

Heavy Traffic Ahead

*RAIL IMPACTS OF POWDER RIVER BASIN COAL TO ASIA
BY WAY OF PACIFIC NORTHWEST TERMINALS*



Report Prepared For
Western Organization of Resource Councils

July 2012

About WORC



Western Organization of Resource Councils (WORC) is a regional network of seven (7) grassroots community organizations that include 10,000 members and 38 local chapters.

WORC's member organizations are: Dakota Rural Action; Dakota Resource Council; Idaho Rural Council; Northern Plains Resource Council; Oregon Rural Action; Powder River Basin Resource Council; and Western Colorado Congress.

About The Study Team



Terry C. Whiteside
Whiteside & Associates
3203 Third Avenue North, Suite 301
Billings, Montana 59101
(406) 245-5132



Gerald W. Fauth III
G. W. Fauth & Associates, Inc.
116 S. Royal Street
Alexandria, VA 22314
(703) 549-6161



Richard H. Streeter, Esq.
Attorney at Law
5255 Partridge Lane, N.W.
Washington, D.C. 20016
(202) 363-2011

What The Study Results Clearly Show

- The U.S. coal export market is headed for explosive growth of coal movements from the PRB region in Montana and Wyoming to nine existing and/or proposed PNW export terminals in Oregon, Washington and British Columbia.
- The projected movement of 75 million tons per year by 2017 upwards to 170 million tons per year by 2022 will generate billions of dollars in annual revenues for railroad, coal and terminal companies.
- Although BNSF, UP and other railroads will be involved in the PRB to PNW export coal transportation market to some extent, BNSF's routes are significantly shorter than UP's routes and BNSF has a lower cost structure. Thus, BNSF can provide transportation rates which are significantly lower than UP and will likely capture the lion's share and dominate the expanding and lucrative PRB to PNW export coal market.
- The total rail route miles potentially impacted cover an extremely broad impact area covering a total rail distance of over 4,000 miles. The impacted railroad route miles would directly impact over 48,977 acres based on a 100 ft. right-of-way (ROW).
- The projected movement of 75 million tons per year by 2017 to 170 million tons per year by 2022 will equate to the movements of 27.86 to 63.15 loaded and empty coal trains per day. These repetitive 1¼-mile long loaded and empty coal trains will be going through numerous populated cities, towns, communities (such as Spokane, Washington, Seattle, Washington, Billings, Montana and Portland, Oregon), parks, forests, historical areas and other environmentally sensitive areas (such as Glacier National Park in Montana).

What The Study Results Clearly Show

- In addition to the obvious environmental and traffic concerns, the expected large coal volumes will result in several major choke points and bottlenecks and will likely cause rail congestion problems for the entire route. Many of the impacted railroad line segments, such as the line known as “The Funnel” from Sandpoint, ID to Spokane, WA, and Billings, Montana already have significant rail capacity and congestion issues.
- Current railroad traffic, such as PNW import and export intermodal container traffic and export grain railroad traffic, would be adversely impacted by the reduction of rail capacity and would likely experience a deterioration of rail service, such as higher transit and cycle times and would likely incur higher costs in the form of higher freight rates and equipment costs.
- The west bound movement of coal is likely to disrupt the frequency and reliability of inbound and outbound shipments of containerized traffic and that traffic would likely experience a diversion to California and Canadian ports where it will not be impacted by the congestion associated with the increased PRB to PNW coal shipments.
- The two major cities that would be the most adversely impacted in terms of the expected export coal trains per day are: Spokane, Washington (pop. 208,916) and Billings, Montana (pop. 104,170). Nearly every PRB to PNW loaded and empty coal train would move through these two cities (up to 63.2 trains per day through Spokane and 57.6 trains per day through Billings). If only 100 Million Tons/Year – Spokane would see 37.2 trains/day and Billings would see 33 trains/day INCREASE over and above current traffic levels
- There are many areas along the railroad routes which would require major upgrading and expansion of existing railroad tracks and related infrastructure which could cost billions of dollars

Study Goals



- The Study Team produced a scholarly report analyzing the announced coal volumes at nine Pacific Northwest ports and projected these volumes upline on the rail system to the Powder River Basin – developing the first rail segment by segment analysis of the projected and announced coal volumes
- The Goal of the study team was to develop a factual predicate that would initiate the necessary conversations that need to take place from the many stakeholders

Matt Rose, CEO BNSF Replies To Study



Matt Rose, CEO, BNSF
In an article published in
the Columbian report
dated August 23, 2012

- “Some of the concerns are overblown and that fewer export terminals will be built than the five now proposed in Washington and Oregon”
- “We owe you as a community more information”
- “Rose said, he doesn’t expect all of the other proposed terminals to be built”
- “What’s likelier is that the market will support the development of two, “maybe three,” coal terminals”
- “That would put the total amount of potential coal exports from the Pacific Northwest at roughly 50 million to 100 million tons annually, he said.”
- “There would be an additional eight to 12 coal-hauling trains — maybe 12 to 16 — running through the Columbia River Gorge” – Note: double that to 24-32 to include empty return trains
- As to the issue of increased train traffic’s creating transportation chokepoints, Rose said BNSF understands those issues, including the concerns of emergency responders, and would be part of any solutions.
- The railroad would help the cities “work through that,” he said.



