



BNSF Network Overview

MAY 8, 2024

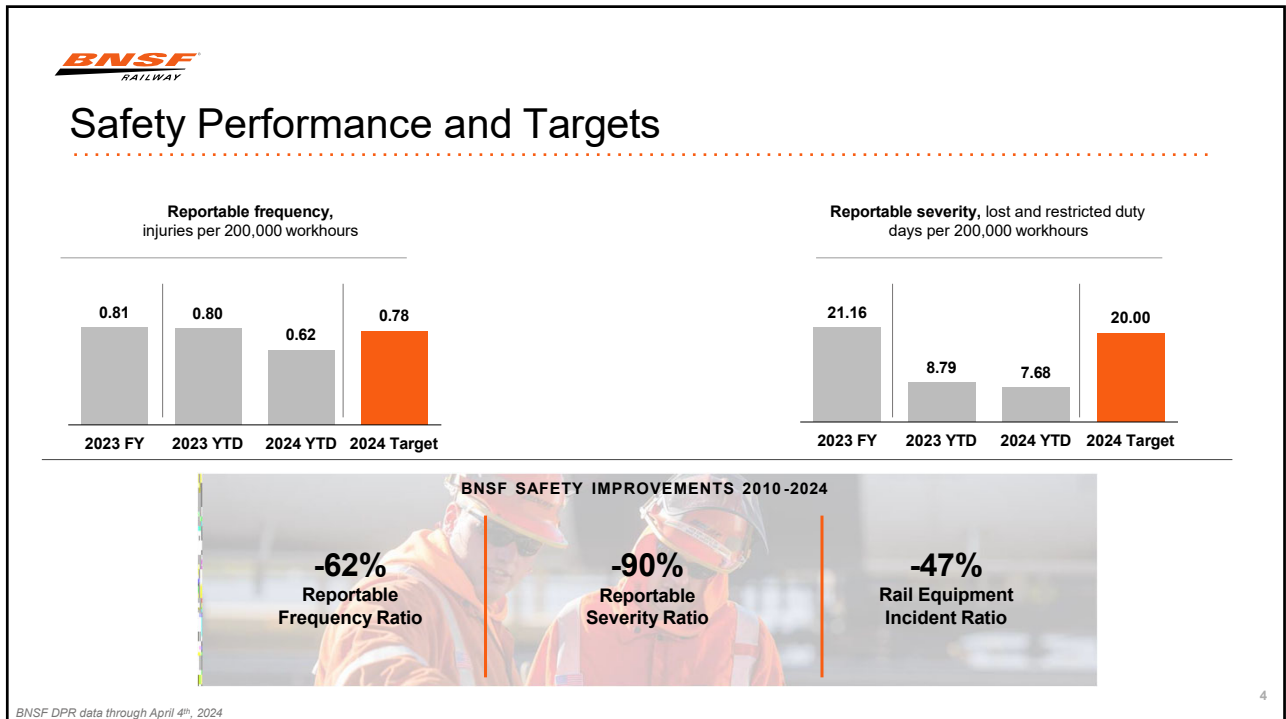
Copyright 2022 BNSF Railway. All rights reserved. All trademarks, copyrights and materials not owned by BNSF are the property of the cited source.



Our Network


- **32,500 route miles** in 28 states and three Canadian provinces
- **+13,000 bridges** and **99 tunnels**
- Serves **+40 ports**
- **27 intermodal facilities**

