



CSX Transportation, Inc.  
500 Water Street, SC J340  
Jacksonville, FL 32202

March 30, 2016

Mr. Robert Lauby  
Associate Administrator for  
Railroad Safety / Chief Safety Officer  
Federal Railroad Administration  
1200 New Jersey Avenue, S.E.  
Washington, DC 20003

**Re: CSXT Positive Train Control Implementation Plan v2.0 – Annual Progress Report for  
Calendar Year 2015, Docket No. FRA-2010-0028**

Dear Mr. Lauby,

Pursuant to 49 USC 20157(c)(1)<sup>1</sup> and 49 CFR §236.1009(a)(5)<sup>2</sup> of the Positive Train Control Systems; Final Rule as amended (Final Rule), CSX Transportation, Inc. (CSXT) is submitting the attached annual progress report to the Federal Railroad Administration (FRA) in regard to the revised CSXT Positive Train Control Implementation Plan (PTCIP) Version 2.0 submitted to FRA on January 26, 2016 in accordance with the mandate of 49 USC 20157 as amended<sup>3</sup>. The attached provides a progress report on CSXT's implementation efforts as of December 31, 2015.

In accordance with 49 CFR §209.11, CSXT is requesting partial confidentiality of this submission because the attached documents contain material that is confidential. This confidential information consists of trade secrets, commercial and/or financial information within the meaning of 5USC §552 and/or 18 USC §1905, and/or Safety Analysis Records subject to 49 USC 20118.

CSXT is submitting three (3) versions of this document:

1. A Confidential Version for internal agency use.
2. A Redacted Version for public use. (This version deletes all confidential information.)
3. A Confidential Version of the document marked to indicate which portions are redacted in the document's confidential version without obscuring the original document's contents.

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<sup>1</sup> 49 U.S.C. §20157(c)(1), as amended by the Positive Train Control Enforcement and Implementation Act of 2015 and the Fixing America's Surface Transportation Act, requires each covered railroad to submit an annual progress report on PTC implementation by March 31, 2016 and annually thereafter until full PTC implementation is achieved.

<sup>2</sup> The Final Rule amendments published on August 22, 2014 (79 FR 49693) moved the PTCIP reporting requirements from §236.1006(b)(2) to §236.1009(a)(5).

<sup>3</sup> The Positive Train Control Enforcement and Implementation Act of 2015 and the Fixing America's Surface Transportation Act amended certain portions of 49 U.S.C. §20157 regarding implementation of Positive Train Control, including extension of the implementation deadline and requiring covered railroads to submit a revised PTCIP.



Please let me know if you have any questions concerning this annual update for the revised CSXT PTCIP.

Respectfully submitted,

A handwritten signature in blue ink that reads 'Denise E. Lyle'.

Denise E. Lyle  
AVP, PTC Development & Implementation

Attachment

Annual PTC  
Progress  
Report

2015

*CSX TRANSPORTATION, INC.*

FRA-2010-0028

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): CSX Transportation, Inc.

Railroad Code: CSXT

Annual PTC Implementation Progress Report for: 2015

PTCIP Version Number of File with FRA (basis for goals stated): CSXT PTCIP Version 2.0 submitted on January 26, 2016 in accordance with 49 U.S.C. §20157(a)(1), as amended by the Positive Train Control Enforcement and Implementation Act of 2015 and the Fixing America’s Surface Transportation Act.

Submission Date: 3/30/2016

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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):

Pursuant to 49 USC 20157(c)(1)<sup>1</sup> and 49 CFR §236.1009(a)(5)<sup>2</sup> of the Positive Train Control Systems; Final Rule as amended (Final Rule), CSX Transportation, Inc. (CSXT) submits this annual progress report to the Federal Railroad Administration (FRA) in regard to the revised CSXT Positive Train Control Implementation Plan (PTCIP) Version 2.0 submitted to FRA on January 26, 2016 in accordance with the mandate of 49 USC 20157 as amended<sup>3</sup>. The revised CSXT PTCIP provides for completion of PTC hardware installation by the end of 2018 and full PTC implementation as soon as practicable, but no later than by December 31, 2020 in accordance with 49 USC 20157(a)(2)(B).

