

Annual PTC  
Progress  
Report

2015

*Alaska Railroad*

[Docket Number FRA-  
2010-0054]

The Annual Positive Train Control (PTC) Progress Report is due by March 31<sup>st</sup> 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): Alaska Railroad

Railroad Code: ARR

Annual PTC Implementation Progress Report for: 2015

PTCIP Version Number of File with FRA (basis for goals stated): 3.0

Submission Date: 1/26/2016

### Contents

- 1. Summary ..... 1
- 2. Update on Spectrum Acquisition ..... 3
- 3. Quantity Update on Hardware Installation ..... 4
  - 3.1. Locomotive Status..... 4
  - 3.2. Infrastructure/Back Office Status ..... 5
  - 3.3. Installation/Territory Status..... 6
- 4. Quantity Update on Employees Trained..... 12
- 5. Progress on Implementation Schedule/Milestones ..... 13
- 6. Summary Update of Challenges/Risks..... 14
- 7. Progress on Revenue Service Demonstration (RSD) or Implementation ..... 15
- 8. Update for Intercity or Commuter Rail Passenger Transportation (if applicable) ..... 17
- 9. Update on Interoperability Progress and Other Formal Agreements ..... 18
- 10. Estimated PTC Safety Plan (PTCSP) Submission Date (if not already submitted) ..... 19
- 11. Testing and Integration Efforts (if applicable, laboratory, integration, and revenue service demonstration) ..... 19
- 12. Updated Information That FRA Can Use to Maintain Its Geographic Information System (GIS) Database – Segments Complete and Operable ..... 20

## 1. Summary

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

AKRR finished the installation of I-ETMS on the entire AKRR locomotive and cab car fleet of 54 units by July 2015. Freight train brake algorithm testing in the field was accomplished in May 2015 after AKRR completed all of the field validation and verification of Anchorage to Seward and Whittier Branch critical Features, route/speed navigation and wayside integration units. Lab integration end to end testing was completed with 96 defects reported for the TMC and over 300 software defects in the office segment including the Computer-aided Dispatch, Back Office Server, Mobile Device Manager Server, Network Management Systems (NMS) and Individual and Composite CRC Calculator (IC3). AKRR has been working with its vendor Wabtec to prioritize defect fixes that allowed field integration testing in November 2015 which confirmed that the communications for base stations, locomotives and wayside would provide the infrastructure required to operate PTC from Anchorage to Seward and the Whittier Branch. Wayside implementation of PTC was substantially complete for sidings from Wolf to Curry which included 12 manual switches and On Station Circuits at each manually operated switch in this Track Warrant Control territory. AKRR sold bonds in July 2015 that allowed for contracts to awarded to complete the PTC implementation in CTC territory and Deadhorse to Usibelli in Track Warrant Control territory. This work is expected to be complete in March 2018

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	37	54	54	54
Installation/Track Segments Completed	3	3	3	12
Radio Towers Fully Installed and Equipped	20	33	33	37
Employees Trained	10	10	10	472

Route Miles In Testing or Revenue Service Demonstration	136	136	136	136
Route Miles in PTC Operation	0	0	0	506

## 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†: All Alaska Railroad Territory	All spectrum required	All spectrum required	All spectrum required	All Alaska Railroad Territory

†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:

The Alaska Railroad negotiated and contracted for the procurement of all PTC 220 LLC 220 MHz frequency they owned in the State of Alaska. The FCC completed the transfer of the licenses from PTC 220 LLC to the AKRR in December 2015.

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	Cumulative Quantity Installed at End of Calendar Year	Total Required for PTC Implementation, as Reported in PTCIP
<b>Locomotive (Apparatus)<sup>1</sup></b>				
On-board Computers (e.g., Train Management Computer)	37	54	54	54
Software For Train Management and other applications	37	54	54	54
PTC Displays	74	108	108	108
Event Recorders	37	54	54	54
Onboard Antennas and/or Transponder Readers	222	324	324	324
GPS Receivers	74	108	108	108

<sup>1</sup> Railroads may elect to add categories or subcategories if more detail is desired.

