



# WASHINGTON

## A crucial gateway for international trade

As the state's primary freight rail transporter since 1873, BNSF Railway Company (BNSF) has played an important role in Washington's economy.

Washington state is part of the Great Northern Corridor which spans the northern United States between the Pacific Northwest and Chicago, as well as reaching key southern points in Canada. It helps BNSF deliver a wide variety of consumer products including packaged goods, clothes, appliances, electronics, and automobiles to retailers and businesses across the country. BNSF helps Washington farmers deliver wheat, potatoes, onions, apples and other agricultural products, and we help the state's timber and paper industry deliver their products to market.

To help power Washington's economy, BNSF delivers clean-burning Powder River Basin coal from Wyoming and Montana, building materials from across the country for use in construction throughout the state, and raw materials for use in manufacturing.

To provide more capacity to move goods in and out of the state, BNSF invested more than \$150 million to re-open the Stampede Pass Route in the 1990s. It complements the Stevens Pass and the Columbia River Gorge routes, and together, they allow the railroad to serve all major Pacific Northwest ports.

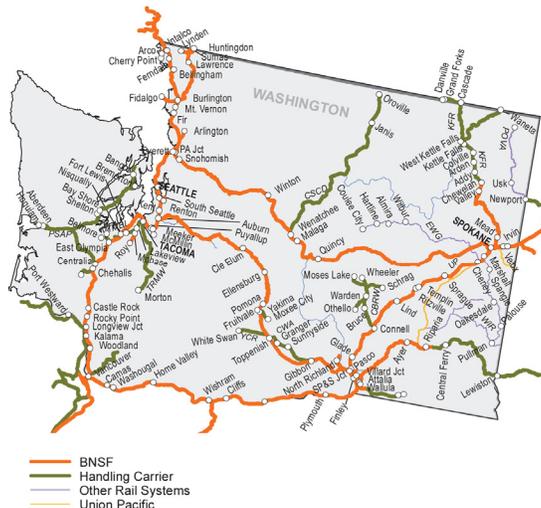
BNSF has invested more than \$40 million to nearly double the capacity of its Seattle International Gateway intermodal facility, including the addition of environmentally friendly electric, wide-span gantry cranes that boost productivity with virtually zero emissions.

In all, BNSF moves more than 1.3 million carloads of freight in Washington annually. But our tracks are not limited to moving just freight. BNSF rails are used to move passengers too, including commuters in Seattle, Tacoma, and Everett on Sound Transit's commuter rail service. BNSF also accommodates 10 Amtrak trains daily on our Seattle and Portland route, as well as the Empire Builder, which runs from Seattle to Chicago.

BNSF is a critical piece of the puzzle for improving surface transportation in Washington State. Since 2009, BNSF has been instrumental in locating 49 new or expanded facilities in Washington, creating more than 500 jobs and \$231 million in investments. Projects include IKO Pacific asphalt track expansion in Sumas, the EGT export grain terminal in Longview, and the Keyera propane facility in Vancouver.

Working with ports, local agencies and private developers, BNSF has also helped develop industrial parks and maritime projects benefiting Washington's international trade. BNSF service supports Boeing and other Washington-based companies and works to ensure continued prosperity for all our partners and communities in Washington. BNSF works closely with the state and local partners to increase capacity of main north-south and east-west routes in Washington, including the Vancouver By-Pass Project and additional capacity improvements at Chehalis, Kelso and Stanwood.

Supporting BNSF's rail network in Washington are nearly 3,400 dedicated men and women who earn a combined payroll of more than \$236 million.



### BNSF Railway Service in Washington - 2011

#### Employees

3,382

#### Payroll

\$236,088,240

#### BNSF Foundation Giving

\$262,550

#### Lines Operated

Route miles owned: 1,461

Route miles trackage rights: 172

#### Carloadings

Originated: 521,197

Handled within state: 1,367,394

Terminated: 693,914

### Major Facilities

#### Rail Yards

Auburn, Bellingham, Centralia, Everett, Pasco, Seattle, Spokane, Tacoma, Vancouver, Wenatchee, Wishram, Yakima

#### Intermodal Hub Centers

Seattle, Seattle International Gateway, Spokane

#### Shops

Seattle, Spokane, Vancouver

### BNSF Facts

Operating in 28 States and 2 Canadian Provinces

BNSF Rail Cars: 82,000

Locomotives: 6,400

Route Miles: 32,000

Number of Employees: 40,000

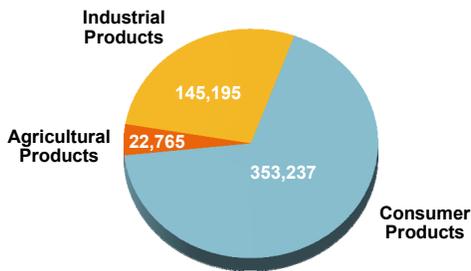
Military: 3,000 employees have served on active duty since 9/11

# Capital Commitments

In 2012, BNSF plans to invest approximately \$3.9 billion in capital expansion and maintenance across its system. In addition to maintaining and expanding its core network and related assets, BNSF also plans to acquire new locomotives, freight cars, and other equipment, as well as invest in intermodal expansion and efficiency projects which will improve velocity and throughput capacity. Over the past three years, BNSF has invested more than \$507 million in Washington for capacity expansion and maintenance. Included in this are capacity improvements to BNSF's Orillia and Spokane automotive facilities, expansion of our coal export terminal in Cherry Point, and numerous other projects to maintain and grow rail capacity.

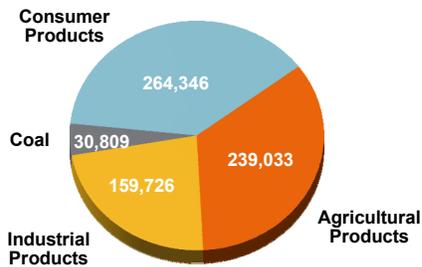
## BNSF 2011 Volume—Washington

Products Shipped From Washington



521,197 Carloads

Products Shipped To Washington



693,914 Carloads

### Coal

More than 10 percent of the electricity produced in the United States is generated from coal hauled by BNSF. More than 90 percent of the coal BNSF hauls comes from the Powder River Basin (PRB) in Wyoming and Montana and is 60 percent lower in sulfur than most other U.S. coal sources.

### Agricultural

BNSF is one of the largest grain-hauling railroads in the United States. In fact, BNSF hauls enough grain to supply 900 million people with a year's supply of bread. Approximately 50 percent of the agricultural commodities traffic BNSF hauls is transported to export points in the Pacific Northwest, Gulf of Mexico, Mexico and the Great Lakes.

### Consumer

Many items found in local retail stores, restaurants and automobile dealerships were shipped on a BNSF train. Each year BNSF moves about 10 percent of the vehicles sold in the United States; enough canned beverages to supply every resident of New York City, Chicago and Los Angeles with a beverage a day; and enough sugar to bake 3 million batches of cookies.

### Industrial

BNSF is a leader in transporting forest products, chemicals, metals and other products that drive our economy. Each year BNSF transports enough lumber to build more than 500,000 homes; enough asphalt to lay a single lane road four times around the equator; and enough coiled sheet steel to lay the unrolled coils end to end 12 times between New York City and Seattle, WA.

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For more information,  
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[www.bnsf.com](http://www.bnsf.com)

