



BNSF's 2014 \$5 billion capital plan

BNSF's capital commitment plan for 2014 is approximately \$5 billion, a new single-year record. The 2014 plan is an approximately \$1 billion increase over the 2013 capital spend.

The largest component is the \$2.3 billion planned for work on BNSF's core network and related assets. BNSF also plans to spend approximately \$1.6 billion on locomotive, freight car and other equipment acquisitions. In addition, the program includes about \$200 million for continued installation of positive train control (PTC) and approximately \$900 million for terminal, line and intermodal expansion and efficiency projects.

Many of the 2014 line- and terminal-related projects listed below will support velocity improvements and add capacity to handle volume increases related to the energy business and other commodities that move on these segments.

Major line and terminal projects by region, route and subdivision (sub)

North Region

- 1 **Bellingham Sub:** two staging tracks, one power switch
- 2 **Devils Lake Sub:** three siding projects
- 3 **Dickinson Sub:** four siding tracks
- 4 **Fallbridge Sub:** two siding projects
- 5 **Forsyth Sub:** six siding projects
- 6 **Glasgow Sub:** six double-track projects
- 7 **Hillsboro Sub:** four siding projects
- 8 **Jamestown Sub:** one siding project plus CTC (centralized track control) across subdivision

- 9 **Lakeside Sub:** five double-track projects and one siding project
- 10 **Zap Sub:** one siding project
- 11 **Noyes Sub:** interchange tracks and siding project

Central Region

- 12 **Hannibal Sub:** one siding project
- 13 **River Sub:** one double-track and one siding project
- 14 **Sioux City Sub:** one bypass track and one siding project
- 15 **Barstow Sub:** one siding project