Locomotive Radios – Primary Communications (e.g., 220 MHz radios)	37	54	54	54
Secondary Communications (AKRR has both cell or Wi-Fi communications) Equipment	74	108	108	108

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.

The software versions for the Train Management Computer on the locomotive continue to be upgraded by Wabtec as defects are detected and software functions are added. AKRR pushes this software to the locomotives from the Mobile Device Manager in the Office after lab integration end to end testing is performed.

**3.2. Infrastructure/Back Office Status**

Category / Installation Feature	Completed During Calendar Year	PTCIP Year End Goal	Cumulative Quantity Complete at End of Calendar Year	Total Required for PTC Implementation, as Reported in PTCIP
<b>Infrastructure (Back Office)</b>				
<b>Dispatching Locations (installations complete)</b>	2	2	3	3
<b>Physical Back Office System Equipment (installations complete)</b>	2	2	3	3

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:

In addition to the one dispatch location at the Anchorage Operations Center that is the primary dispatch location, the AKRR can also dispatch from the Anchorage, AK General Office Building and the Anchorage Depot. These sites are hot-sites, always ready to go if needed to dispatch trains now and when PTC is implemented.

**3.3. Installation/Territory Status**

Category / Installation Feature	Quantity Installed During Calendar Year	PTCIP Year End Goal	Cumulative Quantity Installed at End of Calendar Year	Total Required for PTC Implementation, as Reported in PTCIP
<b>Infrastructure – Wayside Installations by Territory (i.e., Subdivision, District, Track Segment, Etc.)<sup>2</sup></b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)<sup>†</sup>: Seward – Grandview</b>				
<b>Wayside Interface Units<sup>†</sup></b>	0	0	0	0
<b>Communication Towers or Poles<sup>†</sup></b>	1	6	6	6
<b>Switch Position Monitors<sup>†</sup></b>	0	0	0	0
<b>Wayside Radios<sup>†</sup></b>	0	0	0	0
<b>Base Station Radios<sup>†</sup></b>	1	6	6	6
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?<sup>†</sup> Yes</b>				

<sup>2</sup> 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.

<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Grandview – Portage</b>				
<b>Wayside Interface Units†</b>	0	0	0	0
<b>Communication Towers or Poles†</b>	1	2	2	2
<b>Switch Position Monitors†</b>	0	0	0	0
<b>Wayside Radios†</b>	0	0	0	0
<b>Base Station Radios†</b>	1	2	2	2
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes</b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Portage</b>				
<b>Wayside Interface Units†</b>	1	1	1	1
<b>Communication Towers or Poles†</b>	0	1	1	1
<b>Switch Position Monitors†</b>	0	0	0	0
<b>Wayside Radios†</b>	1	1	1	1
<b>Base Station Radios†</b>	0	1	1	1
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes</b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Whittier Branch</b>				

<b>Wayside Interface Units†</b>	4	4	4	4
<b>Communication Towers or Poles†</b>	0	1	1	1
<b>Switch Position Monitors†</b>	0	0	0	0
<b>Wayside Radios†</b>	4	4	4	4
<b>Base Station Radios†</b>	0	1	1	1
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes</b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Portage – Anchorage</b>				
<b>Wayside Interface Units†</b>	15	15	15	15
<b>Communication Towers or Poles†</b>	0	3	3	3
<b>Switch Position Monitors†</b>	10	10	10	10
<b>Wayside Radios†</b>	12	12	12	12
<b>Base Station Radios†</b>	0	3	3	3
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes</b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Anchorage – Kashwitna</b>				
<b>Wayside Interface Units†</b>	0	0	0	39