In 2015, CSXT continued to work aggressively to safely implement PTC and was able to make significant progress toward PTC implementation as reflected in the revised CSXT PTCIP. Based on FRA guidance and form instructions, this submission provides a progress report on CSXT's implementation efforts as of December 31, 2015. The status of CSXT's implementation efforts as of the end of 2015 was also included in the revised CSXT PTCIP submitted to FRA on January 26, 2016. As a result, the majority of this progress report is repetitive of the information provided in the revised CSXT PTCIP.

In 2015, CSXT became the second Class I to enter Revenue Service Demonstration (RSD). By December 31, 2015, CSXT had four subdivisions in RSD.

<sup>1</sup> 49 U.S.C. §20157(c)(1), as amended by the Positive Train Control Enforcement and Implementation Act of 2015 and the Fixing America's Surface Transportation Act, requires each covered railroad to submit an annual progress report on PTC implementation by March 31, 2016 and annually thereafter until full PTC implementation is achieved.

<sup>2</sup> The Final Rule amendments published on August 22, 2014 (79 FR 49693) moved the PTCIP reporting requirements from §236.1006(b)(2) to §236.1009(a)(5).

<sup>3</sup> The Positive Train Control Enforcement and Implementation Act of 2015 and the Fixing America's Surface Transportation Act amended certain portions of 49 U.S.C. §20157 regarding implementation of Positive Train Control, including extension of the implementation deadline and requiring covered railroads to submit a revised PTCIP.

Category	Quantity Installed During Calendar Year <sup>4</sup>	PTCIP Year End Goal (If Applicable)	Cumulative Quantity Installed at End of Calendar Year	Total Quantity Required for PTC Implementation
Locomotives Fully Equipped <sup>5</sup>	1,689	1,689	1,689	3,200
Installation/Track Segments Completed <sup>6</sup>	4	4	4	130
Radio Towers Fully Installed and Equipped <sup>7</sup>	65 new units installed on 25 completed subdivisions	65 new units installed on 25 completed subdivisions	65 new units installed on 25 completed subdivisions	350 new units installed on 130 subdivisions
Employees Trained	11,989	11,989	11,989	18,770 <sup>8</sup>
Route Miles In Testing or Revenue Service Demonstration <sup>9</sup>	Approximately 480	N/A	Approximately 480	Approximately 9,590
Route Miles in PTC Operation <sup>10</sup>	0	N/A	0	Approximately 9,590

<sup>4</sup> Based on FRA guidance and form instructions, the scope of this annual progress report is calendar year 2015. Therefore, the information reported in this column reflects the total installed as of December 31, 2015.

<sup>5</sup> "Locomotives fully equipped" are defined as locomotives that have been equipped with PTC hardware. However, PTC hardware equipped locomotives still require final versions of the software for many components before they are entirely PTC-ready (or PTC mission capable as that term is defined by FRA in the monthly PTC report form F 6180.162). As required by 49 USC 20157(a)(2)(A)(iii), the revised CSXT PTCIP provides a schedule for completing the installation of locomotive PTC hardware by December 31, 2018. Therefore, CSXT is reporting information regarding "locomotives fully equipped" consistent with the locomotive hardware installation schedule included in Appendix A of the revised CSXT PTCIP. However, as indicated in the FRA monthly report submitted on January 12, 2016, CSXT had a total of 159 PTC mission capable locomotives as of December 31, 2015.

<sup>6</sup> "Installation/Track segments" are defined as subdivisions. The number indicated in the "PTCIP Year End Goal" column reflects the goal in Section 1.3.6 of the revised CSXT PTCIP for the number of subdivisions in revenue service demonstration (RSD) or revenue service as of December 31, 2015.

<sup>7</sup> Consistent with Appendix A of the revised CSXT PTCIP, the totals reported are for new communication towers or poles.

<sup>8</sup> As indicated in Appendix B of the revised CSXT PTCIP, the total number of employees required to receive PTC training pursuant to §236.1041(a) is subject to change based upon CSXT changing business needs and conditions and manpower fluidity. CSXT will continue to size its workforce to meet current and anticipated future transportation demands.

<sup>9</sup> CSXT marked the column "PTCIP Year End Goal" as not applicable (N/A) since 49 USC 20157(a)(2)(A) does not require revised PTCIPs to include a schedule for "Route Miles in Testing or Revenue Service Demonstration" for 2015.

<sup>10</sup> "Route miles in PTC Operation" are defined as route miles in revenue service. CSXT marked the column "PTCIP Year End Goal" as not applicable (N/A) since 49 USC 20157(a)(2)(A) does not require revised PTCIPs to include a schedule for "Route Miles in PTC Operation" for 2015.

