

BEFORE THE SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36500 (SUB-NO. 6)

**CANADIAN PACIFIC RAILWAY LIMITED, ET AL. – CONTROL – KANSAS CITY SOUTHERN, ET AL.
(GENERAL OVERSIGHT)****CPKC’S MAY 2024 DATA SUBMISSION**

In accord with Oversight Decision No. 1 served on September 1, 2023, Canadian Pacific Kansas City Limited (“CPKC”), on behalf of its U.S. rail carrier subsidiaries,¹ provides this submission of data for the month of April 2024.

I. INTERCHANGE DATA

CPKC is submitting interchange data for the month of April 2024 in File “STB_FD_36500_6_GATEWAY_HC_2024_05_202405061402.csv.” CPKC has designated that file as Highly Confidential in its entirety.

CPKC is separately filing a public file containing aggregate interchange data for each of the specified gateways. That file is named “STB_FD_36500_6_GATEWAY_PUBLIC_2024_05_202405061411.csv.”

II. CUSTOMER EXPERIENCE DATA**A. Customer Experience Data File**

As in previous months, CPKC is submitting data on the customer service metrics that were not reported by CPKC in dockets Ex Parte No. 724 and Ex Parte No. 770 for the Reporting

¹ CPKC’s U.S. rail carrier subsidiaries include Soo Line Railroad Company; Central Maine & Quebec Railway US Inc.; Dakota, Minnesota & Eastern Railroad Corporation; Delaware & Hudson Railway Company, Inc. (collectively “CP” or “CP/Soo”); The Kansas City Southern Railway Company, Gateway Eastern Railway Company, and The Texas Mexican Railway Company (collectively, “KCSR”).

Weeks ending during April 2024 in File

“STB_FD_36500_6_CUSTOMER_2024_05_202405031341.csv” (the “Customer File”). As previously noted, the Customer File has been expanded to incorporate the weekly performance metrics previously reported in Ex Parte No. 770 (Sub-No. 1).² Those metrics continue to be reported separately for CP/Soo and KCSR, as they were when reported in the Ex Parte No. 770 docket. The Customer File contains blank rows that will be used in the future at such time as CPKC consolidates its performance reporting into a single set of metrics for CPKC’s U.S. network, at which point reporting of separate metrics for CP/Soo and KCSR will be discontinued.

B. Metra Delay Data

Weekly data reflecting performance of Metra trains is included in the Customer File. Table 1 below summarizes the Metra on-time performance data for the full months of March and April 2024 consistent with how Metra reports its on-time performance data publicly. Table 1 reflects the number and percentage of Metra trains delayed by CPKC freight trains on the MD-N and MD-W lines. Metra has not yet released its April 2024 On-Time Performance (“OTP”) Report. Table 1 explains differences between the figures CPKC reported for March 2024 and the total “freight train interference” figures reported by Metra in its OTP reporting.³ A future Data Submission will explain any differences for April 2024.

² See *Urgent Issues in Freight Rail Service – Railroad Reporting*, Ex Parte No. 770 (Sub-No. 1) (STB served Jan. 31, 2024) at 9 (“Board will not require that all Class I railroads continue to submit weekly performance data in this docket”).

³ Metra’s public OTP reporting provides aggregate figures that include all delays caused by “foreign” freight train interference, and thus does not distinguish between freight train interference caused by CPKC trains and that caused by trains of other freight railroads operating over, or crossing, Metra’s lines. Note that the FTI delays reported herein and in Metra’s Public OTP Reports include delays resulting from CPKC freight trains that Metra has concluded are not “controllable” by CPKC.

TABLE 1

Metra Line	Period	Metra Delays Attributed to CPKC Freight Train Interference	Total Metra Trains Scheduled	Percentage of Metra Trains with Delays Attributed to CPKC Freight Train Interference	Difference, if Any, from Total FTI Figures in Metra's Public OTP Reports
MD-N Line					
MD-N	Mar. 2024	2	1,292	0.15%	Metra's March 2024 OTP Report (showing 3 FTI delays) included 1 delay caused by a CN train.
MD-N	Apr. 2024	7	1,202	0.58%	Metra has not yet released its April 2024 OTP Report.
MD-W Line					
MD-W	Mar. 2024	7	1,309	0.53%	Metra's February 2024 OTP Report showed only 5 delays caused by freight train interference, reflecting only 0.38% of Metra trains delayed by CPKC freight trains.
MD-W	Apr. 2024	6	1,255	0.48%	Metra has not yet released its April 2024 OTP Report.