How Many Loaded/Empty Trains Per Day for Expected Coal Tonnages

Loaded & Empty Trains Per Day at Various Tonnage Levels

Annual Tons	Trains Per Day (L&E)
1,000,000	0.37
5,000,000	1.86
10,000,000	3.71
25,000,000	9.29
50,000,000	18.57
75,000,000	27.86
100,000,000	37.15
150,000,000	55.72
170,000,000	63.15

Studied Terminals (only the BC Terminals are currently shipping Coal)

Existing and Proposed PNW Export Coal Terminals



British Columbia
Roberts Bank, BC (Westshore) N. Vancouver, BC (Neptune) Prince Rupert, BC (Ridley)
Washington
Cherry Point, WA (Bellingham) Longview, WA Grays Harbor, WA (Hoquiam)
Oregon
Coos Bay, OR St. Helens, OR (Westward) Boardman, OR (Morrow)





Projected Annual PRB to PNW Export Coal Tons

(Millions of Short Tons)

PNW Export Coal Terminals	2012	2017	2022
Roberts Bank, BC (Westshore)	5.0	8.0	15.0
N. Vancouver, BC (Neptune)	0.0	2.0	5.0
<u>Prince Rupert, BC (Ridley)</u>	<u>0.0</u>	<u>1.5</u>	<u>5.0</u>
Existing British Columbia Coal	5.0	11.5	25.0
Cherry Point, WA (Bellingham)	0.0	27.5	52.5
Longview, WA	0.0	27.5	48.0
<u>Grays Harbor, WA (Hoquiam)</u>	<u>0.0</u>	<u>0.0</u>	<u>5.0</u>
Proposed Washington Coal Terminals	0.0	55.0	105.5
Coos Bay, OR	0.0	0.0	10.0
St. Helens, OR (Westward)	0.0	5.0	21.0
<u>Boardman, OR (Morrow)</u>	<u>0.0</u>	<u>3.5</u>	<u>8.5</u>
Proposed Oregon Coal Terminals	0.0	8.5	39.5
Total to PRB to PNW Export Coal Tons	5.0	75.0	170.0

The proposed expansion of PNW export coal terminal capacity will likely result in an explosion in PRB to PNW coal exports and railroad export coal movements

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How Many Loaded/Empty Trains Per Day for Expected Coal Tonnages



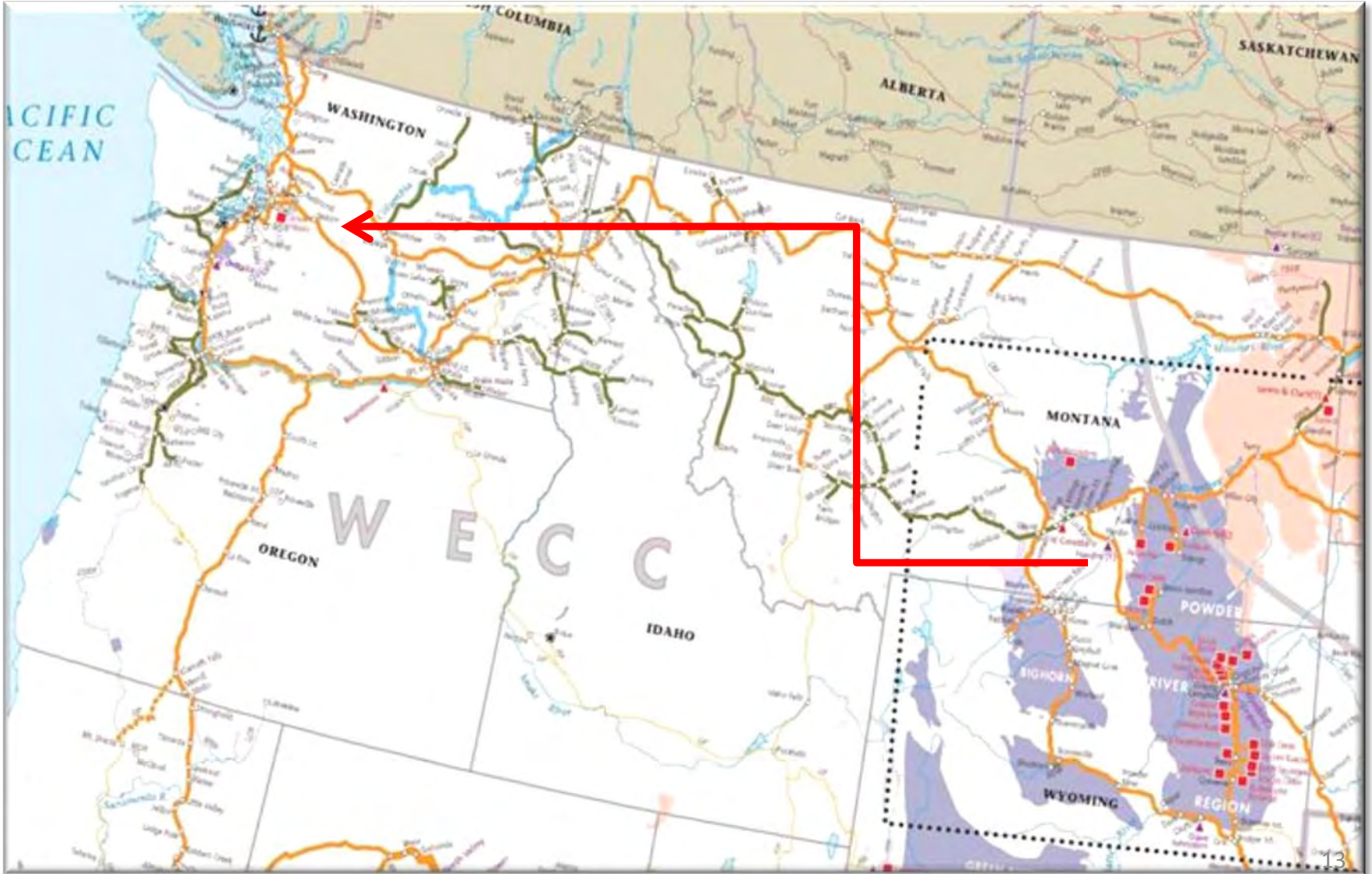
**Loaded & Empty Trains
Per Day at Various Tonnage Levels**

Annual Tons	Trains Per Day (L&E)
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5,000,000	1.86
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PRB Coal BNSF Routes To PNW