<b>Communication Towers or Poles†</b>	2	4	4	4
<b>Switch Position Monitors†</b>	0	0	0	0
<b>Wayside Radios†</b>	0	0	0	31
<b>Base Station Radios†</b>	2	4	4	4
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes</b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Port Mack Branch*</b>				
<b>Wayside Interface Units†</b>	0	0	0	TBD
<b>Communication Towers or Poles†</b>	0	0	0	TBD
<b>Switch Position Monitors†</b>	0	0	0	TBD
<b>Wayside Radios†</b>	0	0	0	TBD
<b>Base Station Radios†</b>	0	0	0	TBD
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Choose Yes or No.</b>				
*Note: ARRC is building a branch line from the existing station Houston, 33.5 miles south, to Port Mack. The main track tie in with the accompanying CTC signal system has been completed. The remaining 32 miles has yet to be completed. When construction is complete and the PTC Safety Certification is achieved, PTC will be implemented on this branch line as a Vital Overlay for TWC and CTC territories even though freight-only traffic is present.				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Wolf - Curry</b>				
<b>Wayside Interface Units†</b>	0	0	0	7

<b>Communication Towers or Poles†</b>	2	2	2	3
<b>Switch Position Monitors†</b>	0	0	0	12
<b>Wayside Radios†</b>	0	0	0	6
<b>Base Station Radios†</b>	2	2	2	3
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes</b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Deadhorse - Cantwell</b>				
<b>Wayside Interface Units†</b>	0	0	0	12
<b>Communication Towers or Poles†</b>	5	5	5	5
<b>Switch Position Monitors†</b>	0	0	0	16
<b>Wayside Radios†</b>	0	0	0	3
<b>Base Station Radios†</b>	5	5	5	5
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes</b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Windy – Denali Park</b>				
<b>Wayside Interface Units†</b>	0	0	0	2
<b>Communication Towers or Poles†</b>	2	2	2	2

<b>Switch Position Monitors†</b>	0	0	0	3
<b>Wayside Radios†</b>	0	0	0	2
<b>Base Station Radios†</b>	2	2	2	2
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes</b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Denali Park – Usibelli</b>				
<b>Wayside Interface Units†</b>	0	0	0	6
<b>Communication Towers or Poles†</b>	2	2	2	2
<b>Switch Position Monitors†</b>	0	0	0	11
<b>Wayside Radios†</b>	0	0	0	6
<b>Base Station Radios†</b>	2	2	2	2
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes</b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Usibelli – Fairbanks</b>				
<b>Wayside Interface Units†</b>	0	0	0	0
<b>Communication Towers or Poles†</b>	3	3	3	6
<b>Switch Position Monitors†</b>	0	0	0	0

<b>Wayside Radios†</b>	0	0	0	6
<b>Base Station Radios†</b>	3	3	3	6
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† Yes</b>				

†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.

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.

Switch Point Monitors –WIUs are both standalone in dark territory and integrated with the vital motherboard in CTC in the actual counts above. AKRR was granted relief from stopping at unmonitored switch machines in select PTC TWC territory on April 11, 2014 letter for approval of amended PTCIP, Revision 2.3 dated March 13, 2014. The request was based on limited operations exception allowing an operational PTC I-ETMS equipped train to traverse selected manual non-monitored switches at the maximum authorized speed, not to exceed 49 MPH for freight and 59 MPH for passenger trains, without being required to stop short of the switch. This is for the segments Seward to Hunter, Grandview to Portage and Usibelli to Fairbanks.

Port MacKenzie Branch Line-Currently only the wye was funded and built. Due to the economic crisis in Alaska no time frame for building the Port MacKenzie Branch line has been identified and has been marked TBD.

#### 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 <sup>3</sup>	Number of Employees Trained During Calendar Year	PTCIP Year End Goal	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	7	7	7	106
Employees who Dispatch Train Operations	0	0	0	9
Train and Engine (Operations) Employees	0	0	0	137
Roadway Worker Employees	0	0	0	180
Direct Supervisors of the Above Employees	3	3	3	40

Please provide any additional narrative for Employee Training below:

AKRR began its training program in the Mechanical department and its Supervisors to ensure trains are ready for Field Integration Testing and Field Qualification Testing. Training curriculum development is underway for Dispatch, Maintenance of Way, Signal and Telecommunications.