C. Service Action Plan Metric Benchmarks

As set forth in Decision No. 35 (at 141-42), CPKC committed to develop Service Action Plans in the event specified thresholds are triggered by trends in three customer experience metrics: Manifest Carloads On Time (based on EP 770 Item 7(i)), First/Mile/Last Mile (Industry Spot and Pull) (based on EP 770 Item 5), and Bulk Train On Time (based on EP 770 Item 7(i)). See Applicants' Final Brief, Appendix A, p. A9.

Table 2 on the next page reports the values for the applicable metrics as set forth in the Customer File (or, in the case of the bulk train OTP, the aggregate of the reported metrics) for the Reporting Weeks ending during the month of April 2024. The Table also reports the four-

week rolling average figures that are used to assess trends in performance relative to the applicable benchmarks.

TABLE 2

**CUSTOMER EXPERIENCE DATA REPORTING
SERVICE ACTION PLAN METRICS**

Week Ending	Manifest On-Time Performance EP 770 (Sub-No. 1), Item 7(i)				Bulk On-Time Performance EP 770 (Sub-No. 1), Item 7(i)				First-Mile/Last-Mile EP 770 (Sub-No. 1), Item 5			
	CP		KCS		CP		KCS		CP		KCS	
	As Reported in Customer File	Four- Week Rolling Average	As Reported in Customer File	Four- Week Rolling Average	Aggregate of Figures Reported in Customer File	Four- Week Rolling Average	Aggregate of Figures Reported in Customer File	Four- Week Rolling Average	As Reported in Customer File	Four- Week Rolling Average	As Reported in Customer File	Four- Week Rolling Average
4/5/2024	76.10%	80.69%	78.95%	81.18%	91.10%	94.08%	95.37%	95.36%	97.00%	97.25%	95.90%	96.30%
4/12/2024	74.50%	78.40%	84.31%	81.34%	95.70%	93.57%	97.37%	95.76%	98.00%	97.25%	95.00%	95.80%
4/19/2024	77.60%	77.18%	86.37%	82.60%	87.80%	93.15%	96.57%	95.80%	96.00%	97.25%	96.80%	95.90%
4/26/2024	79.40%	77.07%	83.92%	83.50%	100.00%	93.57%	98.82%	97.40%	96.63%	96.91%	95.90%	95.90%

III. OPERATIONAL DATA

A. Data for Reporting Period

CPKC is submitting data on the operational metrics for the Saturday-to-Friday Reporting Weeks ending during April 2024 (*i.e.*, the period between March 30, 2024 and April 26, 2024) in the accompanying file named “STB_FD_36500_6_OPERATIONAL_2024_05_202405141114.csv” (the “Operational Data File”).

In the course of preparing the Operational Data File for April 2024, CPKC discovered that it had been overcounting the number of CPKC freight trains crossing the Neches River Bridge, which in turn affected Neches-related metrics reported on a railroad-specific basis. These miscounts arose because CPKC’s methodology deems any freight train not affirmatively identified as a non-CPKC train (specifically, a BNSF or UP train) to be a CPKC train, and CPKC’s information regarding the BNSF and UP train symbols (which it must obtain from these other railroads) had grown stale. (This issue did not affect counts of Amtrak trains crossing the Neches River Bridge or related metrics.) CPKC has updated its methodology to avoid such miscounts for April and going forward. CPKC will review and correct its past reports as necessary and submit an errata providing the Board and public with corrected data as soon as it is available.

B. Status of Capital Projects on CP Marquette Subdivision

This information is provided in Table 3 below.

TABLE 3
STATUS OF MARQUETTE SUBDIVISION CAPITAL PROJECTS AS OF APRIL 15, 2024

LOCATION	PROJECT	STATUS
MP 24 to MP100 (Marquette)	72 Miles of CTC Signaling	For segment between MP 46 and MP 72, construction completed; CTC placed in service on November 29, 2023. For segments between MP 24 and MP 46 and between MP 72 and MP 100 (Marquette), design in progress, with construction planned to begin May 15, 2024, for target in-service date of November 2024.
Brownsville (MP 155)	New 10,200-foot siding	Design has been completed; construction planned to begin in 2026, but could be accelerated if volumes increase faster than anticipated.
Turkey River (MP71)	New 12,200-foot siding	Design and tree clearing completed; civil construction began on April 22, 2024, for target in-service date in Q2 2025.
Bellevue (MP24)	New 10,200-foot siding	Civil construction completed in January 2024; track and signal work began on April 22, 2024, for target in-service date of June 30 2024.

Respectfully submitted,



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May 15, 2024

CERTIFICATE OF SERVICE

I hereby certify that I have caused the foregoing CPKC's May 2024 Data Submission to be served electronically or by first class mail, postage pre-paid, on all parties of record in this proceeding.

/s/ David L. Meyer
David L. Meyer

May 15, 2023