



Colleen K Weatherford
Director Public Private Partnerships

BNSF Railway Company
500 Depot Street
Whitefish, MT 59937
Tel 406.863.0269
Cell 817.694.0311
colleen.weatherford@bnsf.com

Kelly McGourty
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

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Email: kmcgourty@psrc.org

Ms. McGourty,

Thank you for the opportunity to comment on Puget Sound Regional Council's draft Regional Transportation Plan. The Puget Sound Region is an important region on our freight network and we value the collaboration with PSRC. Below are our comments on the Transportation Plan:

- **BNSF Railway** - BNSF's official name is BNSF Railway, not Burlington Northern Santa Fe. BNSF is referenced as Burlington Northern Santa Fe several times in the document. Please correct. This was found on pages 56, 57, and 60.
- **Passenger Rail** - In addition to the movement of freight, our rail network also hosts the region's passenger train service. As a reminder, BNSF is willing to cooperate on commuter rail studies and provide state and local officials, such as PSRC, with information. BNSF has Passenger Principles that guides BNSF's policies and guidelines. For example, where commuter service is proposed on a line BNSF intends to continue owning and to be jointly used for commuter and freight use, commuter operations cannot degrade BNSF's freight service, negatively affect BNSF's freight customers or BNSF's ability to provide them with service. BNSF is willing to discuss these Principles in more detail with PSRC.
- **Protect and Encourage Critical Trade Infrastructure** – We support the plan's recognition that "the Puget Sound region is a major North American gateway for trade with Pacific Rim countries and is a major economic engine for Washington state" and that a "transportation system that provides for the efficient movement of freight and goods is critical for the region's economic prosperity." To this end, we respectfully submit that the discussion of land use practices and planning tools should more fully support compatibility with existing trade infrastructure, such as freight rail corridors, rail-served industrial areas, and rail yards. Additionally, rail-served sites should be preserved, protected, and encouraged in land use plans to accommodate growing freight demands for the region.
- **Freight Distribution Network** – Additionally, the plan should also consider examining distribution facilities and their impact on highway congestion. Further, a proactive and thoughtful approach to locate these type of facilities near high capacity-capable



transportation networks (e.g., a railroad) would benefit the region by taking freight off constrained highways and reduce the impact of goods movement on the region.

- **Vision 2040 and subsequently Vision 2050** – It was noted in the Plan that the future land use plan for “Vision 2040” and subsequently “Vision 2050” is “focusing a greater share of that growth into transit-oriented development”. We would strongly suggest that Vision 2050 include land use strategies to protect and encourage critical trade infrastructure and rail-served industrial sites.
- **Appendix G** – Please consider adding South Seattle Alternative Access located in the City of Tukwila to the project list. The city of Tukwila is the lead agency.

Please advise if you have any questions regarding our comments.

Sincerely,

A handwritten signature in cursive script that reads "Colleen K Weatherford".

Colleen K Weatherford