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VIA ELECTRONIC FILING

September 22, 2023

Ms. Cynthia Brown, Chief
Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington, DC 20423

307188

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Office of Proceedings
September 22, 2023
Part of
Public Record

RE: Docket No. EP 770 (Sub No. 1), Urgent Issues in Freight Rail Service

Dear Ms. Brown:

Pursuant to the Board's May 6 and October 28 decisions in the above-referenced proceeding, BNSF respectfully submits this update on the status of our service recovery plan filed on May 20, 2022, as modified in accordance with the Board's June 16, 2022, decision. The data in this report reflects BNSF's service performance during the week ending September 15. Last week BNSF achieved target for 11 of our twelve KPIs, with the remaining KPI being within 95% of target. The week prior, BNSF was on target for all of our KPIs. The following chart reflects our performance against our KPI targets over the past eight weeks:

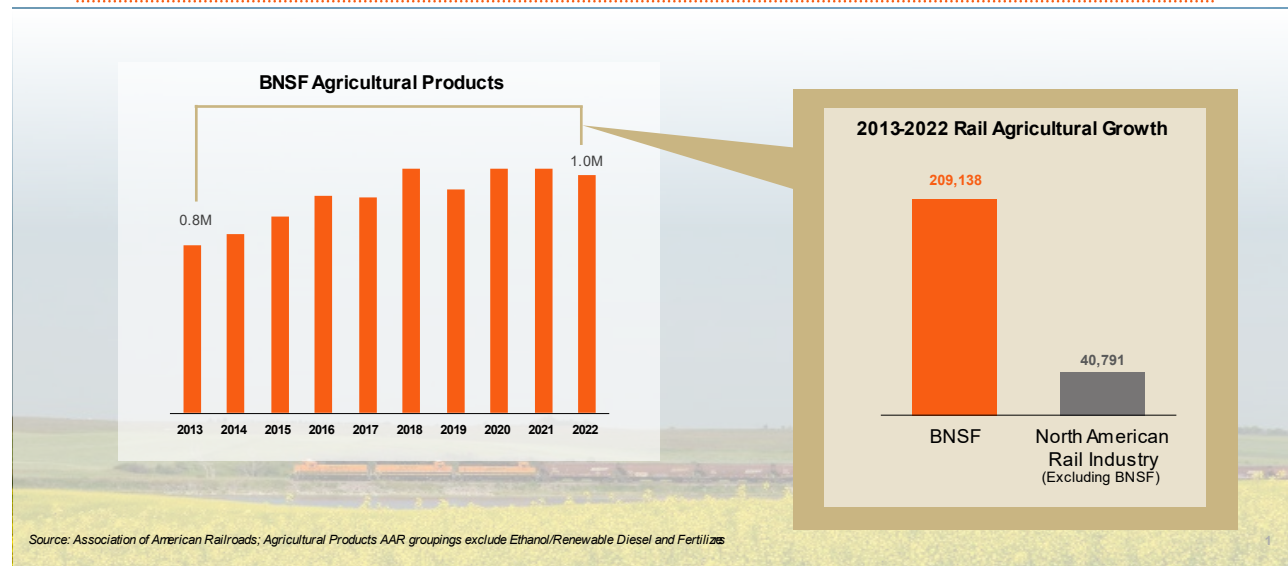
	30	31	32	33	34	35	36	37	8 Week Avg
Train Speed	100%	99%	100%	101%	101%	101%	103%	101%	101%
Dwell	96%	99%	98%	100%	100%	103%	105%	104%	101%
Trains Holding	126%	128%	133%	148%	139%	151%	142%	153%	140%
Local Service	100%	99%	101%	100%	100%	102%	102%	101%	101%
Overall OTP	111%	109%	113%	117%	117%	116%	120%	120%	115%
Intermodal OTP	111%	110%	117%	120%	121%	120%	119%	118%	117%
Coal OTP	105%	101%	104%	107%	103%	103%	104%	109%	105%
Merch OTP	102%	99%	95%	98%	102%	103%	116%	120%	104%
Grain OTP	101%	88%	98%	107%	109%	88%	116%	108%	102%
Crude OTP	80%	81%	84%	86%	86%	81%	106%	95%	87%
Auto OTP	113%	105%	114%	116%	115%	113%	124%	121%	115%
Ethanol OTP	56%	81%	59%	76%	43%	110%	102%	101%	79%

