

Confidentiality Notice

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This document contains information pertaining to train movement and activity on BNSF Railway, which is subject to non-disclosure requirements under 49 U.S.C. §11904. The disclosure of such information could result in competitive harm to BNSF Railway and/or its shippers. Release of this information could impair BNSF's competitive position by disclosing to the open market BNSF's operational and marketing strategies and its comparative position in the transportation marketplace.

Annual PTC
Progress
Report

2015

BNSF Railway

FRA-2010-0056

The Annual Positive Train Control (PTC) Progress Report is due by March 31st of each year until full PTC system implementation is complete. The Annual PTC Progress Report must cover the railroad's implementation efforts and progress from the directly previous calendar year, and must be submitted electronically to the Federal Railroad Administration (FRA) via the FRA Secure Information Repository at <https://sir.fra.dot.gov>.

Name of Railroad or Entity Subject to 49 U.S.C. § 20157(a): BNSF Railway

Railroad Code: BNSF

Annual PTC Implementation Progress Report for: 2015

PTCIP Version Number of File with FRA (basis for goals stated): v1.9

Submission Date: 1/25/2016

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1. Summary

Please provide a narrative summary of overall PTC implementation progress during the preceding calendar year (January 1 to December 31):

At its maximum BNSF had 19 subdivisions in Revenue Service Demonstration during 2015. In September 2015 BNSF contracted that number down to 6 subdivisions in order to perform a detailed Reliability Study and Root Cause Analysis for the most impactful issues to operating with PTC. As BNSF and its vendors address these issues and Key Performance Indicators come in-line with the metrics expected, BNSF is enabling additional subdivision for PTC Revenue Service in 2016.

| Category | Quantity Installed During Calendar Year | PTCIP Year End Goal (If Applicable) | Cumulative Quantity Installed at End of Calendar Year | Total Quantity Required for PTC Implementation |
|---|---|-------------------------------------|---|--|
| Locomotives Fully Equipped | 1464 | N/A ¹ | 3853 | 5000 |
| Installation/Track Segments Completed | 0 | N/A | 6 | 86 |
| Radio Towers Fully Installed and Equipped | 171 | N/A | 6650 | 7823 |
| Employees Trained | 7611 | N/A | 21260 | 39473 |
| Route Miles In Testing or Revenue Service Demonstration | 0 | N/A | 0 | 0 |
| Route Miles in PTC Operation | 0 | N/A | 785.6 | 11424 |

¹ BNSF did not designate any 2015 End of Year Goals in its latest PTCIP v1.9 as it was published in 2016. All 2015 numbers included in the PTCIP are actual numbers resulting in N/A for this column.

2. Update on Spectrum Acquisition

Required content:

- The amount of spectrum acquired and available for use during the applicable calendar year and the cumulative amount acquired and available for use at the end of the applicable calendar year, as compared to the amount the railroad stated would be acquired and available for use by the end of that calendar year and in total for PTC implementation, in the applicable revised PTCIP, as amended
- The basis for how the railroad is determining that the acquired spectrum is available for use by PTC radios (e.g., ensuring non-interference with other radios)

| Spectrum Area or Location (E.g., county) | Spectrum Acquired and Available for Use (Owned/Leased) During Calendar Year | Cumulative Amount of Spectrum Acquired and Available for Use (Owned/Leased) at End of Calendar Year | PTCIP Year End Goal for Spectrum Acquired and Available for Use | Total Spectrum Required for PTC Implementation, as Reported in PTCIP |
|---|---|---|---|---|
| Spectrum Coverage Area or Location†: System | 0 | All necessary spectrum required for full implementation as described in PTCIP has been acquired | N/A | All necessary spectrum required for full implementation as described in PTCIP has been acquired |

†Note: To add rows for additional spectrum areas or locations, click on the blue “+” symbol at the bottom right-hand corner. Please be sure to first click anywhere inside the table to activate this function.

If this function is unavailable for your document, please manually add additional rows.

Please provide any additional narrative for Spectrum Acquisition below:

BNSF has acquired, and has available for PTC, all necessary spectrum for current requirements on the subdivisions shown in the PTCIP.

BNSF is a member of PTC-220, owned equally by each of the seven Class 1 railroads including BNSF. PTC-220 holds nationwide and regionally licensed FCC spectrum for PTC implementation in the 220-222 MHz spectrum band. Access to this spectrum for BNSF and each of the PTC-220 owner-members, and for non-members, is provided by a spectrum lease. BNSF will utilize spectrum planning tools provided by PTC-220 that will enable BNSF to coordinate its spectrum usage with other railroads to ensure adequate availability and interference mitigation in areas of overlapping operation.

