co.slo.ca.us"
<p66-railspur-comments@co.slo.ca.us>
Date: 11/24/2014 11:07 AM
Subject: Bakken crude oil trains in California

To Whom It May Concern:

I am a faculty member at University of California Davis and I have taught courses and done research on sustainability for a number of years, so I have studied the hazards associated with the extraction, transportation and refining of Bakken crude oil.

I am well aware of the dismal safety record of crude oil trains and the human fatalities and environmental calamities that have resulted from the accidental spills these trains have caused in numerous communities in the United States and Canada. I am also aware of our deteriorating infrastructure, including railroad tracks, tunnels and bridges which these trains must use. I cannot imagine numerous trains carrying this oil passing right through the middle of communities stretching from the Bay area eastward. Here in Davis, for example, the trains will be within 50 feet of numerous houses. A spill would result in loss of lives and toxic pollution, the likes of which could surpass that visited on the small town in Quebec recently. SAA-01

In fact, the question is not IF, but WHEN, a spill will occur—there is almost 100% certainty that a spill will occur. Therefore I firmly oppose the implementation of this ill-considered plan. It is not worth the risk of lives and our environment. SAA-02

Professor Emerita Ann Savageau
Davis, CA

Responses to Ann E. Savageau Comments

SAA-01	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The commenter's concerns about the safety and environmental impacts of the project are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
SAA-02	The estimated risk of derailment resulting in release of 100 gallons or more of crude oil for various rail routes in California is shown in Table 4.7.13. Though mitigation would reduce the probability for a potential for a rail accident and loss of containment, hazards associated with the Project risk along the UPRR right-of-way would still be considered potentially significant and unavoidable (Class I).