



Adam Weiskittel  
AVP & Associate General Counsel, Operations

BNSF Railway Company  
2500 Lou Menk Drive, AOB-3  
Fort Worth, TX 76131  
(817) 352-2322 Phone  
(817) 352-2397 Fax  
adam.weiskittel@bnsf.com

**VIA ELECTRONIC FILING**

July 28, 2023

306899

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

**ENTERED**  
**Office of Proceedings**  
**July 28, 2023**  
**Part of**  
**Public Record**

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

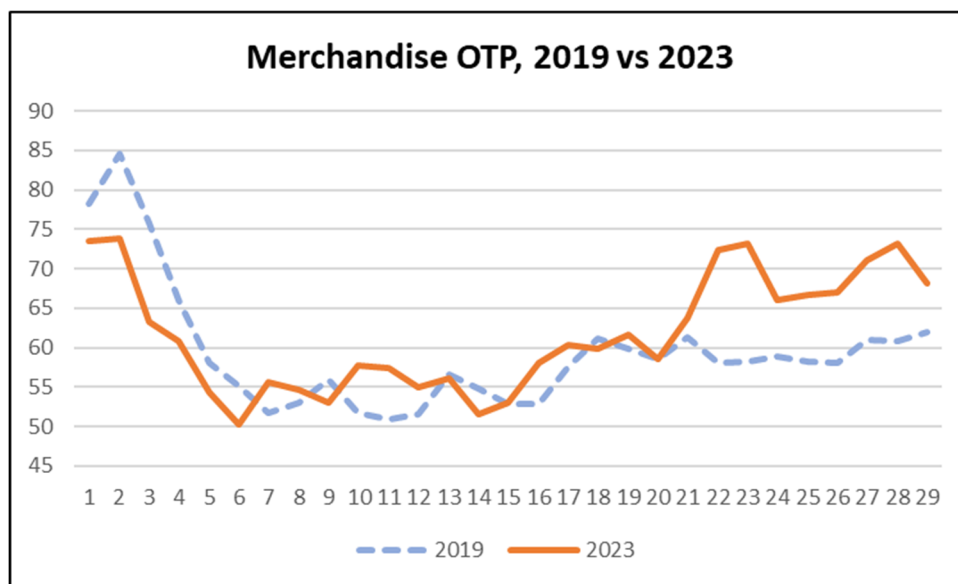
Dear Ms. Brown:

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, as modified in accordance with the Board's June 16 decision. The data in this report reflects BNSF's service performance the week ending July 21. Last week BNSF achieved target for eight of our twelve KPIs and was within 5% of target for two of the remaining four KPIs. As reflected in the following chart, BNSF has consistently achieved or been within 5% of target for nearly all of our KPIs over the past eight weeks.

■ = at or above target  
■ = within 5% of target  
■ = within 10% of target

|                | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 8 Week Avg |
|----------------|------|------|------|------|------|------|------|------|------------|
| Train Speed    | 102% | 102% | 103% | 101% | 101% | 104% | 104% | 100% | 102%       |
| Dwell          | 100% | 96%  | 99%  | 98%  | 96%  | 95%  | 111% | 98%  | 99%        |
| Trains Holding | 121% | 128% | 140% | 145% | 137% | 131% | 155% | 145% | 138%       |
| Local Service  | 99%  | 98%  | 98%  | 99%  | 100% | 98%  | 99%  | 100% | 99%        |
| Overall OTP    | 119% | 118% | 109% | 112% | 112% | 114% | 118% | 113% | 114%       |
| Intermodal OTP | 116% | 117% | 109% | 111% | 114% | 109% | 117% | 112% | 113%       |
| Coal OTP       | 109% | 107% | 99%  | 105% | 101% | 110% | 108% | 109% | 106%       |
| Merch OTP      | 111% | 113% | 102% | 103% | 103% | 109% | 113% | 105% | 107%       |
| Grain OTP      | 118% | 106% | 106% | 103% | 112% | 102% | 118% | 99%  | 108%       |
| Crude OTP      | 95%  | 93%  | 82%  | 79%  | 74%  | 93%  | 92%  | 80%  | 86%        |
| Auto OTP       | 125% | 121% | 110% | 108% | 112% | 114% | 112% | 113% | 114%       |
| Ethanol OTP    | 112% | 119% | 70%  | 79%  | 70%  | 105% | 94%  | 72%  | 90%        |

