

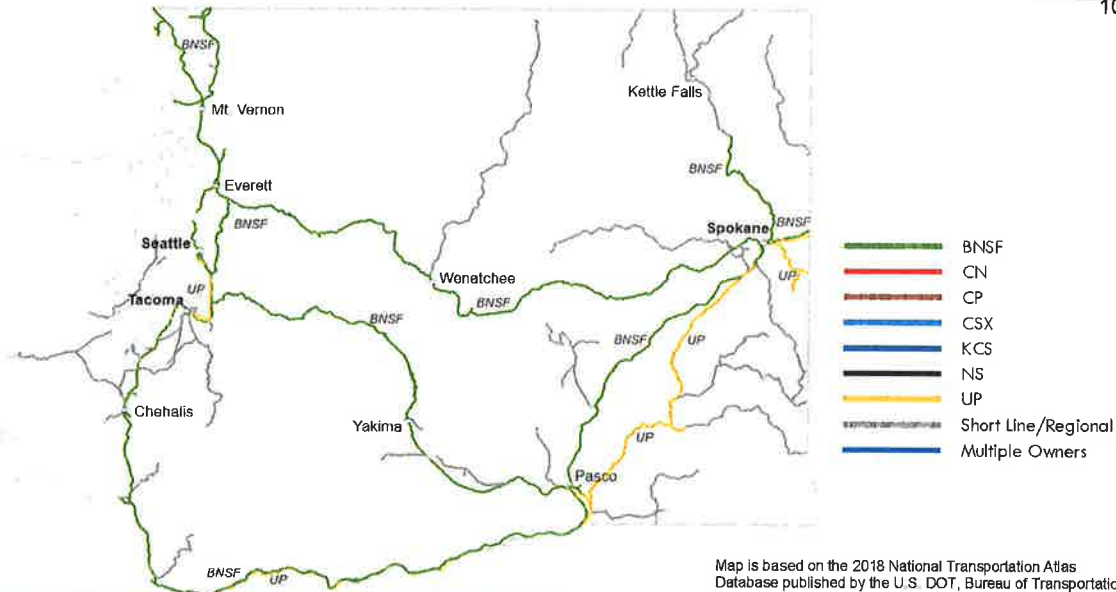


Freight Railroads in Washington

	Miles Operated In Washington in 2017
Class I Railroads	
BNSF Railway Company	1,454
Union Pacific Railroad Co.	533
	<hr/> 1,987
Regional Railroads	
Montana Rail Link	15
	<hr/> 15
Local Railroads	
Cascade & Columbia River Railroad	145
Central Washington Railroad Company	60
Columbia & Cowlitz Railway	19
Columbia and Walla Walla Railway	37
Columbia Basin Railroad Company, Inc.	88
Eastern Washington Gateway Railroad	116
Eastside Community Rail, LLC	14
GNP Rly, Inc	14
Great Northwest Railroad, LLC.	85
Kettle Falls International Railway LLC	133
Palouse River & Coulee City Railroad, LLC.	226
Pend Oreille Valley Railroad	61
Portland Vancouver Junction Railroad	14
Puget Sound & Pacific Railroad Co.	289
Tacoma Rail Mountain Division	93
Washington & Idaho Railway, Inc.	88
Washington Royal Line	26

Washington 2017 Totals	Number of Freight Railroads	Miles Operated	
		Excluding Trackage Rights	Including Trackage Rights
Class I	2	1,607	1,987
Regional	1	0	15
Local	19	1,341	1,549
Switching & Terminal	8	84	107
Total	30	3,032	3,658

	Miles Operated In Washington in 2017
Local Railroads, cont.	
Western Washington Railroad, LLC	19
Yakima Central Railway	22
	<hr/> 1,549
Switching & Terminal Railroads	
Ballard Terminal Railroad	3
Kennewick Terminal Railroad	1
Longview Switching Co.	17
Meeker Southern Railroad	5
Mount Vernon Terminal Railway	1
Olympia & Belmore Railroad, Inc.	13
Tacoma Rail	47
Tri-City Railroad Company	20
	<hr/> 107