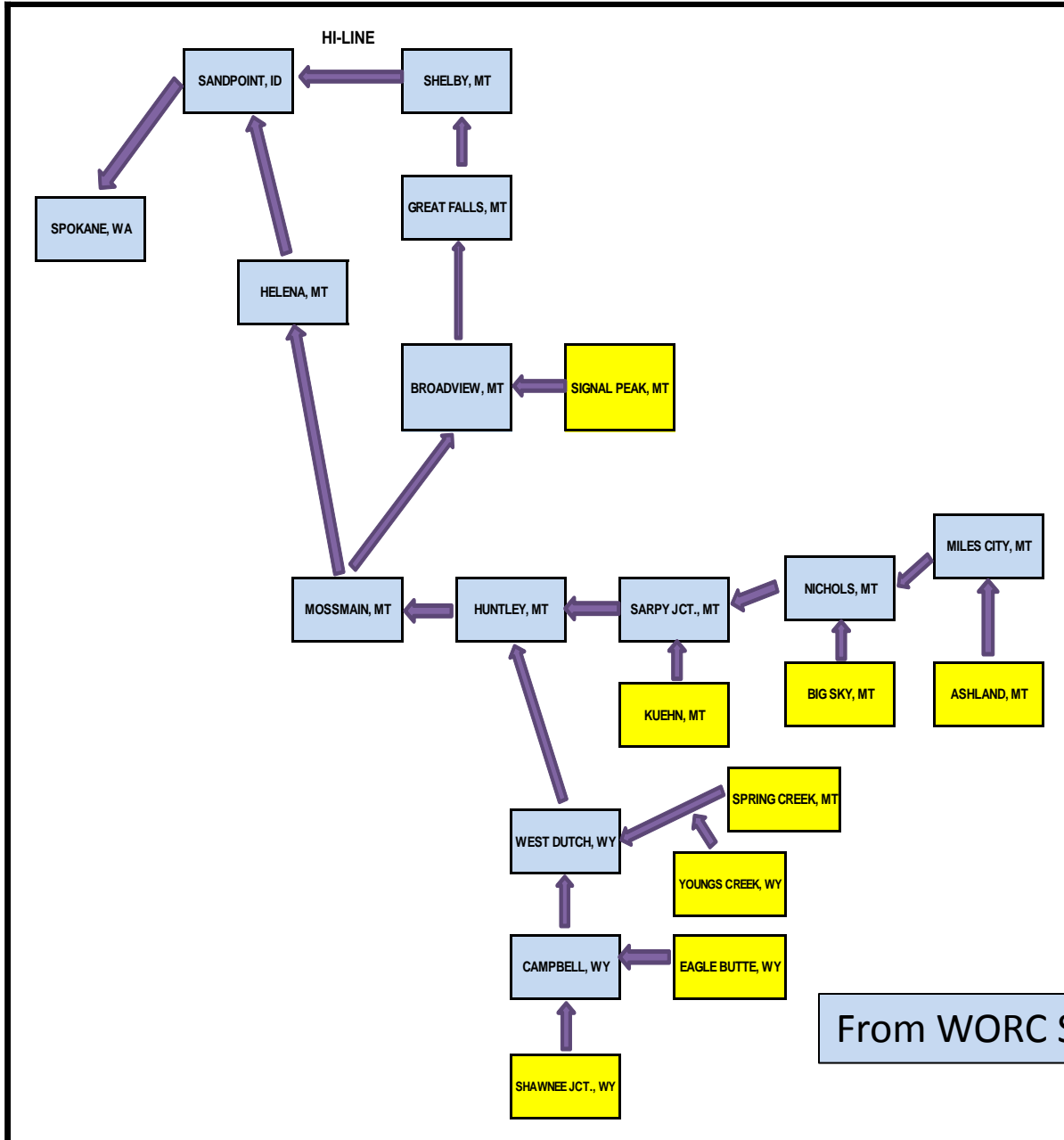
from WORC Study 06-28-12



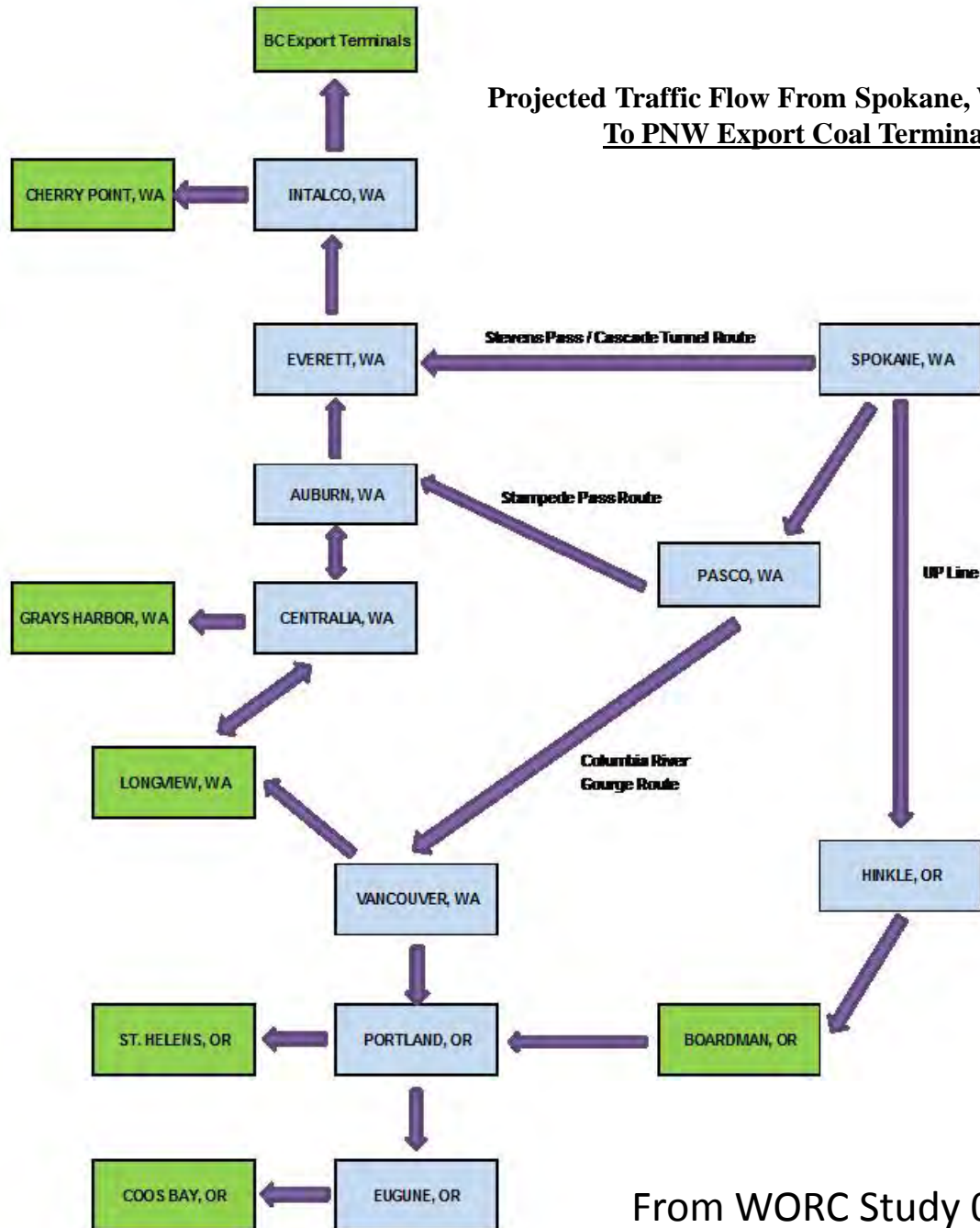
Eastbound Analysis

- In this Heavy Traffic Ahead study, we analyzed the movement data coupled with the production data to establish a predictive model of movements line segment by line segment

Projected Traffic Flow From PRB Coal Mines to Spokane, WA

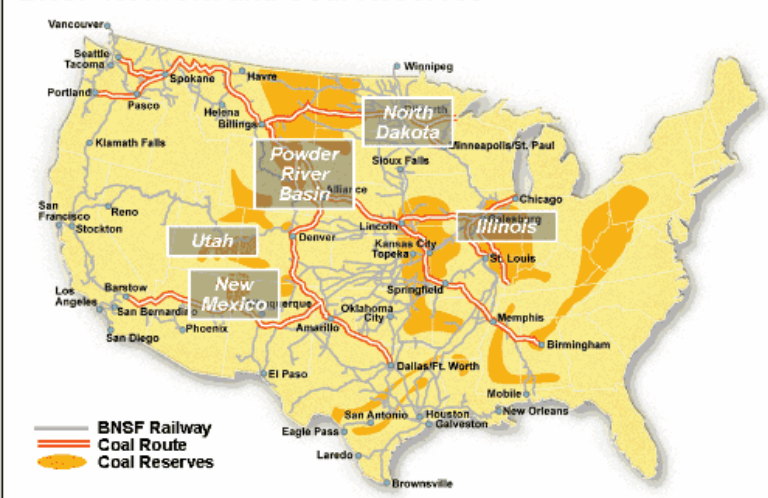


Projected Traffic Flow From Spokane, Washington To PNW Export Coal Terminals



From WORC Study 06-28-12

BNSF Network and Coal Reserves



Impacted Railroad Line Segments *(Sorted By Projected 2022 Export Coal Trains Per Day)*

Railroad Line Segment	Railroad	Miles	Coal Tons/Year (Millions)		Coal Trains/Day (Loaded & Empty)	
			2017	2022	2017	2022
Sandpoint, ID to Spokane, WA (Latah Jct.) (The Funnel)	BNSF	70.5	75.0	170.0	27.9	63.2
Huntley, MT to Mossmain, MT (Billings)	BNSF/MRL	24.8	60.0	155.0	22.3	57.6
W. Dutch, WY to Huntley, MT	BNSF	138.9	60.0	105.0	22.3	39.0
Mossmain, MT to Sandpoint, ID (Helena, Missoula)	MRL	564.2	35.0	90.0	13.0	33.4
Spokane, WA (Latah Jct.) to Pasco, WA (SP&S Jct.)	BNSF	149.4	40.5	88.0	15.0	32.7
Campbell, WY to W. Dutch, WY	BNSF	100.5	45.0	80.0	16.7	29.7
Broadview, MT to Great Falls, MT	BNSF	188.0	40.0	80.0	14.9	29.7
Great Falls, MT to Shelby, MT	BNSF	99.1	40.0	80.0	14.9	29.7
Shelby, MT to Sandpoint, ID (Hi-Line)	BNSF	337.9	40.0	80.0	14.9	29.7
Everett, WA (PA Jct.) to Intalco, WA (Bellingham)	BNSF	78.3	38.0	77.5	14.1	28.8
Mossmain, MT to Broadview, MT	BNSF	35.8	25.0	65.0	9.3	24.1
Pasco, WA to Vancouver, WA (Columbia River Gorge)	BNSF	219.8	28.5	58.5	10.6	21.7
Spokane, WA (Latah Jct.) to Everett, WA (Stevens Pass)	BNSF	301.1	28.5	58.0	10.6	21.5