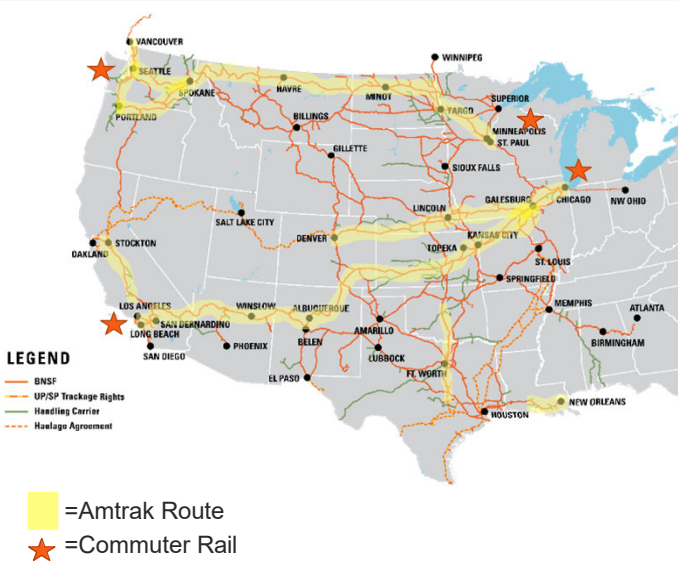







BNSF Passenger Operations Overview





- BNSF is the largest host of Amtrak on a train mile basis. 5M miles hosted in 2021.
- BNSF operates Chicago Metra, Minneapolis Northstar, Seattle Sounder, and hosts Los Angeles Metrolink.
 - Metra – 91 weekday trains
 - Northstar – 8 weekday trains
 - Sounder – 30 weekday trains
 - Metrolink – 43 weekday trains
- **Key Focus** – Collaborative relationship with key public partners (Amtrak, JPA's, commuter agencies, etc.) delivering SAFE, reliable, efficient passenger operations focusing on continuous improvement & adaptability to business needs.





BNSF will continue to have a bias for freight growth. We will collaborate constructively with public partners on passenger rail expansion.

7



BNSF's Passenger Principles

BNSF is willing to cooperate on passenger rail studies and provide federal, state, and local officials with information. Where passenger rail service is proposed on a minimally used line that BNSF is willing to sell, BNSF shall be paid fair market value for the property. Where passenger rail service is proposed on a line BNSF intends to continue owning and to be jointly used for passenger and freight use, the following principles apply:

- Any passenger rail operation **cannot degrade BNSF's freight service**, negatively affect BNSF's freight customers or BNSF's ability to provide them with service.
- BNSF must be **compensated for any and all costs incurred in providing passenger rail service** and make a reasonable return for providing the service.
- **Capital investments necessary for passenger rail service are the responsibility of the public**, including investments for future capacity which is potentially more expensive, especially in urbanized areas.
- **BNSF will not incur any liability for passenger rail operations** that it would not have but for those operations. These operations are provided by BNSF primarily as a public service; the relatively modest compensation BNSF receives does not begin to justify assuming the significant liability associated with passenger service.
- **Studies** of how passenger rail service might be provided must take into account not only the **current freight traffic levels**, but projected freight **traffic growth**.
- Investments made for passenger rail projects **must not result in BNSF incurring a higher tax burden**. Property improvements should not become part of our tax base; materials used should be exempt from all sales and use taxes, etc. or BNSF must be made whole for any increased tax burden.
- **BNSF must retain operating control of rail facilities** used for passenger rail service. All dispatching, maintenance and construction must be done under the control of BNSF. Passenger stations, parking lots and other non-rail facilities may be publicly owned and operated.
- **Studies must reflect BNSF's actual operating conditions and cost structures**. For example, construction work estimates must reflect our labor contract costs, schedules cannot assume that we will not operate any freight trains during peak commuter periods, etc.
- BNSF will limit passenger rail operations to the passenger schedules initially agreed upon and for which the capital improvement plan has been designed. **Future expansions will have to undergo the same analysis and provide any required capital improvements before schedules can be altered**, service added, or stations added.
- **Improvements must include grade crossing protection and intertrack fencing as required to minimize the risk of accidents**, due to liability and service interruption concerns.

BNSF's relationship with Amtrak intercity passenger service is governed by Federal regulation supplemented by an operating contract between BNSF and Amtrak.