Outlook for Harvest Season 2023

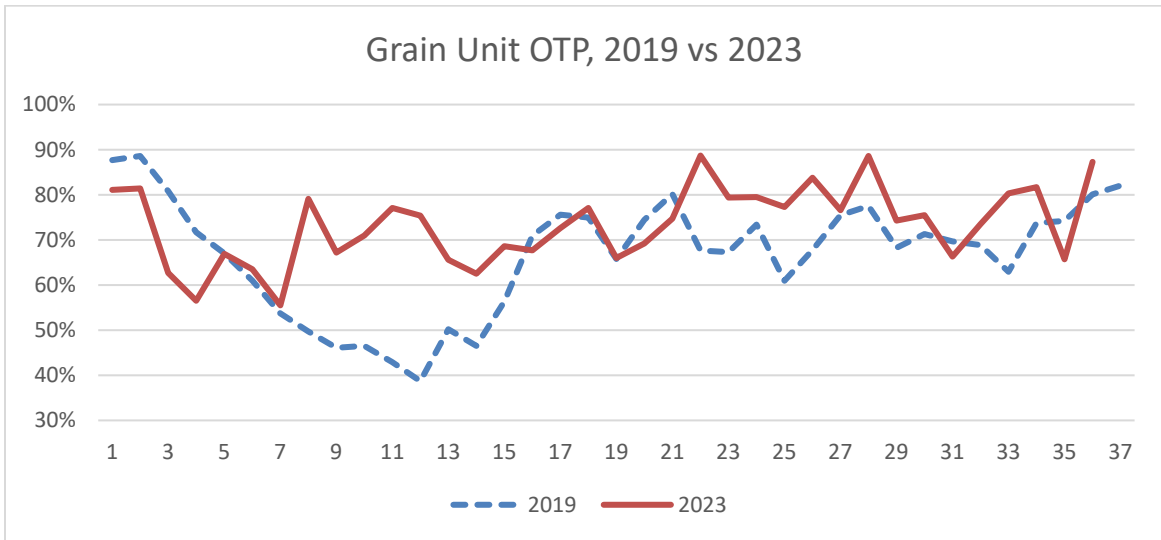
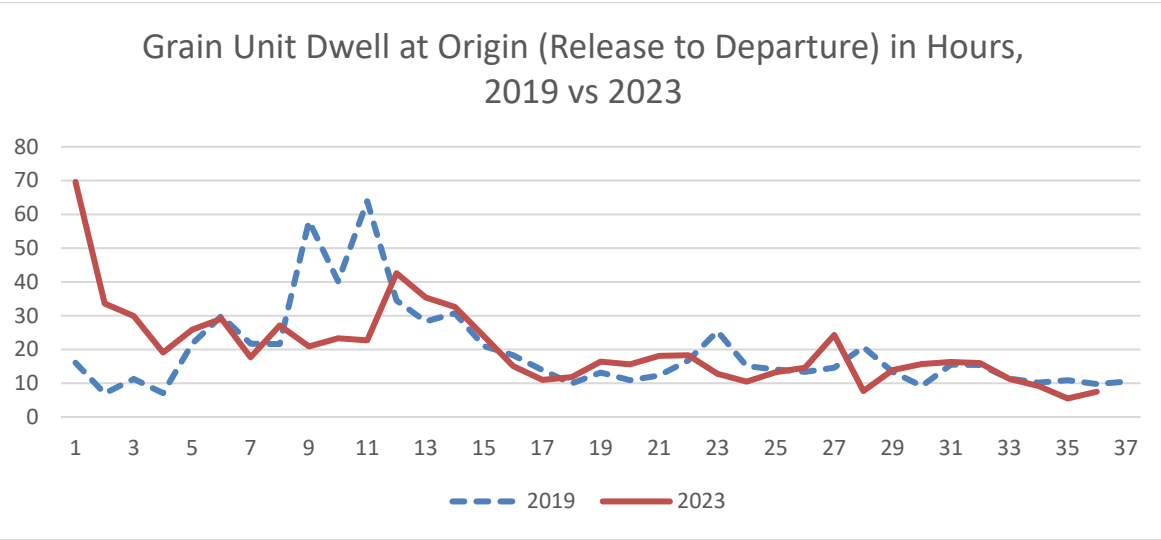
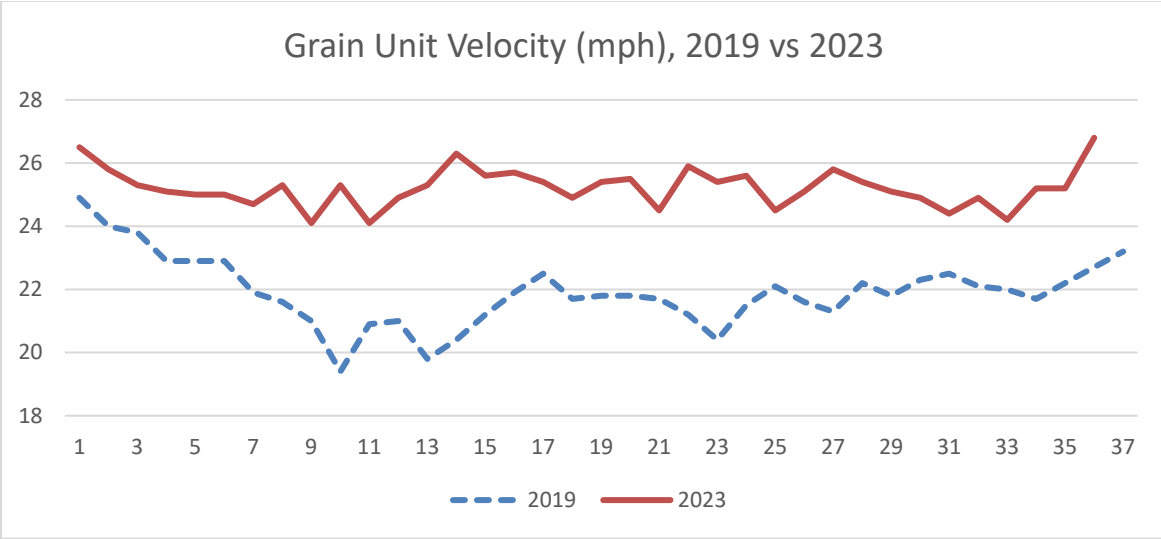
Harvest season is now getting underway across the BNSF network, with the first soybean train of the season being delivered at a Pacific Northwest export terminal nearly 11 hours ahead of schedule last week. BNSF moves more agricultural goods than any other railroad, and over the past ten years, BNSF has grown ag volumes on our network more than five times that of all other railroads combined. At BNSF, we are proud of our partnership with the agricultural producers we serve, and we have undertaken substantial efforts to prepare for this year's harvest season.