Intalco, WA to Cherry Point, WA	BNSF	8.9	27.5	52.5	10.2	19.5
Sarpy Jct., MT to Huntley, MT	BNSF	66.1	0.0	50.0	0.0	18.6
Eagle Butte Jct., WY to Campbell, WY	BNSF	25.6	25.0	45.0	9.3	16.7
Nichols, MT to Sarpy, Jct., MT	BNSF	16.4	0.0	45.0	0.0	16.7
Vancouver, WA to Longview, WA	BNSF	35.4	25.0	43.0	9.3	16.0
Ashland, MT to Miles City, MT	TRRC	89.0	0.0	40.0	0.0	14.9
Miles City, MT to Nichols, MT	BNSF	51.6	0.0	40.0	0.0	14.9
Shawnee Jct., WY to Campbell, WY (Joint Line)	BNSF/UP	140.2	20.0	35.0	7.4	13.0
Pasco, WA to Auburn, WA (Yakima) (Stampede Pass)	BNSF	227.5	12.0	29.5	4.5	11.0
Spring Creek, MT to W. Dutch, WY	BNSF	22.8	15.0	25.0	5.6	9.3
Intalco, WA to British Columbia Terminals	BNSF/CN	49.7	11.5	25.0	4.3	9.3
Spokane, WA to Hinkle, OR	UP	171.0	6.0	24.0	2.2	8.9
Hinkle, OR to Boardman, OR (Morrow)	UP	20.0	6.0	24.0	2.2	8.9
Portland, OR to St. Helens, OR (Port Westward)	PNWR	56.0	5.0	21.0	1.9	7.8
Auburn, WA to Everett, WA (PA Jct.) (Seattle)	BNSF	55.6	9.5	19.5	3.5	7.2
Vancouver, WA to Portland, OR	BNSF	9.9	2.5	15.5	0.9	5.8
Portland, OR to Boardman, OR (Morrow)	UP	164.0	2.5	15.5	0.9	5.8
Signal Peak, MT to Broadview, MT	BNSF	35.0	15.0	15.0	5.6	5.6
Auburn, WA to Centralia, WA (Tacoma)	BNSF	72.6	2.5	10.0	0.9	3.7
Portland, OR to Eugene, OR	UP	124.0	0.0	10.0	0.0	3.7
Eugene, WA to Coos Bay, OR	CORP	122.0	0.0	10.0	0.0	3.7
Centralia, WA to Longview, WA	BNSF	47.1	2.5	5.0	0.9	1.9
Big Sky, MT to Nichols, MT	BNSF	39.0	0.0	5.0	0.0	1.9
Kuehn, MT to Sarpy Jct., MT	BNSF	37.4	0.0	5.0	0.0	1.9
<u>Centralia, WA to Port of Grays Harbor, WA</u>	<u>PSAP</u>	<u>59.0</u>	<u>0.0</u>	<u>5.0</u>	<u>0.0</u>	<u>1.9</u>
Total / Average		4.054.	24.8	57.1	9.2	21.2

