



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 low-sulfur 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 on-site.

In all, BNSF moves more than 1.5 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 2010, BNSF has been instrumental in locating 44 new or expanded facilities in Washington, creating more than 570 jobs and more than \$300 million in investments. Projects include the Tesoro crude oil facility in Anacortes, Pacific Fibre in Longview, and Boeing in Everett.

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 more than 3,500 dedicated men and women who earn a combined payroll of nearly \$250 million.



BNSF Railway Service in Washington - 2012

Employees

3,514

Payroll

\$248,376,216

BNSF Foundation Giving

\$277,465

Lines Operated

Route miles owned: 1,462

Route miles trackage rights: 172

Carloadings

Originated: 557,150

Handled within state: 1,555,619

Terminated: 698,449

Major Facilities

Rail Yards

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

Intermodal Facilities

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: 6,900

Route Miles: 32,500

Number of Employees: 40,000

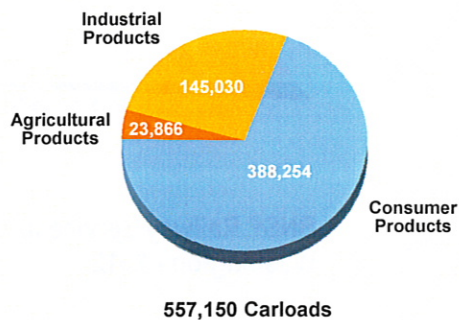
Military: 6,700 veterans employed

Capital Commitments

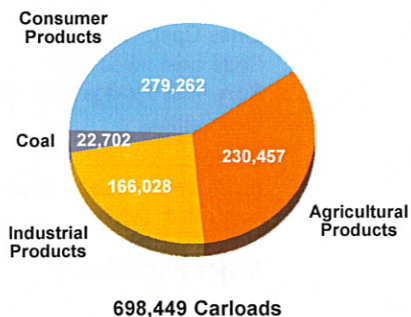
In 2013, BNSF plans to invest approximately \$4.1 billion in capital expansion and maintenance across its system. In addition to maintaining and expanding its core network and related assets, BNSF also plans to acquire new locomotives, freight cars, and other equipment, as well as invest in intermodal expansion and efficiency projects to enhance productivity and velocity. Over the past three years, BNSF has invested nearly \$480 million in Washington for capacity expansion and maintenance.

BNSF 2012 Volume—Washington

Products Shipped From Washington



Products Shipped To Washington



Coal

About 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



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