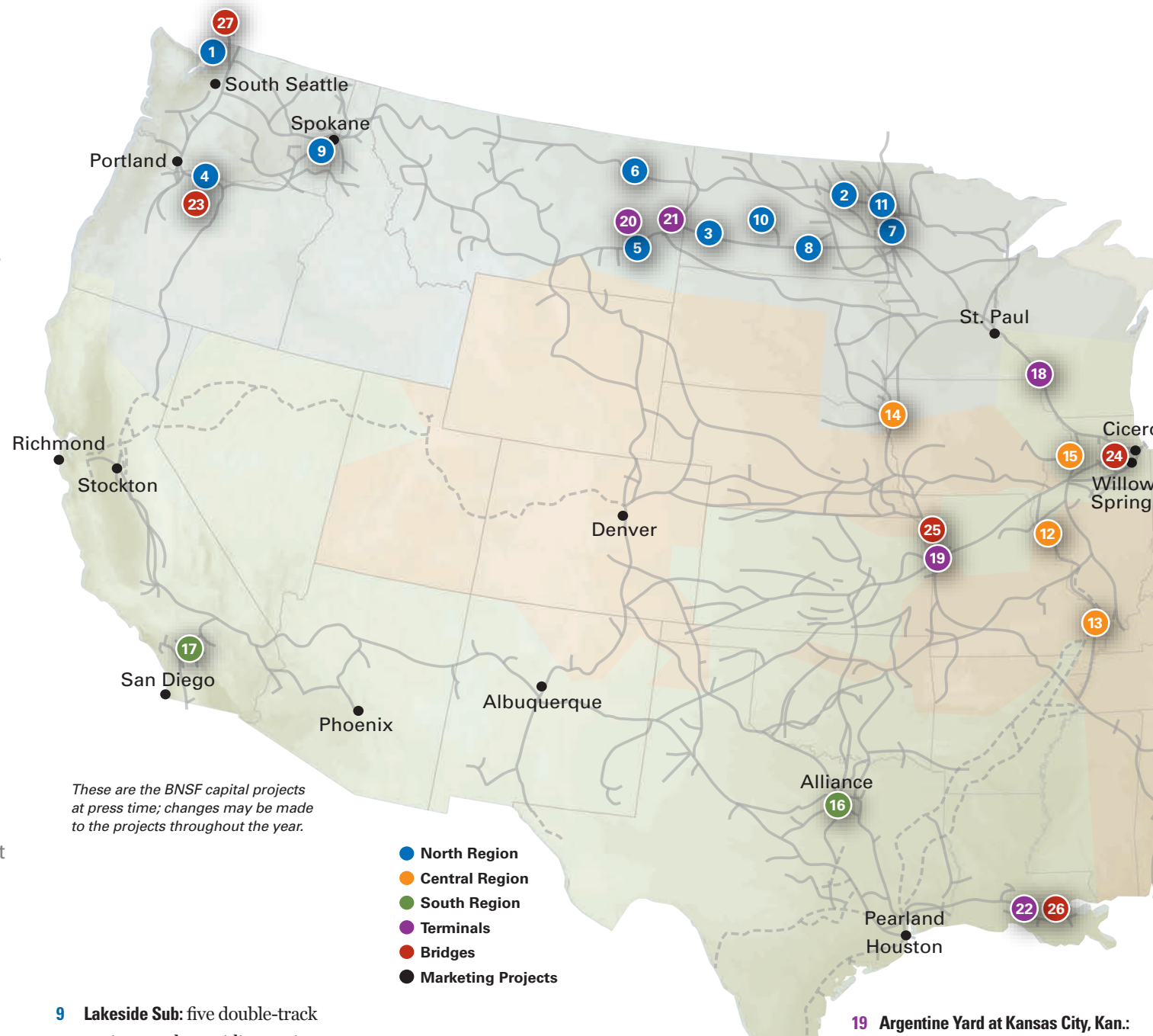
South Region

- 16 **Fort Worth Sub:** completion of the multi-year Tower 55 project
- 17 **San Bernardino Sub:** one grade separation project

Terminals

- 18 **LaCrosse, Wis.:** continue double tracking and signaling improvements through terminal (project started in 2013)

- 19 **Argentine Yard at Kansas City, Kan.:** reconfigure portion of yard to accommodate more automotive car switching and increase overall terminal throughput
- 20 **Forsyth, Mont.:** extend track lengths at terminal
- 21 **Glendive, Mont.:** extend track lengths at terminal
- 22 **Lafayette Sub:** continue construction of new terminal to serve customers in the Lake Charles, La., area



These are the BNSF capital projects at press time; changes may be made to the projects throughout the year.

Bridges

Construction work is underway on some of the largest bridges on BNSF, including:

- 23 **Fallbridge Sub:** Bridge 24.8 over Washougal River in Camas, Wash.; replacement of river bridge will take more than two years to complete due to the permitting and right-of-way constraints
- 24 **Mendota Sub:** Bridges 106.58 and 110.26 near Princeton, Ill.; replacement of both double-track bridges is being combined as one project
- 25 **St. Joe Sub:** Bridge 160.76 in Tecumseh, Neb.; replace bridge across North Fork of the Nemaha River
- 26 **Lafayette Sub:** Bridge 32.06 in Des Allemands, La.; major work to the moveable bridge that crosses Bayou Des Allemands
- 27 **New Westminster Sub:** Bridge 129.3 near Colebrook, B.C.; continue work from 2013 on bridge over Serpentine River

Additional Marketing Projects

The 2014 capital plan includes \$164 million for additional marketing-related projects.

Intermodal Facility Expansion: Railcar loading/unloading track, support track and/or parking expansions at the following locations: Alliance (Haslet, Texas); Cicero, Ill.; Phoenix; Spokane, Wash.; South Seattle; Stockton, Calif.; St. Paul, Minn.; and Willow Springs, Ill.

Automotive Facility Expansion: Railcar loading/unloading track and/or parking expansions at the following locations: Albuquerque, N.M.; Houston; Portland, Ore.; Richmond, Calif.; and San Diego, Calif.

Customer Access Projects: Projects supporting the development of new and/or

expanded access to rail-served customers, primarily supporting the Industrial Products and Ag business units.

In addition, several 2013 expansion projects are scheduled for completion in the second quarter of 2014, including the Front Range Automotive Facility at Big Lift (near Denver) and expansion of the Pearland (Houston) Intermodal Facility.

2014 capital maintenance by the numbers

Just what does it take to perform all the capital maintenance planned for 2014? Here's a snapshot of what the Engineering team will undertake this year and some of the materials that will be needed:

- 950** miles of rail relay
- 3.6 million** ties
- 650** miles of undercutting
- 4,900** miles of shoulder ballast cleaning
- 8,500** track miles, division surfacing
- 4,900** track miles, high-speed surfacing
- 229** bridge projects