## 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†: see narrative below	See narrative below	See narrative below	See narrative below	See narrative below

†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:

As stated in Section 1.2.1 of the revised CSXT PTCIP submitted to FRA on January 26, 2016, CSXT, through PTC-220 LLC, has acquired all 220 MHz spectrum necessary for implementation of PTC on the subdivisions listed in the revised CSXT PTCIP.



CSXT, through a subsidiary, maintains an interest in PTC-220, LLC, which holds nationwide and regionally licensed FCC spectrum for PTC implementation in the 220-222 MHz spectrum band. Access to this spectrum for CSXT is provided by a spectrum lease. CSXT will utilize spectrum planning tools provided by PTC-220 that will enable CSXT 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 CSXT, believe that the licenses that PTC-220 now holds provide spectrum sufficient for nationwide PTC implementation. To further assure interoperability and spectral separation for the purposes of interference mitigation in certain regions of the country, PTC-220 is also working with commuter agencies to acquire additional licenses that it expects to finalize and receive 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 <sup>11</sup>	PTCIP Year End Goal <sup>12</sup>	Cumulative Quantity Installed at End of Calendar Year	Total Required for PTC Implementation, as Reported in PTCIP <sup>13</sup>
<b>Locomotive (Apparatus)<sup>14</sup></b>				
On-board Computers (e.g., Train Management Computer)	1,689	1,689	1,689	3,200
Software For Train Management and other applications <sup>15</sup>	N/A	N/A	N/A	N/A
PTC Displays	See footnote 11	N/A	See footnote 11	N/A
Event Recorders	See footnote 11	N/A	See footnote 11	N/A

<sup>11</sup> Based on FRA guidance and form instructions, the scope of this annual progress report is calendar year 2015. Therefore, the information reported reflects the total amount of PTC hardware installed as of December 31, 2015 consistent with the subcategories identified in the locomotive hardware installation schedule in Appendix A of the revised CSXT PTCIP. Although CSXT does not track every locomotive hardware subcategory listed in the above locomotive status table, a PTC hardware equipped locomotive is a locomotive that has a train management computer (TMC), 2- PTC displays, an event recorder, 2- antenna bars, 2- GPS receivers, a locomotive 220MHz radio, and secondary communication components installed. However, a PTC hardware equipped locomotive still requires final versions of the software before it is entirely PTC-ready or mission capable.

<sup>12</sup> As required by 49 USC 20157(a)(2)(A)(iii)(III), the revised CSXT PTCIP provides a schedule for completing installation of PTC hardware by December 31, 2018 with totals separated by each major hardware category. The locomotive status table identifies several subcategories of locomotive PTC hardware that CSXT did not include in its revised PTCIP. Therefore, because 49 USC 20157(a)(2)(A)(iii)(III) requires revised PTCIPs to contain a hardware completion schedule by major hardware category only and not a schedule by hardware subcategories, CSXT has marked several subcategories of locomotive PTC hardware as not applicable (N/A).

<sup>13</sup> See footnote 12.

<sup>14</sup> Railroads may elect to add categories or subcategories if more detail is desired.

<sup>15</sup> As required by 49 USC 20157(a)(2)(A)(iii)(III), Appendix A of the revised CSXT PTCIP provides a schedule for completing the installation of PTC hardware by December 31, 2018 by major hardware category. Therefore, because 49 USC 20157(a)(2)(A)(iii) requires revised PTCIPs to include a hardware completion schedule only and not a software installation schedule, CSXT marked the cells related to "Software For Train Management and other applications" as not applicable (N/A). However, as indicated in the FRA monthly report submitted on January 12, 2016, CSXT had a total of 159 PTC mission capable locomotives as of December 31, 2015. See footnote 5.

Onboard Antennas and/or Transponder Readers	See footnote 11	N/A	See footnote 11	N/A
GPS Receivers	See footnote 11	N/A	See footnote 11	N/A
Locomotive Radios – Primary Communications (e.g., 220 MHz radios)	1,689	1,689	1,689	3,200
Secondary Communications (e.g., cell or Wi-Fi communications) Equipment	See footnote 11	N/A	See footnote 11	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.

