

Annual PTC  
Progress  
Report

2015

*[Trinity Railway Express (TRE)]*

[FRA-2010-0044-0007]

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): Trinity Railway Express

Railroad Code: TRE

Annual PTC Implementation Progress Report for: 2015

PTCIP Version Number of File with FRA (basis for goals stated): Version 4

Submission Date: 3/31/2016

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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):

A Systems Integrator solicitation was let in June 2015 with proposals received in September 2015. The TRE is currently negotiating with the proposer on a revised statement of work and pricing. The TRE has been in negotiations with PTC220LLC for the required spectrum and with Meteorcomm for the radio equipment. The major issues have been addressed with both entities and it is anticipated that Agreements will be executed in 2016. The Radio Frequency analysis for the region was completed and will be used as the basis for PTC activities.

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	0	0	0	17
Installation/Track Segments Completed	0	0	0	3
Radio Towers Fully Installed and Equipped	0	0	0	3
Employees Trained	0	0	0	80
Route Miles In Testing or Revenue Service Demonstration	0	0	0	32.33
Route Miles in PTC Operation	0	0	0	32.33

## 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†: Dallas / Fort Worth Region	None	None	None	500

†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 TRE was originally exploring the purchase of spectrum for use in the Dallas/Fort Worth region. In addition to this avenue, the TRE has been in lease negotiations with PTC220LLC for the region. In 2015, the TRE determined the best course of action to take would be to pursue the lease with PTC220LLC. To that end, negotiations have been on-going with an anticipated agreement to be completed 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	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)	0	0	0	17
Software For Train Management and other applications	0	0	0	17
PTC Displays	0	0	0	17
Event Recorders	0	0	0	17
Onboard Antennas and/or Transponder Readers	0	0	0	17
GPS Receivers	0	0	0	17
Locomotive Radios – Primary Communications (e.g., 220 MHz radios)	0	0	0	17

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

Secondary Communications (e.g., cell or Wi-Fi communications) Equipment	0	0	0	17
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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 TRE has been in negotiations with Meteorcomm for the radios required on the commuter rail service during 2015. The TRE anticipates having the agreements with Meteorcomm finalized by the end of 2016.

**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>	0	0	0	1
<b>Physical Back Office System Equipment (installations complete)</b>	0	0	0	1

Are the Back Office Location(s) fully operable?	No
Are the Dispatching Location(s) fully operable?	No

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

The TRE has been in negotiations during 2015 with the potential Systems Integrator related to the dispatching system and back office requirements.

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>Segment 1</b>				
<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†:</b> CP T&P to CP Dalwor – The TRE is now classifying Segment 1 as MTEA in accordance with our Revision 4 PTCIP				
<b>Wayside Interface Units†</b>	0	0	0	9
<b>Communication Towers or Poles†</b>	0	0	0	0
<b>Switch Position Monitors†</b>	0	0	0	0
<b>Wayside Radios†</b>	0	0	0	8
<b>Base Station Radios†</b>	0	0	0	0
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† No</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.

<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.)†: Segment 2 / MP611.57 to MP 629.4</b>				
<b>Wayside Interface Units†</b>	0	0	0	19
<b>Communication Towers or Poles†</b>	0	0	0	1
<b>Switch Position Monitors†</b>	0	0	0	0
<b>Wayside Radios†</b>	0	0	0	19
<b>Base Station Radios†</b>	0	0	0	1
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† No</b>				

<b>Identification of the Territory (i.e., Subdivision, District, Track Segment, Etc.)†: Segment 3 / MP 629.4 to MP 643.9</b>				
<b>Wayside Interface Units†</b>	0	0	0	18
<b>Communication Towers or Poles†</b>	0	0	0	2
<b>Switch Position Monitors†</b>	0	0	0	0
<b>Wayside Radios†</b>	0	0	0	14
<b>Base Station Radios†</b>	0	0	0	2
<b>Are all necessary communication backbone utilities for this track segment (including fiber, copper, ground wiring etc.) installed and ready for operation?† No</b>				



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.

The TRE is currently in negotiations with the potential Systems Integrator related to the wayside installation requirements.

#### 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	0	0	0	6
Employees who Dispatch Train Operations	0	0	0	5
Train and Engine (Operations) Employees	0	0	0	34
Roadway Worker Employees	0	0	0	20
Direct Supervisors of the Above Employees	0	0	0	15

Please provide any additional narrative for Employee Training below:

The TRE is currently negotiating with the potential Systems Integrator related to the employee training.