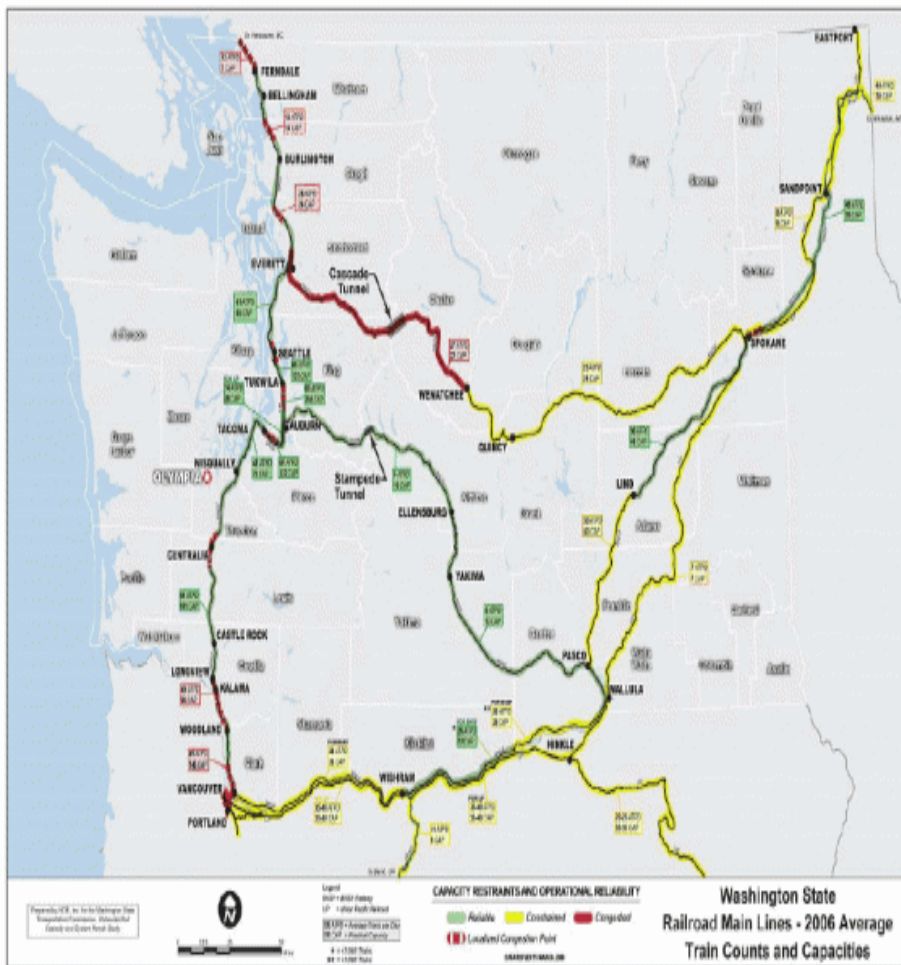
Bottlenecks In Rail Coal Traffic

- **Huntley, MT to Mossmain, MT (Billings) (BNSF/MRL - 24.8 Miles)** - Coal shipments from the BNSF/UP Joint Line coal origins or the BNSF served origins would converge at Huntley, MT (Jones Jct.). From Huntley the coal would move 24.8 miles on the MRL line to Mossmain, where it could then move on BNSF's direct route or via the shorter MRL route. It is projected that 22.3 to 57.6 PRB to PNW export coal trains per day will move over this line segments through Billings. If only 100 Million Tons/Year Billings would see 33 trains/day INCREASE over and above current traffic levels
- **Sandpoint, ID to Spokane, WA (BNSF - 78.3 Miles)** - The MRL route from Mossmain would converge with BNSF-direct coal from Shelby at Sandpoint, ID and move on the BNSF line to Spokane, WA. *All (100%)* BNSF export coal to the PNW would likely move over this 78.3 mile line segment. This line is commonly known as the "*Funnel*," and is the second-busiest rail corridor in Washington. It is projected that 27.9 to 63.2 PRB to PNW export coal trains per day will move through Spokane. If only 100 Million Tons/Year – Spokane would see 37.2 trains/day INCREASE over and above current traffic levels



Congestion?

- According to the Washington DOT 2009 Freight Rail Plan and forecasts looking at 2010-2030. Many of the impacted railroad tracks are already at, near or exceed capacity and the existing infrastructure needs significant upgrades and improvements in order to handle the existing traffic and relieve existing congestions.
- BNSF's rail routes will require major upgrading and expansion of existing railroad tracks, bridges, tunnels, high-way crossings and other infrastructure in order to adequately and safely handle such high annual volumes.



