



Future of Our Salmon Conference 2016
Healthy Floodplains, Living Rivers

Columbia River Inter Tribal Fish Commission
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The BNSF System

32,500 route-miles in 28 states and three Canadian provinces

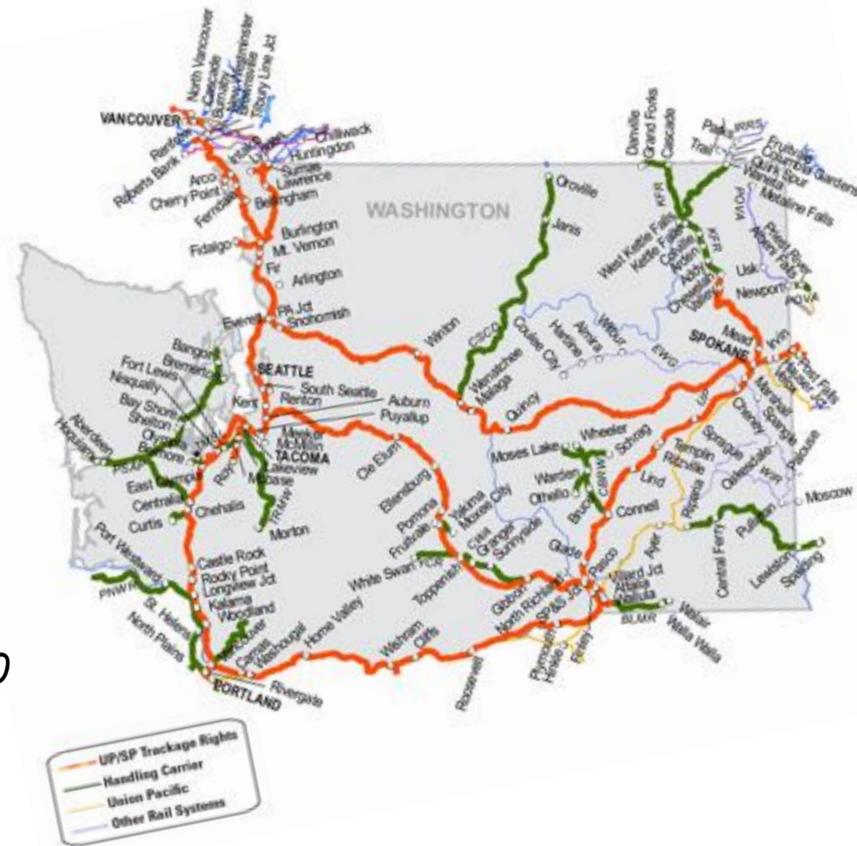


- Employees: **44,000**
- Headquarters: **Fort Worth, Texas**
- Ports served: **40+**
- Intermodal facilities: **25**
- Locomotives: **8,000**
- Bridges: **13,000**
- Tunnels: **89**
- Packages shipped in holidays: **50 million**
- Carloads shipped in 2015: **10.2 million**

BNSF in the Pacific Northwest

Since 1873, BNSF Railway has been moving people and freight, enabling commerce to grow by connecting western states to international ports. Today, freight rail provides a \$28.5 billion positive impact to Washington's economy, \$5K p/household, and 342,000 family wage jobs.

- 4,000 Employees; \$310M in payroll
- Approx 1,600 route miles in WA/OR
- Approx 500K car loadings originated, 900K terminated; 1.5M handled in PNW
- \$220M invested in Washington in 2016; approx \$1B in PNW since 2011
- BNSF moves grain and fertilizers, consumer products, autos, Boeing fuselages, industrial and energy products. About 3% is coal, crude oil
- *BNSF trains take the equivalent of 10,000 trucks per day off SR14 in the Columbia River Gorge.*



Value in Freight Rail Transportation

ENVIRONMENTAL FRIENDLINESS

Freight railroads reduce greenhouse gas emissions by

75%



HIGHWAY GRIDLOCK REDUCTION



A doublestack intermodal train removes **+280** long-haul freight trucks from the highway

WORKHORSE OF THE ECONOMY

In the U.S., railroads account for approximately

40% of all freight

(more than any other transportation mode)

COST EFFICIENCY

In general, shippers pay less for shipping via rail than other forms of surface transportation



Source: AAR

Environmental Stewardship By Rail

Freight rail is by far the most environmentally friendly mode of land transportation. And BNSF is leading the industry with the newest fleet of energy efficient, lower emissions locomotives.