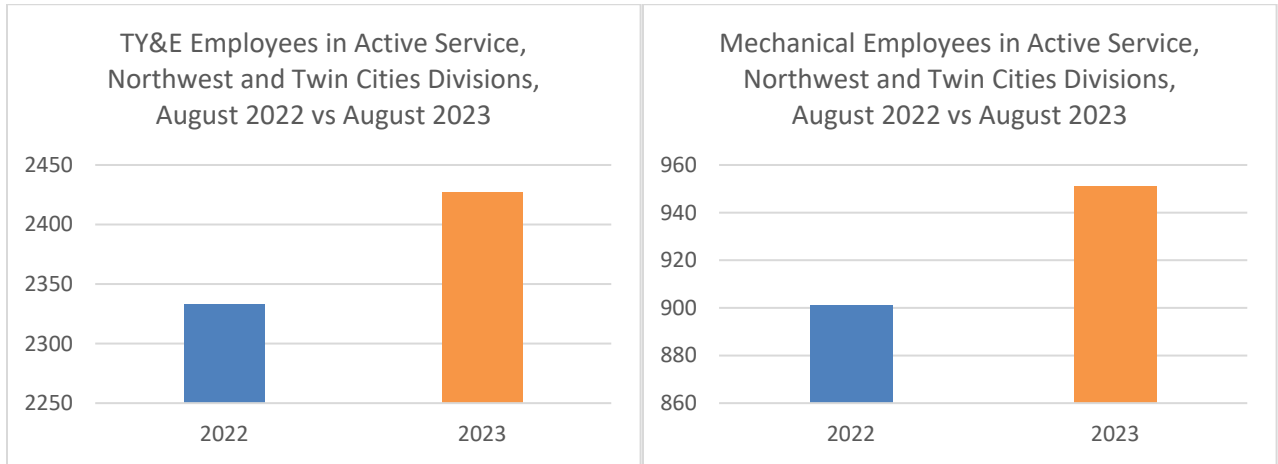
BNSF Agricultural Products Remains the Industry Leader



