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VIA ELECTRONIC FILING

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September 8, 2023

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

ENTERED
Office of Proceedings
September 8, 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 1. Last week BNSF achieved target for ten of our twelve KPIs. The following chart reflects our performance against our KP targets over the past eight weeks:

	28	29	30	31	32	33	34	35	8 Week Avg
Train Speed	104%	100%	100%	99%	100%	101%	101%	101%	101%
Dwell	111%	98%	96%	99%	98%	100%	100%	103%	101%
Trains Holding	155%	145%	126%	128%	133%	148%	139%	151%	141%
Local Service	99%	100%	100%	99%	101%	100%	100%	102%	100%
Overall OTP	118%	113%	111%	109%	113%	117%	117%	116%	114%
Intermodal OTP	117%	112%	111%	110%	117%	120%	121%	120%	116%
Coal OTP	108%	109%	105%	101%	104%	107%	103%	103%	105%
Merch OTP	113%	105%	102%	99%	95%	98%	102%	103%	102%
Grain OTP	118%	99%	101%	88%	98%	107%	109%	88%	101%
Crude OTP	92%	80%	80%	81%	84%	86%	86%	81%	84%
Auto OTP	112%	113%	113%	105%	114%	116%	115%	113%	113%
Ethanol OTP	94%	72%	56%	81%	59%	76%	43%	110%	74%

Commuter Service on BNSF

As BNSF has discussed previously, there are many instances where the actions we take to promote good service and safe operations are not reflected in our KPIs. While BNSF is a freight railroad, over 200 passenger trains operate across our network every day. In addition to hosting intercity Amtrak service across our network, BNSF operates or dispatches over 160 commuter trains each weekday. BNSF operates commuter rail services in the following four major metropolitan areas on our network:

- **Chicago.** In Chicago, BNSF employees operate portions of the Metra service between Union Station and the far western suburbs, operating 91 daily trains on weekdays—the densest of Metra’s 11 rail lines in terms of passenger counts.
- **Seattle.** In Seattle, BNSF employees operate two Sounder commuter routes between Everett, Washington and Seattle and between Seattle and Tacoma with 30 weekday trains.
- **Minneapolis.** BNSF operate four daily trains each weekday between Big Lake, Minnesota and Minneapolis.
- **Los Angeles.** BNSF hosts and dispatches the Metrolink service crewed by Metrolink employees, which operates 41 daily trains from San Bernardino and Riverside, California and Los Angeles.

Coordinating passenger service with freight operations is a complex balancing act. For instance, MetroLink operates over our San Bernardino Subdivision, which comprises the western terminus of our Southern Transcon corridor, our busiest freight corridor. Likewise, Metra operates over our triple-tracked Chicago Subdivision that also serves dense linehaul volumes as well as many industries served on the territory. Meanwhile, the Seattle-Everett corridor is one of the most capacity-constrained segments of our network. Coordinating freight service, especially local service to industries switched on these lines, around commuter train schedules requires close cooperation between BNSF, our customers, and the commuter agencies. Notwithstanding these challenges, BNSF consistently meets our commitment to our commuter rail partners. In 2023, BNSF has maintained an on-time performance above 90% each month across all four commuter services operating on our network.

Beyond hosting or operating the services themselves, BNSF supports commuter rail development in other ways. While the infrastructure to support commuter operations, such as passenger stations, are funded by the commuter agencies themselves, we frequently partner with agencies to provide technical expertise and assistance seeking funding for their projects. Additionally, the ongoing investments we make in our infrastructure provides reliability benefits to our commuter partners as well. For instance, we’ve had a longstanding partnership with Sound Transit and the Washington DOT to affect improvements to ensure reliability on the Sounder passenger corridor such as our ongoing efforts to undertake slope stability projects on the corridor. Likewise, we’ve worked with Metrolink and CalTrans to expand capacity on our San Bernardino Subdivision to accommodate commuter traffic by triple and even quadruple tracking portions of the territory. Finally, we have decades of history of successful partnership with our longest standing commuter partner, Metra, to expand our capacity to provide reliable commuter rail service alongside our freight service into and out of the nation’s busiest rail hub.

Similar to the environmental advantages of freight rail, commuter rail is a key means of taking cars off the road, reducing carbon emissions, and improving air quality in dense urban areas. Our commuter

operations are an important expression of our commitment to be a good neighbor to the communities through which we operate, and we are proud of our partnership with the commuter agencies we serve.

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 (March 4, 2022)	Current ¹	Progress Against Baseline	Target
Overall Velocity	24.4 mph	26.2 mph	+7.4% 	26 mph
Terminal Dwell	28.8 hrs	24.8 hrs	-13.9% 	25.5 hrs
Local Service Performance	87.6%	93.1%	+6.3% 	91%
Overall On Time Performance	62.4%	81.1%	+30.0% 	70%
Average Trains Holding	147.3	46.1	-68.7% 	95

¹ The data in this column reflects the data BNSF reported on September 6, which reflects performance in the week ending September 1.



BNSF Service Recovery Plan

Key Performance Indicators

	Baseline	Current	Progress Against Baseline	Target
Intermodal	66.9%	90.0%	+23.1pp 	75%
Coal Unit	66.6%	77.3%	+10.7pp 	75%
Merchandise	46.9%	67.0%	+20.1pp 	65%
Grain Unit	62.7%	65.7%	+3.0pp 	75%
Crude Unit	46.1%	56.6%	+10.5pp 	70%
Auto Unit	52.0%	78.9%	+26.9pp 	70%
Ethanol Unit	18.0%	55.2%	+37.2pp 	50%

TYE Unavailability and Cause

	8/20/23	8/21/23	8/22/23	8/23/23	8/24/23	8/25/23	8/26/23	8/27/23	8/28/23	8/29/23	8/30/23	8/31/23	9/1/23	9/2/23
Availability	62.6%	71.9%	75.0%	75.6%	74.9%	70.0%	62.5%	63.8%	72.7%	75.5%	75.5%	73.9%	67.0%	59.4%
Agreement	439	503	467	390	381	396	440	442	501	483	430	445	469	497
Absences	689	563	518	520	608	735	644	641	493	484	495	625	878	779
Company Business	19	49	80	84	72	44	23	25	56	80	88	73	38	15
FMLA/Medical Leave	314	245	192	169	183	233	289	268	214	142	168	215	332	378
Furloughed	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Miscellaneous	40	41	32	32	30	25	23	27	22	21	25	22	14	6
Training	18	40	65	68	45	17	5	16	41	60	62	55	4	2
Vacation/Paid Leave	1,183	1,011	905	947	985	1,139	1,272	1,191	1,035	959	995	1,052	1,276	1,367