

Positive Train Control (PTC) Implementation Status Update

Your railroad is instructed to submit answers to all of the survey questions at this website:

<https://rrsp.fra.dot.gov/ptcis/>. Either enter the requested numeric values or select the appropriate radio button. No request for information may go unanswered. The survey will also include an opportunity for each railroad to submit comments to provide context and explanations to the responses submitted.

Your railroad's initial submission must be made by September 15, 2015 and reflect your railroad's implementation status as of August 30, 2015. After your railroad's initial submission in September, your railroad must update its responses on a monthly basis until FRA determines otherwise. Each update shall be submitted on the 15th of every month to reflect the status as of the 30th of the previous month. If the response date falls on a weekend, your railroad's response must be made on the next business day.

To ensure each railroad's data is secure (i.e., so that only FRA and each railroad's registered user may access the data), prior to completing the survey your railroad must first establish an account at this website:

<https://safetydata.fra.dot.gov/SPAccountRequests/default.aspx?app=ptc>. Once your account is created you may submit your answers to the survey.

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2130-0612. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection, including suggestions for reducing this burden to: Office of Safety Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave., N.W., Washington D.C. 20590.

Railroad Questionnaire

- 1) Total number of fully mission capable¹ PTC equipped locomotives needed to fully comply with the regulations²:
- 2) Current number of fully mission capable PTC equipped locomotives completely implemented under the regulations:
- 3) Total number of fully mission capable PTC equipped track segments required to be implemented under the regulations³:
- 4) Current number of fully mission capable PTC equipped track segments completely implemented under the regulations:
- 5) Total number of personnel⁴ required under the regulations to be trained on PTC system operations and regulations:
- 6) Current number of personnel who have completed training on PTC system operations and regulations under the regulations:
- 7) Does your railroad have all of the necessary spectrum required to fully implement its PTC system under the regulations?
- 8) Total number of communications towers to support PTC system communications required to be implemented under the regulations:
- 9) Current number of constructed and operational communications towers available to support PTC system communications and required to be implemented under the regulations:
- 10) If you are a host railroad,⁵ are all your tenant railroads fully interoperable with your PTC systems under the regulations?

¹ For the purposes of this questionnaire, “mission capable” means a system in which all equipment installations are complete, tested, have no faults that preclude its use, and are on-hand and able to fully operate as designed to perform the entire mission. To be considered fully mission capable, the component or system need not yet have received PTC System Certification.

² A fully mission capable PTC equipped locomotive is a locomotive in which all PTC hardware and software onboard systems and equipment installations are complete, tested, and have all mission-essential subsystems installed and operating as designed. A fully mission capable PTC locomotive and similar vehicle has no faults that preclude its use, and the equipment is on-hand and able to operate as a lead locomotive vehicle with the onboard PTC system fully functional. This value may be the number of locomotives previously reported in a PTC Implementation Plan. But if that number has changed for any reason, please provide the most up-to-date number.

³ A fully mission capable PTC equipped track segment is a track segment in which all wayside interface units, supporting signal systems (if applicable), communications equipment, integrated hazard detectors (if applicable), highway grade crossing systems, switch point monitor systems, and other associated equipment installations are complete, tested, and have all mission-essential subsystems installed and operating as designed. A fully mission capable track segment has no faults that preclude its use, and the equipment is on-hand and fully functional and is capable of interacting with onboard and office subsystems. This value may be the number of track segments previously reported in a PTC Implementation Plan. But if that number has changed for any reason, please provide the most up-to-date number. Furthermore, railroads should use a uniform unit of measure when responding to Question #4. For example, “track miles” could be an acceptable uniform unit of measure.

⁴ As indicated in 49 CFR §§ 236.1041-236.1049, personnel requiring training include: (1) Persons who install, maintain, repair, modify, inspect, and test PTC systems; (2) Persons who dispatch train operations; (3) Persons who operate trains or serve as a train or engine crew member; (4) Roadway workers; (5) Direct supervisors of persons listed in (1) through (4).

⁵ Host railroad means a railroad that has effective operating control over a segment of track.

- 11) Where you are a tenant railroad,⁶ are you fully interoperable with each host railroad's PTC system under the regulations?
- 12) The date a PTC Safety Plan has or will be submitted to FRA:
- 13) With 1 being considered most challenging and 7 being considered least challenging, please rank in order the following in terms of the difficulty implementing PTC. Please do not reuse any numbers and, for those items that are not applicable, respond with NA:
 - Equipping locomotives
 - Equipping track segments
 - Training railroad personnel
 - Obtaining all necessary spectrum
 - Acquiring approval for and the construction of communications towers
 - Achieving necessary interoperability
 - Drafting and submitting safety plans
- 14) If there are any additional comments you would like to provide to FRA regarding PTC implementation, please do so below:

⁶ Tenant railroad means a railroad, other than a host railroad, operating on track upon which a PTC system is required.