- In 2015, BNSF customers reduced their carbon emissions by 34 million metric tons, which is equivalent to... removing emissions from 7M vehicles or 27M acres worth of CO2 sequestration by timber forests—p/yr.
- If just 10% of the long haul truck freight were moved to rail, it would save 1 billion gallons of fuel and 12 million tons of greenhouse gases.
- In 2015, BNSF recycled 2.8M ties, 1.3M lbs of batteries, and 5.9M gallons of lube oil.



Safety is a Value and a Cultural Commitment

- **Rail is safest mode of land transportation**
 - *The past three years have been the safest in US history*
- **BNSF's safety vision is to prevent accidents in the first place**
 - *Robust use of technology, comprehensive safety culture*
- **BNSF has a broad-based risk reduction program**
 - *We mitigate risk by using the right equipment and best operating practices*

- **BNSF's response program: training and planning**
 - *Provided hazmat training to 10K first responders in 2015*
 - *Preposition response personnel and assets systemwide*
 - *Emergency response planning and coordination*



Partnership in Habitat Restoration: Otter Creek

BNSF has worked with partners on floodplain projects to restore habitat, such as Nason Creek and Otter Creek.

- *We look for others with tribes, i.e. incorporating culvert installation and remediation with track/bridge work in the Gorge. Projects like these can be an important basis on which to build trust and share understanding.*



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Otter Creek—

- BNSF worked with the Cowlitz Tribe and other partners (Tacoma Power, WA DFW, USACE, and WA DOE) to restore and create additional salmon habitat for the Cowlitz River.
- The project creates a 1,900' main channel through Otter Creek Island, with 28 intentional logjams, a nutrient-rich gravel bar, and a free-flowing side channel.
- BNSF's involvement met a fish habitat requirement for its rail expansion project in Kalama, which adds a third north and south main line 4.5 miles.

Honoring Treaty Rights That Ensure Access

- BNSF supports conservation and restoration of fish habitat. Connectivity of floodplains to traditional waterways is key to the future of anadromous fish.
- Treaties and treaty minutes affirm that access to usual and accustomed sites would be respected by governments and private parties. BNSF's Tribal Relations team is learning directly from each tribe what its position is with respect to protection and exercise of its treaty rights. Examples of our efforts:
 - Programmatic Consultation: Working with tribal/CRITFC natural resource staff to detail proposed corridor projects, vs piece meal. Not gov-to-gov, but neighbor.
 - BNSF Right-of-Way Access Policy. An initiative that...
 - Affirms treaty rights to cross RR ROW to access U&A fishing grounds
 - Educates and provides guidance for railroad employees of this special access
 - Requests tribal governments and CRITFC to join BNSF in providing basic rail safety training/education for native fishers—to keep them safe!
 - Fishers Memorial: In support of native fisheries, the BNSF Railway Foundation awarded a \$50,000 challenge/matching grant toward the creation of the Fishers Memorial at Horsethief Lake.

Supporting Tribal Use of Natural Resources

BNSF also supports tribal development and use of natural resources to provide economic opportunities for tribal communities, for jobs and industries. BNSF transports many products that pass through the stream of tribal commerce, from forest products and agriculture, to energy products. We value our partnership in moving tribal commerce to domestic and international markets.

- Since 2000, BNSF has been proud to transport freight for the Yakama Nation's Yakama Forest Products. This directly benefits Yakama Forest Products and the tribal members that it employs. Without rail transport as an option, Yakama Forest Products might not be able to get its lumber to market as efficiently or as profitably.



Questions/Answers



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RAILWAY