PTC-220 and its member-owners, including BNSF, believe that the licenses that PTC-220 now currently holds provide spectrum sufficient for nationwide PTC implementation. To further assure interoperability and spectral separation to mitigate potential interference in certain regions of the country, PTC-220 is also acquiring additional [217 and/or 218 MHz] licenses that it expects to finalize and transfer to the commuter agencies upon FCC authorization to operate in 2016.

3. Quantity Update on Hardware Installation

Required content:

- Separated by each major hardware category and subcategory identified below, the amount of PTC hardware installed during the applicable calendar year and the cumulative quantity installed at the end of the applicable calendar year, as compared to the amount the railroad stated would be installed by the end of that calendar year and in total for PTC implementation, in the applicable revised PTCIP, as amended

3.1. Locomotive Status

| Category / Installation Feature | Quantity Installed During Calendar Year | PTCIP Year End Goal ² | Cumulative Quantity Installed at End of Calendar Year | Total Required for PTC Implementation, as Reported in PTCIP ³ |
|---|---|----------------------------------|---|--|
| Locomotive (Apparatus)⁴ | | | | |

² BNSF did not designate any 2015 End of Year Goals in its latest PTCIP v1.9 as it was published in 2016. All 2015 numbers included in the PTCIP are actual numbers resulting in N/A for this column.

³ The items marked with N/A in this column are not included in BNSF's PTCIP v1.9.

⁴ Railroads may elect to add categories or subcategories if more detail is desired.

| Category / Installation Feature | Quantity Installed During Calendar Year | PTCIP Year End Goal ² | Cumulative Quantity Installed at End of Calendar Year | Total Required for PTC Implementation, as Reported in PTCIP ³ |
|---|---|----------------------------------|---|--|
| On-board Computers (e.g., Train Management Computer) | 1464 | N/A | 3853 | 5000 |
| Software For Train Management and other applications | 1464 | N/A | 3853 | N/A |
| PTC Displays | 2928 | N/A | 7706 | 10000 |
| Event Recorders | 1464 | N/A | 3853 | N/A |
| Onboard Antennas and/or Transponder Readers | 16104 | N/A | 42383 | N/A |
| GPS Receivers | 2928 | N/A | 7706 | N/A |
| Locomotive Radios – Primary Communications (e.g., 220 MHz radios) | 1464 | N/A | 3853 | 5000 |
| Secondary Communications (e.g., cell or Wi-Fi communications) Equipment | 4392 | N/A | 11559 | N/A |

Please provide any additional narrative for Locomotive Status below. If any of the information called for in Section 3.1 is unavailable to the railroad at the time it is completing and submitting this form, please insert "TBD" in the appropriate field and/or use this comment box to explain when such information will be available and when the railroad expects to submit it to FRA.

3.2. Infrastructure/Back Office Status

| Category / Installation Feature | Completed During Calendar Year | PTCIP Year End Goal ⁵ | Cumulative Quantity Complete at End of Calendar Year | Total Required for PTC Implementation, as Reported in PTCIP ⁶ |
|---|--------------------------------|----------------------------------|--|--|
| Infrastructure (Back Office) | | | | |
| Dispatching Locations (installations complete) | N/A | N/A | 4 | N/A |
| Physical Back Office System Equipment (installations complete) | N/A | N/A | 1 | N/A |

| | |
|---|-----|
| Are the Back Office Location(s) fully operable? | Yes |
| Are the Dispatching Location(s) fully operable? | Yes |

Please provide any additional narrative for Infrastructure/Back Office Status below:

⁵ BNSF did not designate any 2015 End of Year Goals in its latest PTCIP v1.9 as it was published in 2016. All 2015 numbers included in the PTCIP are actual numbers resulting in N/A for this column.

⁶ The items marked with N/A in this column are not included in BNSF's PTCIP v1.9.