As harvest season begins, the BNSF network is well-positioned to meet anticipated demand. Across the service metrics relevant to our grain network, BNSF is running either consistent with or ahead of our pre-pandemic performance. Thus, while the compressed time frame and the substantial demand surge means harvest season is always a demanding operational challenge, our successful service recovery effort has BNSF poised to meet that challenge.



The robust state of our grain network is a function of both our successful service recovery plan and the ongoing long-term investments BNSF makes to keep our railroad running in top shape today and provide the necessary capacity for growth. On the service recovery front, BNSF’s aggressive hiring plan has grown our active force of train crews and mechanical personnel along the Northern Transcon corridor that serves as the spine of our grain network despite the tight labor market in the Pacific Northwest. BNSF will have the necessary manpower to crew our trains and keep equipment in good working order throughout harvest. Additionally, BNSF has added 50 high horsepower A/C locomotives to our fleet that will be concentrated for use principally in unit train operations in our northern region. These new locomotives will join locomotives that we have prepositioned at strategic locations along our grain network—including Minot, North Dakota, Havre and Glen Dive, Montana, and Lincoln, Nebraska—to ensure reliable power is on hand for harvest season.



In addition to our service recovery efforts, BNSF’s sustained investments in the maintenance and expansion of our network provides a substantial benefit to our grain network and harvest preparedness. This year, BNSF will spend \$3.96 billion on capital maintenance and expansion projects. Over the last five years, BNSF has invested over \$4.2 billion on maintenance and expansion on our northern corridor. These investments have included implementing centralized train control on over 200 miles of our network, adding approximately 30 miles of new double track, adding and lengthening sidings, and several other measures aimed at hardening our network against landslides, wildfires, and other hazards.

One of the most impactful projects for this year’s harvest will be BNSF’s completion last year of a second bridge span over Lake Pond Oreille in Sandpoint, Idaho. Just last month, BNSF also completed a substantial maintenance project to modernize the original bridge, allowing both lines to carry freight simultaneously. The Sandpoint bridge has traditionally been a chokepoint on our grain network, and the completion of this work will significantly increase capacity for harvest.¹

¹ More information on the Sandpoint project is available here: <https://keepsandpointrolling.com/>.

Completed second bridge.



Modernization project on the original bridge.





The partnership between agricultural producers and BNSF has been both successful and longstanding. That partnership has facilitated the growth of the agricultural sector as well as our franchise, and we will continue to work with our customers to achieve further growth in the future. We look forward to another successful harvest season on BNSF.

Sincerely,

Adam Weiskittel
AVP & Associate General Counsel, Operations

CC: Mr. Michael Higgins, Office of Public Assistance, Government Affairs, and Compliance