The revised CSXT PTCIP provides a schedule for completing the installation of PTC hardware by December 31, 2018 with totals separated by major hardware category as required by 49 USC 20157(a)(2)(A)(iii). The above locomotive status table requests several subcategories of locomotive PTC hardware that CSXT does not track and did not include in its revised PTCIP. Therefore, in accordance with the Section 3 form instructions, CSXT is reporting the quantitative information regarding the status of its locomotive hardware installation consistent with the quantitative information provided in the hardware installation schedule in Appendix A of the revised CSXT PTCIP. Although CSXT does not track every subcategory of locomotive hardware listed in the above table, a PTC hardware equipped locomotive is a locomotive that has a train management computer (TMC), PTC displays, event recorder, antenna bars, GPS receivers, locomotive 220MHz radio, and secondary communication components installed.

## 3.2. Infrastructure/Back Office Status

Category / Installation Feature	Completed During Calendar Year	PTCIP Year End Goal <sup>16</sup>	Cumulative Quantity Complete at End of Calendar Year	Total Required for PTC Implementation, as Reported in PTCIP <sup>17</sup>
<b>Infrastructure (Back Office)</b>				
<b>Dispatching Locations (installations complete)<sup>18</sup></b>	See footnote 18	N/A	See footnote 18	N/A
<b>Physical Back Office System Equipment (installations complete)</b>	See narrative below	See narrative below	See narrative below	See narrative below

Are the Back Office Location(s) fully operable?	Yes
Are the Dispatching Location(s) fully operable?	Yes <sup>19</sup>

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

As stated in the revised CSXT PTCIP, in order to support the operational requirements of Positive Train Control, CSXT has implemented a robust back office infrastructure in our Advanced Information Technology Center (AITC) data center, located in Jacksonville, FL., to host the required applications and messaging systems for PTC. As of January 5, 2016, CSXT has implemented approximately 154 servers in our Production environment, which include application servers, database servers and messaging system servers, as well as the necessary network infrastructure (switches, routers, firewalls, etc.) to support PTC implementation.

<sup>16</sup> As required by 49 USC 20157(a)(2)(A)(iii)(III), Appendix A of the revised CSXT PTCIP provides a schedule for completing the installation of PTC hardware by December 31, 2018 by major hardware category. Therefore, because 49 USC 20157(a)(2)(A)(iii) requires revised PTCIPs to include a hardware completion schedule only and does not request information on dispatching locations, CSXT has marked the cells related to information reported for dispatching locations in the revised PTCIP as not applicable (N/A).

<sup>17</sup> See footnote 16.

<sup>18</sup> CSXT has had a fully PTC-capable dispatch system at all locations since 3Q 2014. CSXT defines "fully operable" as capable of supporting PTC operation on subdivisions controlled by each dispatching location.

<sup>19</sup> See footnote 18.

These numbers do not include the servers in testing environments that have also been provisioned for PTC. Based on our current knowledge and experience, these systems as implemented should have the necessary capacity to support our full PTC implementation effort. As CSXT continues to implement PTC, the performance of the system will be evaluated and additional capacity will be added as necessary.

By 2018, CSXT will establish a second set of PTC infrastructure at our Indianapolis, IN data center. The Indianapolis data center will essentially mirror the Jacksonville AITC data center infrastructure environment. The second site will provide CSXT with a redundant infrastructure environment to meet our business continuity needs and disaster recovery objectives. With the implementation of this second site, CSXT intends to have sufficient capacity at each site such that in the event of a loss of a single data center, CSXT will still be able to fully meet PTC operational needs from a technology infrastructure perspective.

### 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>20</sup></b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: CSXT network consistent with the hardware installation schedule included in Appendix A of the revised CSXT PTCIP.</b>				
<b>Wayside Interface Units†</b>	1150 units installed on 33 completed subdivisions	1150 units installed on 33 completed subdivisions	1150 units installed on 33 completed subdivisions	4591 units installed on 130 subdivisions
<b>Communication Towers or Poles†<sup>21</sup></b>	65 new units installed on 25 completed subdivisions	65 new units installed on 25 completed subdivisions	65 new units installed on 25 completed subdivisions	350 new units installed on 130 subdivisions

<sup>20</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.

<sup>21</sup> Consistent with Appendix A of the revised CSXT PTCIP, the totals reported are for new communication towers or poles.

