

BNSF's 2015 \$6 Billion Capital Plan

Investing more than ever before to increase velocity, add capacity and improve our network.

- **\$2.9 billion**, the largest component, devoted to renewal of assets and maintenance.
- Nearly **\$1.5 billion** for expansion projects.
- **\$1.4 billion** on locomotives, freight cars and other equipment acquisitions.
- **\$200 million** for Positive Train Control.

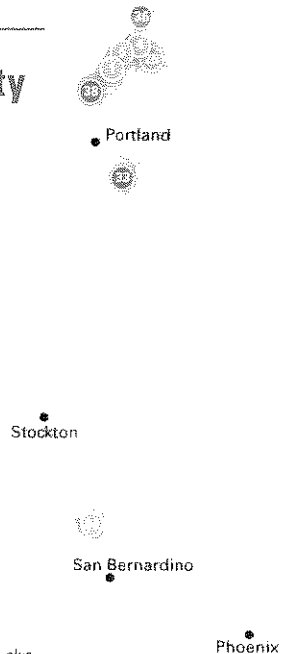
Terminal & Line Capacity Expansion Projects

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

Our 2015 terminal-related projects are designed to increase velocity and provide capacity for volume growth. Our line-related projects, driven by increasing train volumes required by customers in energy, consumer products and other sectors, will add capacity for growth and improve throughput velocity. We are also doing construction work on some of our network's biggest bridges.

North Region

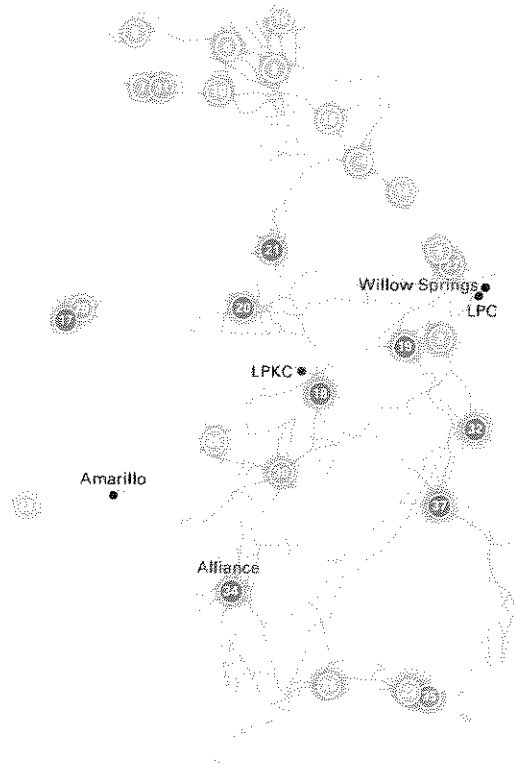
- Anacortes spur:** new siding
- Aurora sub:** CTC signaling project with crossover plants, plus begin construction on two more double-track segments
- Beardstown sub:** five siding extensions plus CTC signaling on the north end of the subdivision
- Bellingham sub:** one double-track and one siding extension project
- Cherry Point sub:** one new siding
- Devils Lake sub:** CTC signaling on subdivision
- Dickinson sub:** one siding extension
- Glasgow sub:** complete three double-track projects started in 2014, and begin one additional double-track project
- Hillsboro sub:** CTC signaling on subdivision and connection upgrade
- Jamestown sub:** completing CTC signaling project started in 2014
- Midway sub:** one double-track project
- Monticello sub:** subdivision connection and track upgrades
- Noyes sub:** one new siding
- St. Croix sub:** CTC signaling project with crossover plants
- St. Paul sub:** one triple-track project
- Staples sub:** one CTC signaling project and three double-track projects



- North Region
- Central Region
- South Region
- Terminals
- Bridges

Central Region

- Brush sub:** six siding extensions
- Ft. Scott sub:** one double-track project
- Hannibal sub:** complete two siding projects started in 2014, and construct two more new sidings
- Ravenna sub:** two new double-track projects
- Sioux City sub:** new bypass track at Sioux City



South Region

- Clovis sub:** one double-track project
- Lafayette sub:** one siding extension
- Mojave sub:** one double-track and one siding extension project
- Panhandle sub:** two new double-track projects
- Silsbee sub:** one new siding

Terminals

- Aurora sub:** complete double-tracking project through LaCrosse, WI terminal (project started in 2013)
- Bellingham sub:** Everett, WA yard expansion
- Brush sub:** extend tracks at Sterling, CO and Denver, CO terminals
- Cherokee sub:** add new receiving / departure tracks at Tulsa, OK terminal
- Dickinson sub:** Dickinson, ND yard expansion

Bridges

- Beardstown sub:** Bridge 212.07 in Metropolis, IL; design, permitting and land access ongoing with construction starting this year
- Fallbridge sub:** Bridge 24.8 over Washougal River in Camas, WA; permitting and right-of-way constraints continue with this project. Once project begins the replacement of the river bridge will take more than two years to complete.
- Fort Worth sub:** Bridge 348.5 in Fort Worth, TX; reconstruction of the bridge over the Trinity River
- Lafayette sub:** Bridge 32.06 in Des Allmends, LA; major work to the moveable bridge that crosses Bayou Des Allmends continues
- New Westminster sub:** Bridge 129.3 near Vancouver, BC; completing final phase of 3-phase project on bridge over Serpentine River
- Thayer South sub:** Bridge 482.1 in Memphis, TN; construction of the Memphis Bridge over the Mississippi River will be done in several phases. The first phase of the project will start this year. Other phases of the project are under design.
- Seattle sub:** Bridge 81.4 in Vader, WA; design, access and permitting ongoing with construction starting at the end of 2015

Additional Projects

Intermodal facility expansion: Railcar loading/unloading track, support track and/or parking expansions at the following locations: Alliance (Haslet, TX); LPC (Elwood, IL); LPKC (Edgerton, KS); Lorenzo Rd (IL); Phoenix, AZ; Stockton, CA; Willow Springs, IL

Automotive facility expansion: Railcar loading/unloading track and/or parking expansions at the following locations: Alliance (Haslet, TX); Amarillo, TX; Portland, OR; San Bernardino, CA; LPC (Elwood, IL)

2015 Capital Maintenance By The Numbers

Just what does it take to perform all the capital maintenance planned for 2015? 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
3.5 million ties

270 bridge projects
21,600 miles of ballast work
(including undercutting and surfacing)



These are the BNSF capital projects as of 1/15/15; changes may be made to the projects throughout the year.

Illinois is included in the disclosure of the planned expenditure for the North Region despite the state being part of the company's South Region. In this announcement Illinois was included in the North Region because the Chicago complex also serves as an origination and destination point for traffic along that corridor. Illinois was also included in the North Region reporting when BNSF's 2014 capital expenditure was announced in the prior year.