3.3. Installation/Territory Status

| Category / Installation Feature | Quantity Installed During Calendar Year | PTCIP Year End Goal ⁷ | Cumulative Quantity Installed at End of Calendar Year | Total Required for PTC Implementation, as Reported in PTCIP ⁸ |
|--|---|----------------------------------|---|--|
| Infrastructure – Wayside Installations by Territory (i.e., Subdivision, District, Track Segment, Etc.)⁹ | | | | |
| Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: System¹⁰ | | | | |
| Wayside Interface Units† | 1165 | N/A | 5598 | 6179 |
| Communication Towers or Poles† | 171 | N/A | 6650 | N/A |
| Switch Position Monitors† | 50 | N/A | 313 | N/A |
| Wayside Radios† | 170 | N/A | 5932 | 6088 |
| Base Station Radios† | 1 | N/A | 531 | 551 |
| Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes – for the subdivisions that are in Revenue Service and in testing | | | | |

†Note: To add rows for additional territories and associated sub-components, click on the blue “+” symbol at the bottom right-hand corner. Please be sure to first click anywhere inside the table to activate this function. If this function is unavailable for your document, please manually add additional rows.

⁷ BNSF did not designate any 2015 End of Year Goals in its latest PTCIP v1.9 as it was published in 2016. All 2015 numbers included in the PTCIP are actual numbers resulting in N/A for this column.

⁸ The items marked with N/A in this column are not included in BNSF’s PTCIP v1.9.

⁹ Each railroad should report information in a manner consistent with its PTCIP. That is, if a railroad monitors implementation of track segments by territory or subdivision, it should report that way.

¹⁰ This data is provided in BNSF’s PTCIP v1.9 at a system level which is reflected here in Section 3.3

Please provide any additional narrative for Installation/Territory Status below. If any of the information called for in Section 3.3 is unavailable to the railroad at the time it is completing and submitting this form, please insert "TBD" in the appropriate field and/or use this comment box to explain when such information will be available and when the railroad expects to submit it to FRA.

4. Quantity Update on Employees Trained

Required content:

- Separated by each employee category identified below, the number of employees trained during the applicable calendar year and the cumulative number of employees trained at the end of the applicable calendar year, as compared to the number the railroad stated would be trained by the end of that calendar year and in total, in the applicable revised PTCIP, as amended

| Employee Category ¹¹ | Number of Employees Trained During Calendar Year | PTCIP Year End Goal ¹² | Cumulative Number of Employees Trained at End of Calendar Year | Total Reported in PTCIP |
|---|--|-----------------------------------|--|-------------------------|
| Employees who Install, Maintain, Repair, Modify, Inspect, and Test the PTC System | 1241 | N/A | 3013 | 8905 |
| Employees who Dispatch Train Operations | 10 | N/A | 237 | 729 |
| Train and Engine (Operations) Employees | 3449 | N/A | 11655 | 19128 |
| Roadway Worker Employees | 2024 | N/A | 4454 | 8138 |

¹¹ See 49 C.F.R. § 236.1041(a).

¹² BNSF did not designate any 2015 End of Year Goals in its latest PTCIP v1.9 as it was published in 2016. All 2015 numbers included in the PTCIP are actual numbers resulting in N/A for this column.

| Employee Category ¹¹ | Number of Employees Trained During Calendar Year | PTCIP Year End Goal ¹² | Cumulative Number of Employees Trained at End of Calendar Year | Total Reported in PTCIP |
|---|--|-----------------------------------|--|-------------------------|
| Direct Supervisors of the Above Employees | 888 | N/A | 1901 | 2573 |

Please provide any additional narrative for Employee Training below:

5. Progress on Implementation Schedule/Milestones

Required content:

- Describe the extent to which the railroad or other entity is not complying with the implementation schedule it provided in its revised PTCIP, as amended

6. Summary Update of Challenges/Risks

Required content:

- Any update to the summary of remaining technical, programmatic, operational, or other challenges that the railroad or other entity provided in its revised PTCIP, as amended, including challenges with availability of public funding, interoperability, spectrum, software, permitting, and testing, demonstration, and certification
- Schedule Risk Updates (e.g., funding, technology, agreements)

Please provide Summary Update of Challenges/Risks below:

BNSF has no updates to the Remaining Implementation Challenges and Risks outlined in its PTCIP. BNSF provides that full list below:

- Locomotive Segment
 - Hardware reliability (TMC, CDU, PTC Event Recorder)
 - TMC internal card failures
 - TMC recalled components
 - CDU recalled components
 - PTC Event Recorder recalled components
 - Updated PTC Event Recorder firmware
 - Software limitations
 - Software to support Track Warrant operation last to be completed
 - Enhancements to existing software to minimize impact on operations
 - Enhancements to existing software to meet vital overlay requirements
 - Integration with other onboard systems
 - Wiring issues between PTC and other systems
 - Lack of real-time self-diagnostic tools
 - Tool development for diagnosis of PTC issues is near the end of the project
 - Braking algorithm “tuning”
 - Dynamic braking with Distributed Power units
 - Continue to update braking algorithm to minimize impact on the operation especially on mountain grade subdivisions
 - Human Machine Interface
 - Continue to improve the human machine interface between the Crew and the onboard system in order to minimize the operational impact of PTC
- Communication Segment
 - Track selection issues
 - High precision GPS required for track discrimination
 - GPS signal reliability
 - Prolonged GPS outages affect operations
 - De-conflicting with other railroads in congested areas (e.g. Chicago)
 - Development continues to maximize communications inside of dense urban areas
 - Slot plan and base station plan for Chicago area still a work in progress
- Wayside Segment
 - FCC construction moratorium and rework for temporary towers
 - Rework necessary for towers that were installed before moratorium

- Complexity of maintaining critical asset databases with rapidly changing infrastructure
 - BNSF Engineering Instruction #25 configuration management of assets still requires effort in order to make the organization changes required to support PTC
- Back Office Segment
 - Complexity of integration with multiple legacy systems
 - BNSF has multiple legacy systems and subsystems that provide data to the PTC BOS
 - Interoperability testing with railroad specific Back Office systems
 - Testing will be required with all tenant railroads to ensure the diverse PTC Back Office systems can work together
- Interoperability
 - Complexity of integration with tenant railroads
 - Tenant railroads have varying levels of technical expertise
 - Each tenant can have a unique implementation of PTC equipment including:
 - Back Office Segment
 - Locomotive Segment
 - Lining up testing schedules with each tenant

The aforementioned outlines only some of the challenges and risks BNSF has experienced or anticipates in the implementation process. As the system is fully deployed, BNSF anticipates additional potential issues arising because of the complexity of this new technology. BNSF remains committed to resolving potential problems but without knowing the extent of the technology problems, there still remains uncertainty.

7. Progress on Revenue Service Demonstration (RSD) or Implementation

Required content:

- The total number of route miles on which PTC has been initiated for revenue service demonstration or implemented, as compared to the total number of route miles required to have a PTC system (see Section 1 Summary Table)
- Estimated start date (month and year) for RSD

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|---|---|
| | | | |

¹³ Segment identification should be consistent with segments listed in Section 3.3.

¹⁴ This data is presented in BNSF's PTCIP v1.9 broken down by subdivision as shown here in Section 7.

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|---|---|
| | | | |

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|---|---|
| | | | |

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|--|---|
| | | | |

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|---|---|
|--|----------------------------------|---|---|



| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|--|---|
| | | | |

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|---|---|
| | | | |

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|---|---|
| | | | |

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|--|---|
| | | | |

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|--|---|
| | | | |

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|---|---|
| | | | |

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|---|---|
| | | | |

| Segment Identification ¹³¹⁴ | Number of Route Miles in Segment | Status at End of Calendar Year <i>Current status of installation/track segment. Choose one:</i> | Estimated Start Date for Revenue Service Demonstration (if not already completed) |
|--|----------------------------------|--|---|
| | | | |

Note: To add additional rows, click on the blue “+” symbol at the bottom right-hand corner. Please be sure to first click anywhere inside the table to activate this function.

If this function is unavailable for your document, please manually add additional rows.

Please provide any additional narrative for Revenue Service Demonstration or Implementation below:

8. Update for Intercity or Commuter Rail Passenger Transportation (if applicable)

If this section is not applicable to your railroad, please mark N/A.

Required content (if applicable):

- For each entity providing regularly scheduled intercity or commuter rail passenger transportation, a description of the resources identified and allocated to implement PTC

Please provide Update for Intercity or Commuter Rail Passenger Transportation below, if applicable:

We are working with the Intercity and Commuter Rail Passenger entities in order to assist in their implementation consistent with the timelines in their respective PTCIPs.

9. Update on Interoperability Progress and Other Formal Agreements

Required content:

- For host railroads: provide updates to any agreements and key milestones for all tenant operations
- For tenant railroads: provide updates to any agreements and key milestones for all operations over tracks hosted by another railroad

Host and Tenant Railroads: Please provide a general update on interoperability in the textbox below.