<b>Switch Position Monitors†</b>	195	195	195	596
<b>Wayside Radios†</b>	N/A	N/A	N/A	N/A
<b>Base Station Radios†</b>	179 units installed on 25 completed subdivisions	179 units installed on 25 completed subdivisions	179 units installed on 25 completed subdivisions	1285 units installed on 130 subdivisions
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† N/A<sup>22</sup></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.

As indicated in Appendix A of the revised CSXT PTCIP, CSXT is implementing a communications architecture that does not require the installation of wayside radios. Therefore, CSXT has marked the information regarding wayside radios as not applicable (N/A).

Additionally, consistent with Appendix A of the revised CSXT PTCIP, the total number of base station radios to be installed is an estimate based on projected 220MHz coverage. The total number and annual count to be installed in calendar years 2016-2018 may be modified when Metercomm’s Mentum propagation studies for the entire PTC footprint are completed.

<sup>22</sup> As required by 49 USC 20157(a)(2)(A)(iii)(III), Appendix A of the revised CSXT PTCIP provided a schedule for completing the installation of PTC hardware by December 31, 2018 by major hardware category. Based on FRA guidance and form instructions, the information reported in the above table reflects the total amount of PTC hardware installed as of December 31, 2015 consistent with the subcategories identified in the wayside hardware installation schedule in Appendix A of the revised CSXT PTCIP. Additionally, CSXT does not track and did not include information regarding “communication backbone utilities” in its revised PTCIP. Therefore, CSXT has marked the question regarding “communication backbone utilities” as not applicable (N/A).

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#### 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>23</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	1,963	1,963	1,963	1,963
Employees who Dispatch Train Operations	30	30	30	30
Train and Engine (Operations) Employees	4,408	4,408	4,408	4,408
Roadway Worker Employees	5,087	5,087	5,087	5,087
Direct Supervisors of the Above Employees	501	501	501	501

Please provide any additional narrative for Employee Training below:

The training information reported in the above table reflects the total number of employees trained as of December 31, 2015 consistent with the information reported in Appendix B of the revised CSXT PTCIP.

<sup>23</sup> See 49 C.F.R. § 236.1041(a).

## 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

CSXT is complying with the implementation schedule provided in its revised PTCIP. As indicated in Section 1.3.6 of the revised CSXT PTCIP, CSXT initiated Revenue Service Demonstration (RSD) on four subdivisions in 2015. The following table lists the date RSD started on each subdivision in 2015.

CSXT Subdivision	RSD Start Date
Wilmington	August 31, 2015
Aberdeen	October 12, 2015
Monroe	November 16, 2015
Abbeville	November 16, 2015

## 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:



As of December 31, 2015, there are no updates to the summary of remaining risks and challenges to completing the installation of an interoperable PTC system that were identified in Section 4.1 of the revised CSXT PTCIP.