Summary of Increased Coal Traffic by Line Segment from WORC Study 6-28-12

Railroad Line Segment	Railroad	Miles	Coal Tons/Year (Millions)		Coal Trains/Day (Loaded & Empty)	
			2017	2022	2017	2022
Sandpoint, ID to Spokane, WA (Latah Jct.) (The Funnel)	BNSF	70.5	75.0	170.0	27.9	63.2
Huntley, MT to Mossmain, MT (Billings)	BNSF/MRL	24.8	60.0	155.0	22.3	57.6
W. Dutch, WY to Huntley, MT	BNSF	138.9	60.0	105.0	22.3	39.0
Spokane, WA (Latah Jct.) to Pasco, WA (SP&S Jct.)	BNSF	149.4	44.0	94.5	16.3	35.1
Mossmain, MT to Sandpoint, ID (Helena, Missoula)	MRL	564.2	35.0	90.0	13.0	33.4
Everett, WA (PA Jct.) to Intalco, WA (Bellingham)	BNSF	78.3	39.0	84.0	14.5	31.2
Campbell, WY to W. Dutch, WY	BNSF	100.5	45.0	80.0	16.7	29.7
Broadview, MT to Great Falls, MT	BNSF	188.0	40.0	80.0	14.9	29.7
Great Falls, MT to Shelby, MT	BNSF	99.1	40.0	80.0	14.9	29.7
Shelby, MT to Sandpoint, ID (Hi-Line)	BNSF	337.9	40.0	80.0	14.9	29.7
Mossmain, MT to Broadview, MT	BNSF	35.8	25.0	65.0	9.3	24.1

Current and Proposed PRB Coal Mines and Origins

Railroad	Mine	Station	Coal Company
Montana PRB Coal Mines and Origins			
BNSF	Absaloka	Kuehn, MT	Westmoreland Coal Co.
BNSF	Decker	Decker, MT	Kiewit Mining Group
BNSF	Rosebud	Colstrip, MT	Westmoreland Coal Co.
BNSF	Signal Peak ¹	Roundup, MT	Signal Peak Energy
BNSF	Spring Creek	Nerco Jct., MT	Cloud Peak Energy
TRRC/BNSF	Otter Creek ²	Ashland, MT	Arch Coal
Wyoming PRB Coal Mines and Origins			
BNSF	Buckskin	Buckskin, WY	Kiewit Mining Group
BNSF	Clovis Point	Clovis Point., WY	Wyodak Resources
BNSF	Dry Fork	Dry Fork Jct., WY	Western Fuels
BNSF	Eagle Butte	Eagle Jct., WY	Alpha Natural Resources
BNSF	Rawhide	Rawhide, WY	Peabody Energy
BNSF/UP	Antelope	Converse Jct., WY	Cloud Peak Energy
BNSF/UP	Belle Ayr	Belle Ayr, WY	Alpha Natural Resources
BNSF/UP	Black Thunder	Black Thunder, WY	Arch Coal
BNSF/UP	Caballo	Caballo Jct., WY	Peabody Energy
BNSF/UP	Cordero Rojo	Cordero/Rojo, WY	Cloud Peak Energy
BNSF/UP	Coal Creek	Coal Creek, WY	Arch Coal
BNSF/UP	North Antelope Rochelle	Nacco Jct., WY	Peabody Energy
BNSF/UP	School Creek	Thunder Jct., WY	Peabody Energy
BNSF	Youngs Creek ³	Decker, MT	Consol Energy

PRB Railroad Coal Lines

From	To	Railroad	Miles	Mines
Shawnee Jct. WY	Campbell, WY	BNSF/UP	140.2	10
Eagle Butte Jct., WY	Campbell, WY	BNSF	25.6	5
Spring Creek, MT	Dutch, WY	BNSF	22.8	2
Kuehn, MT	Sarpy Jct.	BNSF	37.4	1
Big Sky, MT	Nichols, MT	BNSF	39.0	1
Signal Peak, MT	Broadview, MT	BNSF	35.0	1
Ashland, MT	Miles City, MT	TRRC/BNSF	89.0	1

2011 Distribution of PRB Coal Tons



Destination States	PRB Tons From:	
	Montana	Wyoming
2011 PRB to PNW Coal Tons		
Oregon	108,462	2,243,208
<u>Washington</u>	<u>2,436,289</u>	<u>1,180,782</u>
Total to OR and WA	2,544,751	3,423,990
2011 PRB Coal Tons to Other Destination States		
Alabama	0	12,315,605
Arizona	761,439	5,818,897
Arkansas	0	17,497,425
Colorado	0	9,516,900
Georgia	0	13,619,370
Illinois	237,701	61,291,247
Indiana	0	9,836,466
Iowa	0	23,799,910
Kansas	0	19,962,502
Kentucky	0	2,638,466
Louisiana	0	11,452,691
Maryland	0	582,606
Michigan	2,109,260	17,142,197
Minnesota	6,709,385	9,321,579
Mississippi	0	986,649
Missouri	0	44,227,641
Montana	8,405,469	0
Nebraska	0	13,732,077
Nevada	0	1,361,874
New Jersey	0	14,308
New York	0	2,020,463
North Dakota	0	301,381
Ohio	369,947	4,967,528
Oklahoma	13,967	18,884,374
Pennsylvania	0	378,352
South Dakota	0	1,676,078
Tennessee	0	9,409,077
Texas	0	62,096,767
Wisconsin	394,779	20,097,511
West Virginia	0	487,784
<u>Wyoming</u>	<u>0</u>	<u>23,106,731</u>
Total to Other States	19,001,947	418,544,456
Total 2011 PRB Coal Tons		
Total PRB Coal	21,546,698	421,968,446