### 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

Wabtec Railway Electronics is behind in the delivery of a Lab nearest neighbor tested IC3, TMC release 6.3.12.1 and TMDS Computer-aided Dispatch. AKRR continues to work with Wabtec Railway Electronics to define the priority of the delivery to stay on track to begin Revenue

<sup>3</sup> See 49 C.F.R. § 236.1041(a).

Service Demonstration for the territory Anchorage to Seward and Whittier Branch in January 2017. Unfortunately, defects are not being resolved based to the agreed to schedule revised for the Revised PTCIP. The schedule is being driven by the four voting member if the Interoperable Train Control Committee; BNSF, UP, NS and CX. The wayside and communication segments installation programs are on-time based on the Revised PTCIP Ver 3.0 with the addition of contract services.

## 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:

AKRR's challenges have not changed appreciably from the Revised PTCIP, they remain:

1. **Financial Resources** - The first and most critical risk is lack of financial resources in a timely manner. A potential exists for cost overruns that may halt the project due to a shortage of funds. Even though the AKRR sold bonds to fund the project in July 2015, if the project is delayed, the fixed costs continue to accrue which will cause the project to go over budget.
2. **Manpower** - The second risk is limited manpower resources dedicated solely to the PTC project at AKRR and contractors. To meet the current project implementation schedule a significant amount of knowledgeable ARRC and contractor support is required in many operational disciplines. The AKRR PTC project team members have day-to-day responsibilities to the operational needs of the railroad in addition to their PTC duties. At present, AKRR's employees that are providing support for the project are at maximum work-load. Contractors are already committed to other projects and are attempting to train additional personnel with limited railroad experience. Loss of a team member's time on the project due to an increase or change in current work load, illness, or exit (lay-off, retirement, death, etc.) may become a detriment to the project's timely completion.
3. **Construction delays** – The AKRR funding beginning in July 2015 is Federal Transit Administration (FTA) formula funds and bonds sold and backed by FTA formula funds which have stringent environmental requirements and procurement rules more rigorous than the State of Alaska requirements. This will cause multi-year contracts to be rebid after the environmental process are revisited. This can cause a delay to the construction schedule for wayside and communication sites if not carefully managed. Additionally, the weather is unpredictable and if ground work is not done from June through September due to delays including environmental approval, engineering, or procurement, the work schedule can be delayed almost an entire year.
4. **Engineering Issues** –Engineering, then installing and programming the WIUs needed for all wayside devices to meet the schedule. This process will be carefully managed to ensure success. Engineering firms are fully committed and have been slowed down by not having

the engineering and necessary programming completed when needed.

- 5. Supplier Delays** – Delays due to Wabtec not making scheduled software releases on-time have continued to impact lab and field testing. The Train Management Dispatch System (TMDS) Computer Aided Dispatch (CAD) system was launched in January 2014, but is still being stabilized. The Back Office Server (BOS) releases have been delayed many times with outstanding functionality still to be delivered. The Individual and Composite CRC Calculator (IC3) software has been delayed over one year and since it has been delivered has not run without crashing daily. Additionally, ARRC has identified numerous operational defects in I-ETMS TMC releases and continues to wait for an implementation schedule. The four Class I railroads that are the voting members of the Interoperable Train Control Committee set the priorities and resolutions for the locomotive train management computers and they don't have the same priority as the Alaska Railroad to support the vital implementation.