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>24</sup>	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 (add additional rows for segments as necessary):		<input type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	
5 USC 552 (b)(4)		<input checked="" type="radio"/> Operational/Complete	5 USC 552 (b)(4)
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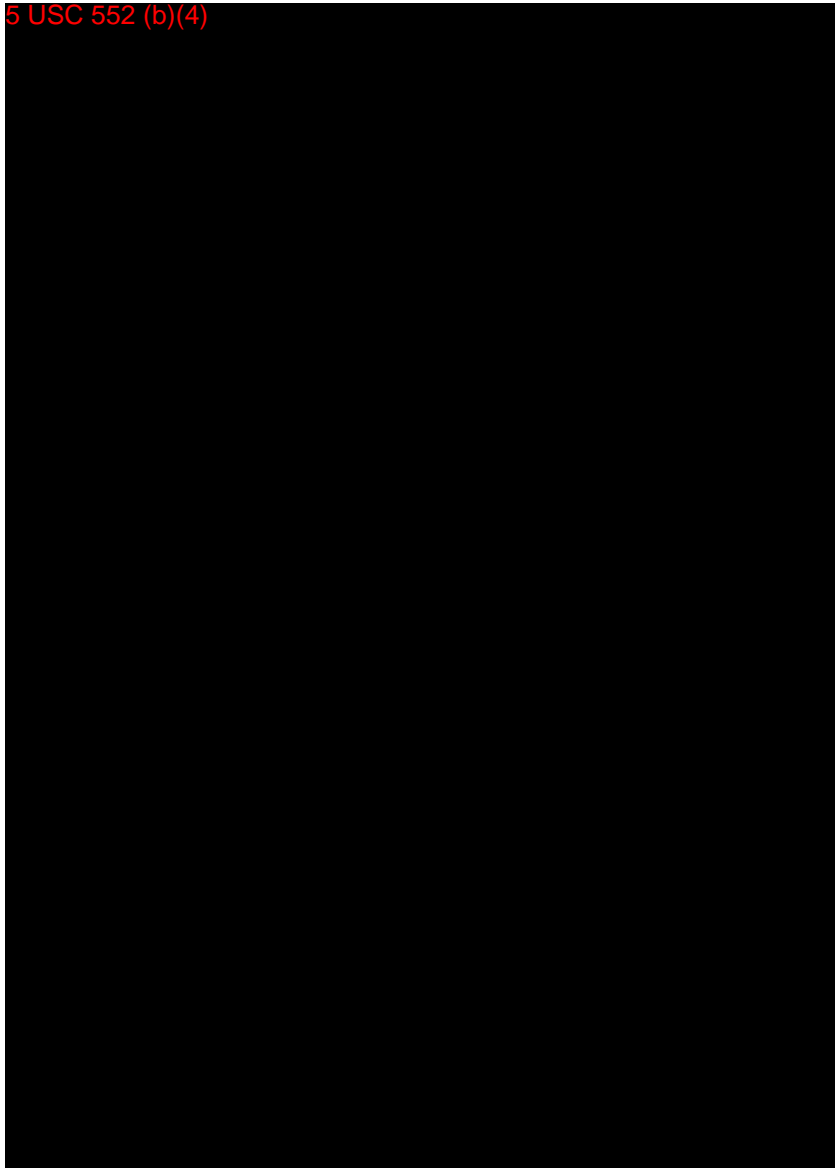
<sup>24</sup> Segment identification should be consistent with segments listed in Section 3.3.