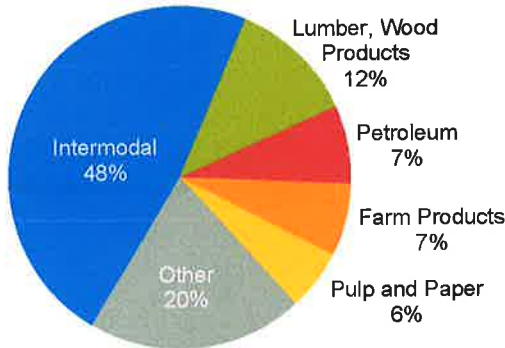
Class I Railroad: A railroad with 2017 operating revenues of at least \$447.6 million. **Regional Railroad:** A non-Class I line-haul railroad that has annual revenues of at least \$40 million, or that operates at least 350 miles of road and revenues of at least \$20 million. **Local Railroad:** A railroad which is neither a Class I nor a Regional Railroad, and which is engaged primarily in line-haul service. **Switching & Terminal Railroad:** A non-Class I railroad engaged primarily in switching and/or terminal services for other railroads.



Rail Fast Facts For 2017

Operations	Number of freight railroads	30
	Freight railroad mileage	3,032
Employment and Earnings	Number of freight rail employees	4,381
	Average wages & benefits per freight rail employee	\$127,770
Railroad Retirement	Number of railroad retirement beneficiaries	10,196
	Railroad retirement benefits paid	\$228 million
Economic Impact	Nationwide, in 2017, major U.S. railroads supported approximately 1.1 million jobs (about eight jobs for every railroad job), nearly \$219.5 billion in annual economic activity, \$71 billion in wages and almost \$26 billion in tax revenues.	
Fuel Efficiency	In 2017, America's railroads moved a ton of freight an average of 479 miles on one gallon of fuel. That's like going from Seattle to Boise, ID. On average, railroads are four times more fuel efficient than trucks. Moving freight by rail instead of truck reduces greenhouse gas emissions by on average 75 percent.	
Cutting Highway Gridlock	One train can carry as much freight as several hundred trucks. It would have taken approximately 6.5 million additional trucks to handle the 117.2 million tons of freight that originated in, terminated in, or moved through Washington by rail in 2017.	

Rail Traffic Originated in 2017 Total Tons: 20.7 million Total Carloads: 787,200

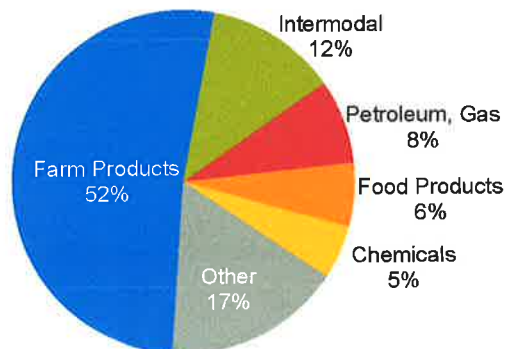


Commodity	Tons	Carloads
Intermodal	9,862,000	651,700
Lumber, Wood Products	2,469,000	26,400
Petroleum	1,520,000	17,100
Farm Products	1,420,000	14,000
Pulp and Paper	1,178,000	12,800
Other	4,206,000	65,100

Source: AAR Analysis of STB Waybills

(Percentages based on tonnage)

Rail Traffic Terminated in 2017 Total Tons: 66.7 million Total Carloads: 1,105,600



Commodity	Tons	Carloads
Farm Products	34,572,000	309,200
Intermodal	8,290,000	519,300
Petroleum, Gas	5,272,000	57,100
Food Products	3,986,000	41,000
Chemicals	3,363,000	35,700
Other	11,181,000	143,300

Source: AAR Analysis of STB Waybills

(Percentages based on tonnage)

January 15, 2019

The Honorable Maria Cantwell
511 Hart SOB
Washington, DC 20510

Dear Senator Cantwell,

We would like to convey our concerns about federal government actions that could undercut private sector investment in the freight rail industry. These include the Surface Transportation Board's (STB) proposed regulations known as "forced access," which would undermine the resilience of our state and regional economy by diminishing the strength of the rail industry. It is critically important that businesses have reliable and uninterrupted access to efficient freight transportation to ensure our products are able to compete nationally and internationally.