### 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 <sup>4</sup>	Number of Route Miles in Segment	Status at End of Calendar Year <i>Current status of installation/track segment. <b>Choose one:</b></i>	Estimated Start Date for Revenue Service Demonstration (if not already completed)
Segment: Seward – Grandview	41.4	<input type="radio"/> Not Started <input type="radio"/> Installing <input checked="" type="radio"/> Testing <input type="radio"/> Operational/Complete	January 31, 2017
Segment: Grandview – Portage	19.0	<input type="radio"/> Not Started <input type="radio"/> Installing <input checked="" type="radio"/> Testing	January 31, 2017

<sup>4</sup> Segment identification should be consistent with segments listed in Section 3.3.

		<input type="radio"/> Operational/Complete	
<b>Segment:</b> Portage	0.5	<input type="radio"/> Not Started <input type="radio"/> Installing <input checked="" type="radio"/> Testing <input type="radio"/> Operational/Complete	January 31, 2017
<b>Segment:</b> Whittier Branch	10.0	<input type="radio"/> Not Started <input type="radio"/> Installing <input checked="" type="radio"/> Testing <input type="radio"/> Operational/Complete	January 31, 2017
<b>Segment:</b> Portage – Anchorage	50.4	<input type="radio"/> Not Started <input type="radio"/> Installing <input checked="" type="radio"/> Testing <input type="radio"/> Operational/Complete	January 31, 2017
<b>Segment:</b> Anchorage - Kashwitna	80.1	<input type="radio"/> Not Started <input checked="" type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	May 31, 2018
<b>Segment:</b> Port Mack Branch*	32.5	<input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	TBD based on build-out of the track segment delayed due to funding.
<b>Segment:</b> Wolf - Curry	53.2	<input type="radio"/> Not Started <input checked="" type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	May 31, 2018
<b>Segment:</b> Deadhorse - Cantwell	71.6	<input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	May 31, 2018
<b>Segment:</b> Windy – Denali Park	28.4	<input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	May 31, 2018

<b>Segment:</b> Denali Park - Usibelli	14.8	<input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	May 31, 2018
<b>Segment:</b> Usibelli – Fairbanks	103.9	<input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	May 31, 2018

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:

The Revenue Demonstration planned for January 2017 is a non-vital implementation of I-ETMS. The May 2018 Revenue Service Demonstration is a vital end to end solution that include the Integrated Vital Object Controller (IVOC) that will mitigate the operational impacts of the non-vital I-ETMS by allowing for electronic distribution of mandatory directives, and replacement of track warrant control contingent authorities for After Arrival and Radio Blocking. The development has been slow but hope that Wabtec will meet the revised schedule provided in the Revised PTCIP Ver 3.0.

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:

AKRR is a freight and regularly scheduled passenger railroad. The PTC project has a dedicated team that reports to the CEO. AKRR has 15 full-time employees and many contract employee dedicated to the project. Many of the operation departments have 30% of their staff hours dedicated to the implementation of PTC.

### 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.

The Alaska Railroad does not have any tenant railroads on its rail network.

**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><u>Choose one:</u></i>
N/A	N/A	<input 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
June 2017

Please provide any additional narrative for PTCSP Submission below:

AKRR intends to submit its PTCSP for a vital overlay of I-ETMS that includes the Integrated Vital Object Controller (IVOC) part of the office segment that had I-ETMS being safety critical from end to end. The PTCSP will be submitted when the non-vital I-ETMS with IC3 at AKRR successfully completes the runs prescribed by the FRA in its conditions for Revenue Service Demonstration in the corridor from Anchorage to Seward and the Whittier Branch.

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

Please provide Update on Testing and Integration efforts below:

AKRR plans to perform Field Qualification Test monthly in 2016 in the corridor from Anchorage to Seward and Whittier Branch until ready to begin Revenue Service Demonstration estimated to begin in January 2017.

## 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:

AKRR is not providing at this time.

Public reporting burden for this information collection is estimated to average 38.41 hours 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 **2130-0553**. 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 OMB's Office of Information and Regulatory Affairs, Attn: FRA OMB Desk Officer.