5 USC 552 (b)(4)

5 USC 552 (b)(4)

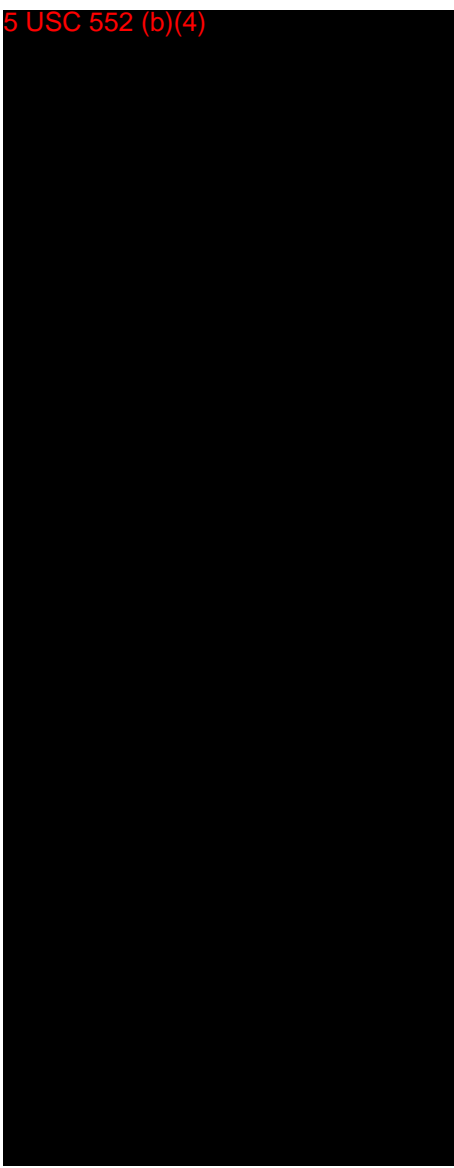
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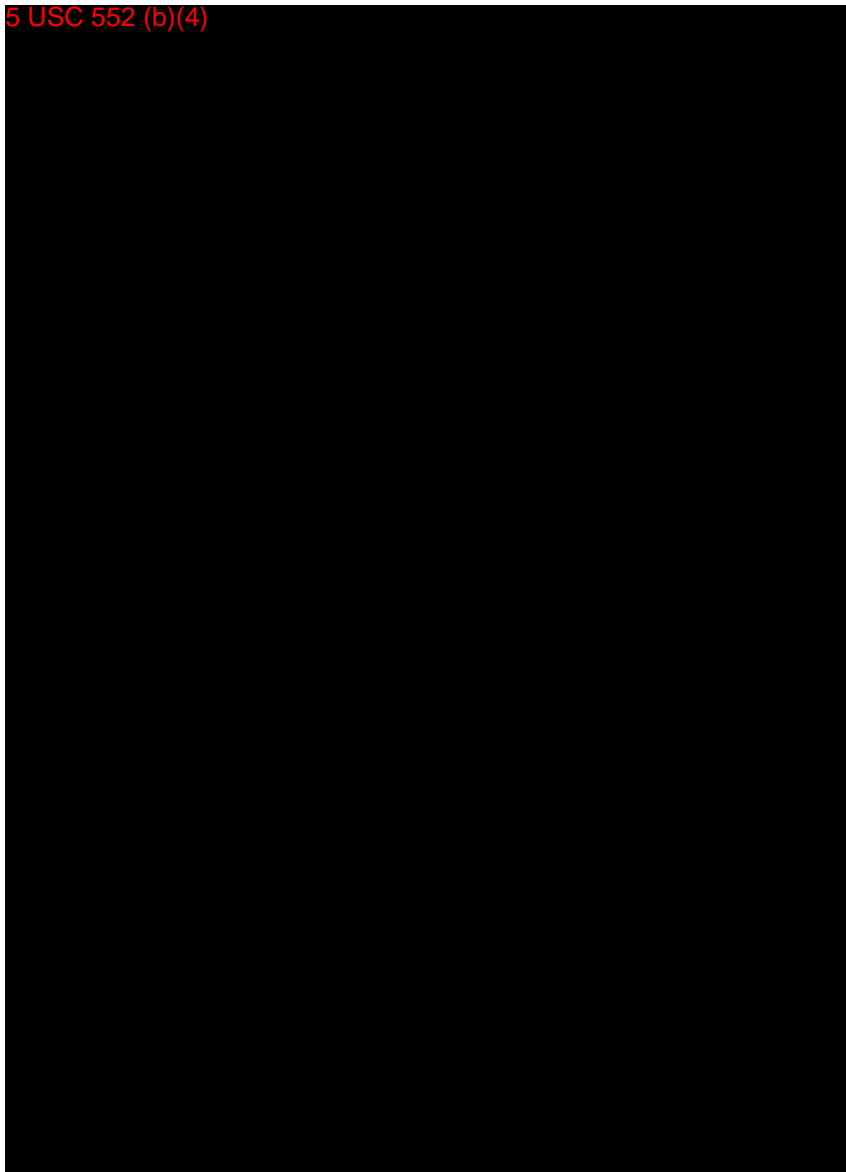
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5 USC 552 (b)(4)