**BNSF & UP PRB to PNW Export Coal
Estimated Delivered Cost Comparison¹**

Item	Amount
Shortest BNSF Joint Line Movement (Caballo Jct.) to Longview, WA	
Coal Price Per Ton (Campbell County, WY)	\$12.05
Route Miles	1,318
BNSF 2010 URCS Variable Cost Per Ton (120 Cars)	\$18.65
Rate Per Ton (at 180% R/VC)	\$33.57
Total Delivered Cost	\$45.62
Shortest BNSF PRB Movement (Signal Peak) to Longview, WA	
Coal Price Per Ton (Montana)	\$15.20
Route Miles	1,135
BNSF 2010 URCS Variable Cost Per Ton (120 Cars)	\$16.18
Rate Per Ton (at 180% R/VC)	\$29.12
Total Delivered Cost	\$44.32
Shortest UP Joint Line Movement (Antelope) to Longview, WA	
Coal Price Per Ton (Campbell County, WY)	\$12.05
Route Miles	1,582
UP 2010 URCS Variable Cost Per Ton (120 Cars)	\$20.96
Rate Per Ton (at 180% R/VC)	\$37.73
Total Delivered Cost	\$49.78

Potential Impacts on Current Rail Traffic



Impacted Traffic From Increased Coal Movements – Grain Movements

- In 2011, U.S exports of corn, wheat and soybeans to Asia exceeded 60 million tons. **The vast majority of this export grain traffic moved from PNW export terminals**, primarily located in and around Vancouver, WA, Kalama, WA, Tacoma, WA, Portland, Oregon and other PNW destinations (**over 38 MMT**).
- BNSF dominates this transportation market with significant railroad grain movements, such as wheat movements from Montana, soybean movements from North Dakota and corn movements from Iowa

How Does 100 MM Tons of Coal Compare to the Amount of Grain Traffic Currently Moving?

2010 Railroad Shipments of Farm Products (STCC 01) to PNW Destinations

Commodity	STCC	Carloads	Tons	Railroad Revenue
Soy Beans	01-144	129,580	14,152,756	\$631,053,156
Corn	01-132	128,257	14,051,553	\$597,014,673
Wheat	01-137	84,334	9,040,273	\$300,406,569
Grain, NEC	01-139	13,240	427,024	\$17,050,356
Peas, Dry	01-342	3,260	327,040	\$14,496,108
Ripe	01-341	2,120	79,588	\$3,563,960
Barley	01-131	4,616	240,272	\$8,986,304
Beans, Dry	01-341	2,120	79,588	\$3,563,960
Ripe	01-341	2,120	79,588	\$3,563,960
<u>Cottonseeds</u>	<u>01-141</u>	<u>516</u>	<u>29,484</u>	<u>\$2,354,356</u>
Total	01	365,923	38,347,990	\$1,574,925,482



Impacted Traffic From Increased Coal Movements – Intermodal/Containers

Although the Port of Los Angeles and Long Beach, CA handles the largest number of import and export containers (approximately 33% of the total U.S. container traffic), a significant amount of container traffic moves inbound and outbound from the PNW Ports of Seattle, Tacoma and Portland. **In 2009, over 3 million containers or TEU's (twenty-foot equivalent units) were handled by these PNW Ports.**