The proposed regulations would require railroads to provide competitors with access to their private rail lines, compromising the efficiency of the national rail system by slowing the overall movement of goods in Washington and across the nation. This policy is a dramatic step backwards from today's sound regulatory system, which protects a nationwide freight rail network that businesses rely on to meet customer requirements.

Forced access regulations would likely jumpstart a chain reaction in the network that constricts business activity by slowing the movement of goods in our state and across the country. This is not only detrimental for the U.S. railroad network, but is also unfair to the businesses, small and large, that form the backbone of the American economy.

When those businesses suffer, so do the local communities that surround them. The affordable and reliable movement of goods is important for our region as well as the entire state. Washington's economy is twice as dependent on exports than the national average.

It is worth noting that unlike other transportation modes, freight railroads pay their own way and operate a self-sufficient private network that reduces the burden on our roads and bridges by removing several hundred truckloads from our congested highways with each train trip.

I urge you to carefully monitor the potentially disruptive proposed regulations under consideration at the STB and the impact they would have on businesses in the Yakima Valley and across the nation. Thank you for your attention to this matter.

Sincerely,

January 15, 2019

The Honorable Patty Murray
154 Russell SOB
Washington, DC 20510

Dear Senator Murray,

We would like to convey our concerns about federal government actions that could undercut private sector investment in the freight rail industry. These include the Surface Transportation Board's (STB) proposed regulations known as "forced access," which would undermine the resilience of our state and regional economy by diminishing the strength of the rail industry. It is critically important that businesses have reliable and uninterrupted access to efficient freight transportation to ensure our products are able to compete nationally and internationally.

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January 15, 2019

The Honorable Dan Newhouse
1318 Longworth HOB
Washington, DC 20515

Dear Representative Newhouse,

We would like to convey our concerns about federal government actions that could undercut private sector investment in the freight rail industry. These include the Surface Transportation Board's (STB) proposed regulations known as "forced access," which would undermine the resilience of our state and regional economy by diminishing the strength of the rail industry. It is critically important that businesses have reliable and uninterrupted access to efficient freight transportation to ensure our products are able to compete nationally and internationally.

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Sincerely,

A RESOLUTION
By the Yakima City Council of the State of Washington

WHEREAS, businesses and communities across Washington have a long history of utilizing the private freight rail network to bolster our state's economy; and

WHEREAS, a well-maintained transportation infrastructure system is critical to meeting the needs of our city and the state's residents and businesses; and

WHEREAS, unlike other modes of transportation, freight railroads operate almost exclusively on infrastructure they own, build, maintain and pay for themselves, saving taxpayers billions of dollars each year; and

WHEREAS, encouraging private investments in infrastructure provides for the long-term viability of Washington's business community; and

WHEREAS, businesses large and small rely on swift, predictable shipping options to meet their customers' needs and compete on a global level; and

WHEREAS, The U.S Surface Transportation Board's proposed "forced access" regulations could undermine the resilience of our regional and state economy by diminishing the strength of the rail industry and slowing down the movement of goods and passengers; and

WHEREAS, we urge our leaders in Congress to monitor and oppose policies under consideration by the U.S. Surface Transportation Board that disrupt the free flow of goods and constrict the railroad's ability to reinvest in the private rail network; and

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF YAKIMA:

The City Council and Mayor oppose proposed federal forced access regulations and any other measure that would undercut private sector investment in the freight rail network.

ADOPTED BY THE CITY COUNCIL this 15th day of January, 2019.

ATTEST: Kathy Coffey, Mayor

_____ Sonya Claar Tee, City Clerk