



March 27, 2018

COL(R) William Adamson, USA
Program Director
South Sound Military & Communities Partnership
6000 Main St SW
Lakewood, WA 98499

Dear Colonel Adamson,

Thank you for your letter to Governor Inslee dated February 27, 2018 regarding your safety concerns in the Point Defiance Bypass train corridor. He has asked me to respond on his behalf.

Let me begin by assuring you that this is a safe route for passenger trains. The entire Bypass was designed in compliance with a total of 18 different design standards and guidelines. The Federal Railroad Administration's engineering and project development division reviewed and approved the engineering plans prior to construction of the project. In addition, WSDOT and Sound Transit incorporated added safety measures beyond those required, in response to concerns voiced by the neighboring communities and JBLM during the environmental review and public involvement process. Safety measures were incorporated at all of the at-grade intersections south of Bridgeport, including the one at Exit 120 at 41st Division Drive. They include:

- New advance traffic signals that are synchronized with the train signals and railroad crossing gates to minimize queuing and flush intersections of vehicles that may be stopped across the tracks;
- Median barriers to prevent vehicles from going around the railroad crossing gates;
- Wayside horns to minimize noise outside of the intersection and focus the notification of an approaching train to vehicles and pedestrians at the intersection;
- Fencing along both sides of the tracks for the entire length of the corridor to discourage trespassers from accessing railroad property; and
- Signage to alert vehicles to not stop on the tracks.

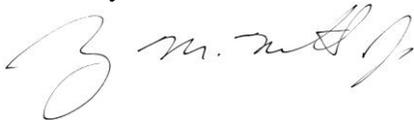
Moreover, WSDOT committed to not return passenger trains to the route until Positive Train Control (PTC) is fully activated. We made this decision in deference to those affected by the derailment, including passengers and the communities along the route. While PTC does not directly address your concerns regarding the safety of vehicles and pedestrians along the route, it does provide another layer of safety related to the

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operation of the train. Sound Transit and Amtrak currently are testing the PTC equipment and you will see some non-revenue trains on the line in upcoming months as that important work occurs prior to our return to the route.

We would welcome the opportunity to meet with you to discuss how to address safety concerns to prevent backups across the railroad tracks at the North gate. We share your interest in ensuring the safety of JBLM personnel and families and appreciate your feedback on how we can work together to achieve this objective. If you would like to arrange such a meeting or have further questions, please feel free to contact Ron Pate, Director of WSDOT's Rail, Freight and Ports Division, at 360-705-7900 or PateRD@wsdot.wa.gov.

Sincerely,



Roger Millar, PE, AICP
Secretary of Transportation

Cc: Governor Jay Inslee
Ronald Batory, Administrator, Federal Railroad Administration
Dave Somers, Snohomish County Executive, Sound Transit Board Chair
Steve O'Ban, State Senator
Steve Conway, State Senator
Steve Hobbs, Joint Transportation Committee Co-Chair
Curtis King, Joint Transportation Committee Ranking Member
Sam Hunt, State Senator
Randi Becker, State Senator
Judy Clibborn, Joint Transportation Committee Co-Chair
Ed Orcutt, Joint Transportation Committee Ranking Member
Christine Kilduff, State Representative
Dick Muri, State Representative
Steve Kirby, State Representative
David Sawyer, State Representative
Lauri Dolan, State Representative
Beth Doglio, State Representative
J.T. Wilcox, State Representative
Andrew Barkis, State Representative
Richard DeBolt, State Representative
Doug Richardson, Pierce County Council Chair
Bruce Dammeier, Pierce County Executive
Victoria Woodards, Tacoma Mayor
Michael Courts, DuPont Mayor
Ron Lucas, Steilacoom Mayor
Don Anderson, Lakewood Mayor