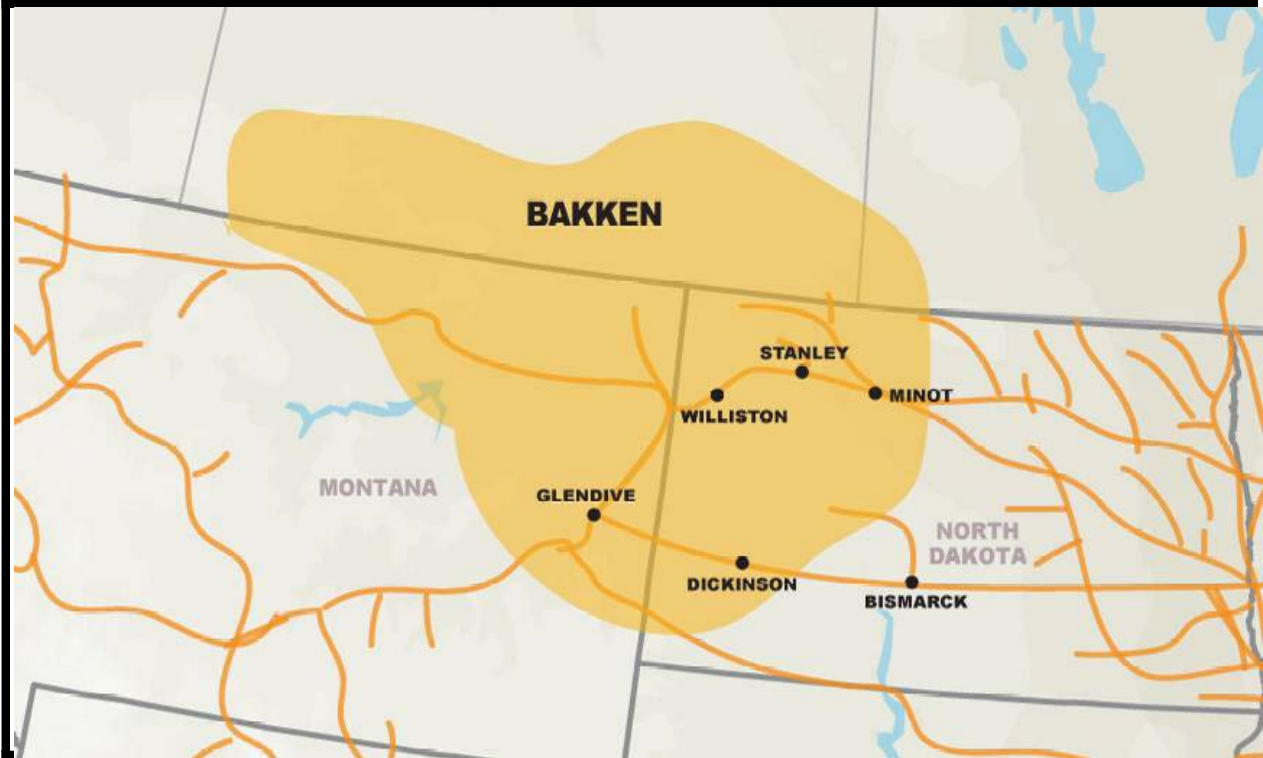


Impacted Traffic From Increased Coal Movements – Amtrak Service

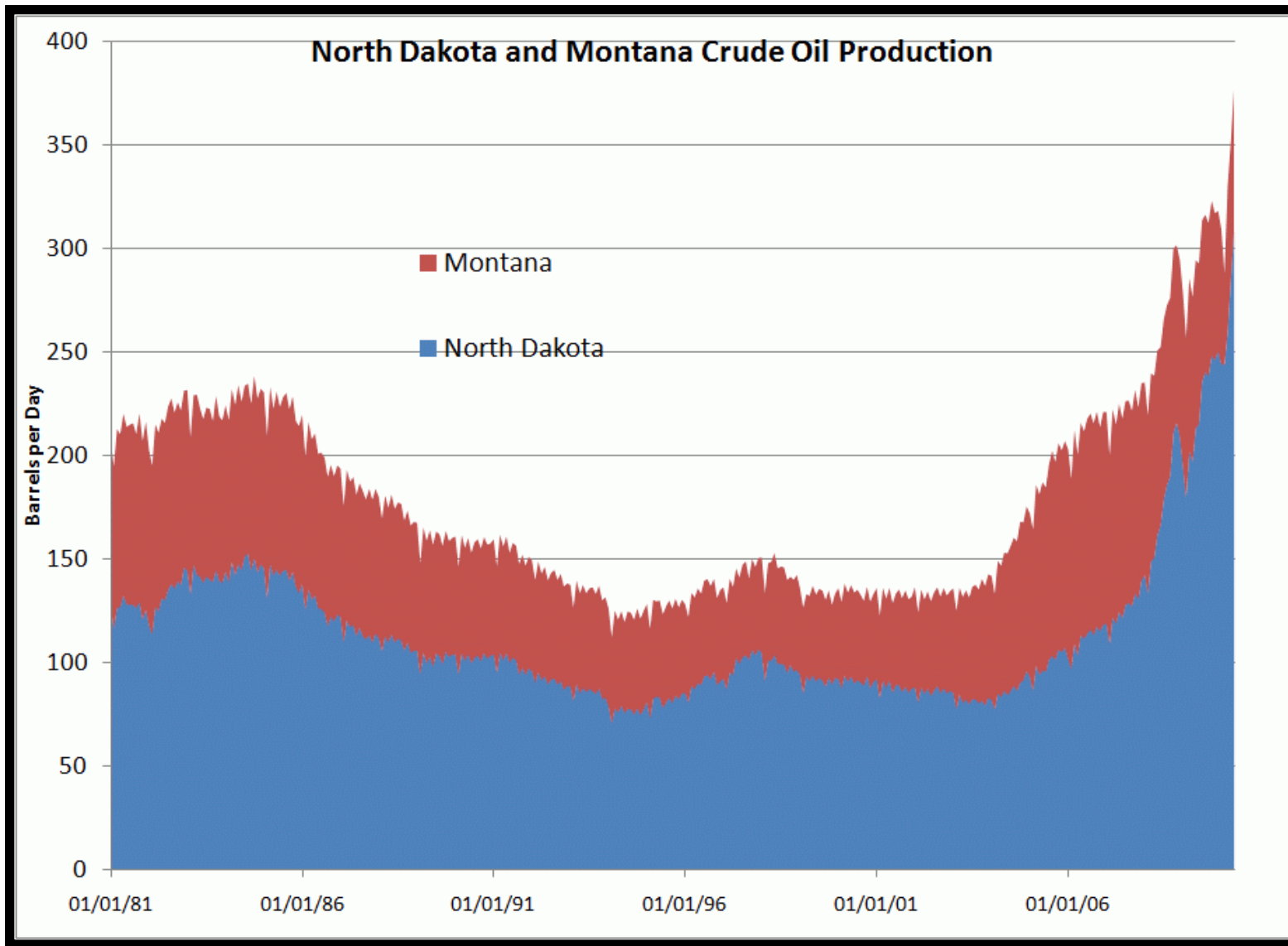
Amtrak's Empire Builder travels daily along BNSF's routes between Chicago, IL and Seattle, WA and Portland, OR. Amtrak serves many stations along the impact route, including: Shelby, MT, Cut Bank, MT; Browning, MT; East Glacier Park, MT; Essex, MT; West Glacier, MT; Whitefish, MT; Libby, MT, Sandpoint, ID; Spokane, WA; Pasco, WA; Wishram, WA; Bingen, WA; Vancouver, WA; Portland, OR; Ephrata, WA; Wenatchee, WA; Leavenworth, WA; Everett, WA; Edmonds, WA and Seattle, WA.

Impacted Traffic From Increased Coal Movements – Bakken Oil Movements

BNSF's Bakken Oil Formation Service Area



North Dakota and Montana Crude Oil Production





Announced Plans To Move Bakken Oil Movement to PNW

- A significant amount of the Bakken oil traffic will move over many of the lines that are also impacted by the increase in export coal shipments to the PNW. Bakken oil will move to refineries through-out the U.S, including the three refineries in the Billings area. Plans are also underway to move dedicated BNSF unit trains of Bakken crude oil to refineries to PNW.
- In July, 2011, Tesoro Corp. announced that it intends to move 30,000 barrels per day (or approximately 50 loaded cars per day) of Bakken oil by rail in a dedicated unit trains to its 120,000 barrels per day refinery in Anacortes, WA
- **In August 2012, Tesoro Corp. announced that it now intends to move 40,000/day (six trains per week) and may move to 50,000/day in near future**

Conclusion & Recommendations

- This is not a time for panic – but it is a time for conversations to be initiated among all of the stakeholders
- ‘Don’t concern yourself’ professed by some of the railroads’ is not a strategy that will produce solutions
- ‘Let the process work’ professed by some of the railroads’ – fact: there is no process to involve or protect stakeholders
- Not all coal volumes will come to fruition – but the Longview and Cherry Point and BC Roberts Banks – most advanced - will move over 100 million tons/year
- Work together with cities, towns, railroads, environmental organizations, assessing environmental impacts, coal companies, associations, commissions and state, federal and Congressional reps makes sense
- Looking forward – the path towards solutions requires engagement of all parties and developing conversations and concerns
- Billings needs to develop data or what impacts/solutions they need