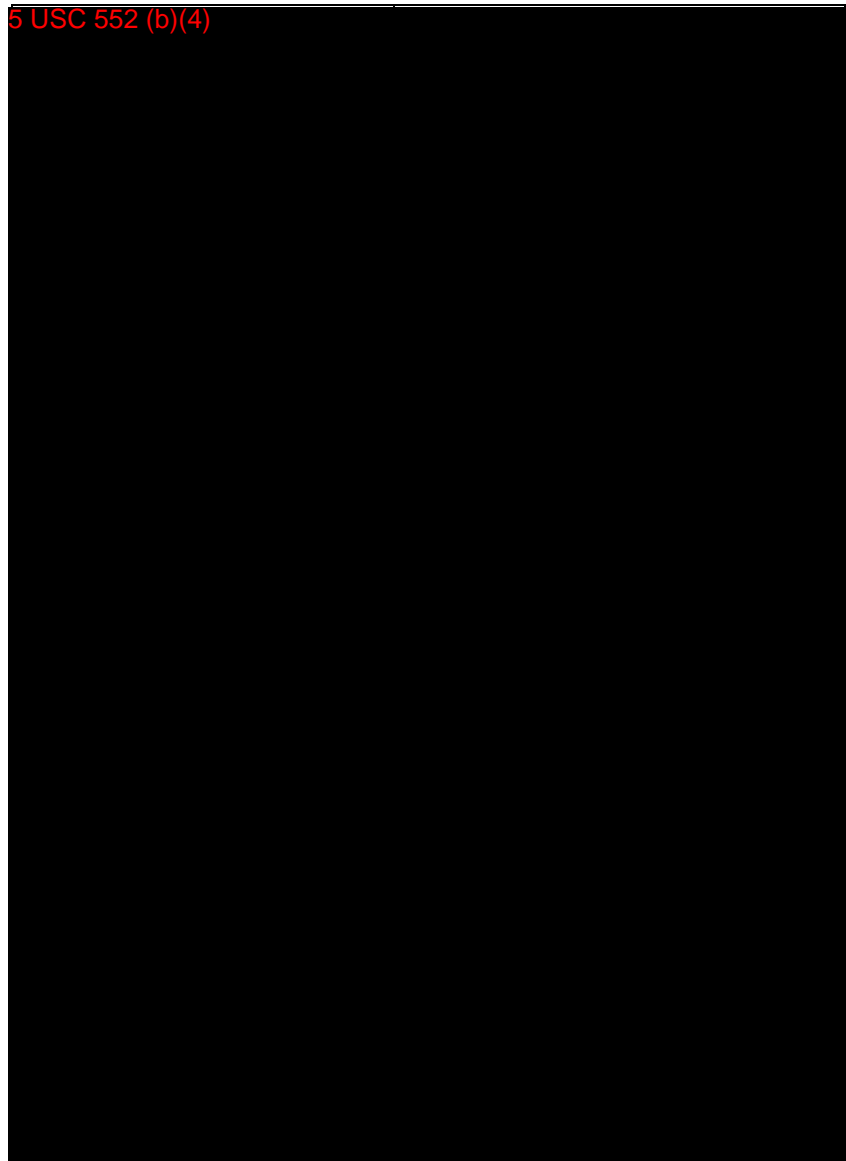


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5 USC 552 (b)(4)

5 USC 552 (b)(4)



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5 USC 552 (b)(4)





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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:

As indicated in Section 1.3.6 of the revised CSXT PTCIP, CSXT started RSD on four subdivisions in 2015. The following table lists the date RSD started on each subdivision in 2015.

CSXT Subdivision	RSD Start Date
Wilmington	August 31, 2015
Aberdeen	October 12, 2015
Monroe	November 16, 2015
Abbeville	November 16, 2015

CSXT has provided an estimated start date by year for implementing either RSD or revenue service on each subdivision in its PTC footprint. However, the estimated start date is subject to change as we anticipate we will continue to encounter issues as we progress to full PTC implementation that may impact the ability to activate a subdivision in RSD or revenue service.

#### 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:

N/A

## 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.

As of December 31, 2015, there are no updates to key agreements or interoperability information provided in Sections 5.1 and 8.3 of the revised CSXT PTCIP.

CSXT is unaware of any Class II or III tenant railroads operating on CSXT who installed PTC equipment on locomotives in 2015.

**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>
TBD <sup>25</sup>	TBD <sup>26</sup>	<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.

<sup>25</sup> In 2015, CSXT developed a policy regarding Class II and III tenant railroad requirements for operating on CSXT controlled PTC active track segments based on an evaluation of the changes to the Final Rule published on August 22, 2104 (79 FR 49693) regarding freight yard movements in §236.1006(b)(5). As of December 31, 2015 and as stated in Section 8.3 of the revised CSXT PTCIP, CSXT will notify its Class II and III tenant railroads of CSXT's policy and requirements for tenants operating on CSXT active PTC track segments in 2016. As CSXT continues to move forward with implementation of PTC, CSXT will work with its Class II and III tenant railroads that are required to be PTC equipped when operating on CSXT track segments to bring them into compliance with CSXT's policy and operating rules.

<sup>26</sup> See footnote 25.

## 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
September 30, 2015

Please provide any additional narrative for PTCSP Submission below:

CSXT submitted its PTC Safety Plan (PTCSP) to FRA for review and System Certification on September 30, 2015 and is currently awaiting FRA response.

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

Please provide Update on Testing and Integration efforts below:

In 2015, CSXT initiated RSD on four subdivisions. The following table lists the date RSD started on each subdivision in 2015.

CSXT Subdivision	RSD Start Date
Wilmington	August 31, 2015
Aberdeen	October 12, 2015
Monroe	November 16, 2015
Abbeville	November 16, 2015

## 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:

CSXT does not have updated GIS information to submit at this time. Please refer to Appendix D of the revised CSXT PTCIP for the milepost limits of the subdivisions in the CSXT PTC footprint.

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.