In July 2015, BNSF performed and completed interoperability boundary testing with Metrolink in the Los Angeles Basin area. This testing involved Metrolink and BNSF equipped locomotives performing various boundary tests crossing subdivisions boundaries between BNSF’s San Bernardino and Metrolink’s Olive and Orange subdivision. BNSF continues to notify all of its tenants prior to operating PTC on each subdivision as required by System Certification, and work with each tenant to identify determine the PTC regulation’s effect on their operations on BNSF.

Host Railroads Only: For each tenant, please provide additional tenant information below.

| Tenant Identification <i>(Please add rows for additional tenants as necessary)</i> | Estimated Tenant Locomotive Fleet <i>(if the tenant does not have a separate PTCIP on file)</i> | Current Tenant Implementation Status <i>Choose one:</i> |
|--|---|---|
| National Railroad Passenger Corporation (Amtrak) | | <input type="radio"/> Not Started <input checked="" type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Cascade & Columbia River Railroad | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Cimarron Valley Railroad LLC | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Fort Worth & Western Railroad | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing |

| Tenant Identification <i>(Please add rows for additional tenants as necessary)</i> | Estimated Tenant Locomotive Fleet <i>(if the tenant does not have a separate PTCIP on file)</i> | Current Tenant Implementation Status <i>Choose one:</i> |
|--|---|---|
| | | <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Illinois Railway, LLC | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Indiana Harbor Belt Railroad Company | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Kaw River Railroad | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Kansas and Oklahoma Railroad Inc | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Louisiana & Delta Railroad Inc | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Commuter Rail Division of the Regional Transportation Authority (Metra) | | <input type="radio"/> Not Started <input checked="" type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Northstar Commuter Rail | | <input type="radio"/> Not Started <input checked="" type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Montana Rail Link | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing |

| Tenant Identification <i>(Please add rows for additional tenants as necessary)</i> | Estimated Tenant Locomotive Fleet <i>(if the tenant does not have a separate PTCIP on file)</i> | Current Tenant Implementation Status <i>Choose one:</i> |
|--|---|---|
| | | <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| North County Transit District | | <input type="radio"/> Not Started <input checked="" type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Nebraska Kansas & Colorado Railroad | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Otter Tail Valley Railroad Company | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Portland & Western Railroad Inc | | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Puget Sound & Pacific Railroad | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Rutland Line Inc | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Red River Valley & Western Railroad | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Southern California Regional Rail Authority (Metrolink) | | <input type="radio"/> Not Started <input type="radio"/> Installing |

| Tenant Identification <i>(Please add rows for additional tenants as necessary)</i> | Estimated Tenant Locomotive Fleet <i>(if the tenant does not have a separate PTCIP on file)</i> | Current Tenant Implementation Status <i>Choose one:</i> |
|--|---|---|
| | | <input checked="" type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Sound Transit | | <input type="radio"/> Not Started <input type="radio"/> Installing <input checked="" type="radio"/> Testing <input type="radio"/> Operational/Complete |
| San Joaquin Valley Railroad Company | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Stillwater Central Railroad Company | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Texas City Terminal Railroad Company | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Twin Cities & Western Railroad Company | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Toledo Peoria & Western Railway | TBD | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |
| Trinity Railway Express | | <input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete |

Note: To add additional rows, click on the blue "+" symbol at the bottom right-hand corner. Please be sure to first click anywhere inside the table to activate this function.

If this function is unavailable for your document, please manually add additional rows.

10. Estimated PTC Safety Plan (PTCSP) Submission Date (if not already submitted)

If this section is not applicable to your railroad, please mark N/A.

| PTCSP Submission Date |
|-----------------------|
| 8/29/14 |

Please provide any additional narrative for PTCSP Submission below:

Conditional System Certification received June 2015.

11. Testing and Integration Efforts (if applicable, laboratory, integration, and revenue service demonstration)

Please provide Update on Testing and Integration efforts below:

12. Updated Information That FRA Can Use to Maintain Its Geographic Information System (GIS) Database – Segments Complete and Operable

In its annual progress reports, a subject railroad or entity may submit a geographic information system (GIS) shapefile to indicate where various rail segments that must have PTC are located, as long as it includes the following fields: (1) a PTC attribute field (coded with “Y” if line segment is to have PTC installed, otherwise left blank); (2) a SUBDIV attribute field (populated with subdivision name);

(3) a MONTH attribute field (populated with the month in which PTC is to be installed); and (4) a YEAR attribute field (populated with the year in which PTC is to be installed). A railroad may submit this information by means other than shapefile format.

Please provide any additional narrative for GIS Information below:

N/A

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