Recent progress has been especially strong in our merchandise on-time performance. BNSF has been on target in this measure for each of the past eight weeks. Year to date, our average merchandise OTP is nearly four percent higher than our average merchandise OTP for the same time period in 2019. These results reflect our team's focus on improving productivity in our yards, particularly the eight hump yards on our network, and building quality trains with efficient blocks to avoid unnecessary reclassifications at intermediate terminals.



BNSF's operating teams continue to drive strong service results despite challenging conditions prevailing on our network over the past week. Extreme temperatures and high winds led to a substantial uptick in service interruptions on our Southern Transcon corridor last week, with record breaking temperatures nearing 120 degrees recorded in Phoenix, Arizona. Extreme heat has been a factor in our north region as well, with temperatures over 100 degrees recorded in eastern Montana and North Dakota. During periods of extreme heat, BNSF conducts more frequent inspections to ensure track integrity, and while the increased track occupancy may comprise a headwind to fluidity and our KPIs, it is nonetheless appropriate to ensure the safety of our employees and the communities through which we operate.

In our last biweekly filing, we provided an update on service recovery measures following the Montana Rail Link ("MRL") bridge collapse that occurred on June 28 near Columbus, Montana. We are pleased to report that MRL has completed the construction of the replacement bridge and resumed operations over the line on July 22, only 28 days after the bridge collapse. We commend the MRL team on its hard work, which has allowed us to return to regular routings through the region.

Finally, we wish to apprise the Board of the completion of another bridge project. This week, BNSF began operating trains over a new bridge over the Trinity River near downtown Fort Worth. This construction project is part of a \$28M+ multi-year expansion project to increase capacity and improve velocity by adding five miles of double track on our Fort Worth Subdivision, a high-volume corridor running from Fort Worth to Temple, Texas. The completion of this bridge marks an important milestone for the project as a whole, which is exemplary of our ongoing substantial investments to expand our capacity to pursue growth as we seek to help our customers grow their businesses.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Adam Weiskittel', with a stylized, cursive script.

Adam Weiskittel  
AVP & Associate General Counsel, Operations

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



# BNSF Service Recovery Plan

## Key Performance Indicators

|                           | Baseline<br>(March 4, 2022) | Current <sup>1</sup> | Progress Against<br>Baseline | Target   |
|---------------------------|-----------------------------|----------------------|------------------------------|----------|
| Overall Velocity          | 24.4 mph                    | 26.1 mph             | +7.0% ↑                      | 26 mph   |
| Terminal Dwell            | 28.8 hrs                    | 25.9 hrs             | -10.1% ↓                     | 25.5 hrs |
| Local Service Performance | 87.6%                       | 91.1%                | +4.0% ↑                      | 91%      |
| On Time Performance       | 62.4%                       | 79.2%                | +26.9% ↑                     | 70%      |
| Average Trains Holding    | 147.3                       | 52.0                 | -64.7% ↓                     | 95       |

<sup>1</sup> The data in this column reflects the data BNSF reported on July 26, which reflects performance in the week ending July 21.

# BNSF Service Recovery Plan

## Key Performance Indicators

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|              | Baseline | Current | Progress Against Baseline                                                                     | Target |
|--------------|----------|---------|-----------------------------------------------------------------------------------------------|--------|
| Intermodal   | 66.9%    | 83.7%   | +16.8pp    | 75%    |
| Coal Unit    | 66.6%    | 81.4%   | +14.8pp    | 75%    |
| Merchandise  | 46.9%    | 68.1%   | +21.2pp    | 65%    |
| Grain Unit   | 62.7%    | 74.3%   | +11.6pp    | 75%    |
| Crude Unit   | 46.1%    | 56.1%   | +10.0pp  | 70%    |
| Auto Unit    | 52.0%    | 79.3%   | +27.3pp  | 70%    |
| Ethanol Unit | 18.0%    | 36.2%   | +18.2pp  | 50%    |