<sup>3</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

The TRE is currently in compliance with the revised PTCIP provided to the FRA in December 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:

The TRE is the host railroad with freight, intercity and commuter rail tenants. The interfaces required for PTC interoperability with all of these entities and their respective Back Office Systems will be one of the risks associated with a successful implementation. Funding for the overall project may also become a challenge based upon federal and industry requirements and best practices. The TRE also anticipates the integration testing among all of the railroads – including the required federal certifications will pose a significant challenge moving forward.

## 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 (add additional rows for segments as necessary): Segment 1	1.9 Miles	<input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	N/A – Segment 1 from T&P to Dalwor is MTEA in the Revision 4 of the PTCIP

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.

Segment Identification <sup>5</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 (add additional rows for segments as necessary): Segment 2	17.83	<input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	April 2018
Segment Identification <sup>6</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): Segment 3	14.5	<input checked="" type="radio"/> Not Started <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete	April 2018

<sup>4</sup> Segment identification should be consistent with segments listed in Section 3.3.  
<sup>5</sup> Segment identification should be consistent with segments listed in Section 3.3.  
<sup>6</sup> Segment identification should be consistent with segments listed in Section 3.3.

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

The TRE has not progressed its PTC project to the point of RSD.

### 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:

Over the DFW subdivision, the TRE provides for commuter rail service between Dallas and Fort Worth, Tex Rail will be operating over Segment 1 of the DFW and Amtrak will operate intercity passenger service between the ITC Station and Dallas Union Station. As the host railroad, the TRE will have the lead in deploying I-ETMS over the system and coordinate with Tex Rail and Amtrak. Dallas Area Rapid Transit and the Fort Worth Transportation Authority are joint owners/operators of the TRE service and are working together to coordinate the Tex Rail service over Segment 1 of the DFW. The TRE will also work with Amtrak to ensure interoperability over the DFW. The TRE will provide all of the required interfaces, wayside, spectrum and BOS for all tenant railroads operating over the DFW. Each respective tenant will be responsible for equipping their rolling stock fleet that will operate over the DFW. The TRE will be contracting with a Systems Integrator and will be self performing some functions to implement 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 TRE is a host railroad and does not operate as a tenant over another railroad. The TRE has had preliminary discussions with the tenant

railroads and have advised each tenant that the TRE will be implementing I-ETMS over the TRE. None of the tenant railroads have started interoperability testing on the TRE. The TRE has Letter's of Understanding in place with the tenants, with the exception of Amtrak at this time. The TRE has Trackage Rights Agreements in place with BNSF, UPRR, FW&W and DGNO. The TRE has Operating Agreements in place with Fort Worth Transportation Authority and Amtrak.

**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>
Burlington Northern Sante Fe	Tenant has a PTCIP on file.	<input checked="" type="checkbox"/> Not Started on the TRE <input type="checkbox"/> Installing <input type="checkbox"/> Testing <input type="checkbox"/> 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.

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>
Union Pacific	Tenant has a PTCIP on file.	<input checked="" type="checkbox"/> Not Started on the TRE <input type="checkbox"/> Installing <input type="checkbox"/> Testing <input type="checkbox"/> Operational/Complete
Tenant Identification (Please add rows for additional tenants as necessary)	Estimated Tenant Locomotive Fleet (if the tenant does not have a separate PTCIP on file)	Current Tenant Implementation Status Choose one:
DGNO	Not yet determined	<input checked="" type="checkbox"/> Not Started on the TRE <input type="checkbox"/> Installing <input type="checkbox"/> Testing <input type="checkbox"/> Operational/Complete

Tenant Identification (Please add rows for additional tenants as necessary)	Estimated Tenant Locomotive Fleet (if the tenant does not have a separate PTCIP on file)	Current Tenant Implementation Status Choose one:
Fort Worth & Western Railroad	Not yet determined	<input checked="" type="radio"/> Not Started on the TRE <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete
Tenant Identification (Please add rows for additional tenants as necessary)	Estimated Tenant Locomotive Fleet (if the tenant does not have a separate PTCIP on file)	Current Tenant Implementation Status Choose one:
Amtrak	Tenant has a PTCIP on file.	<input checked="" type="radio"/> Not Started on the TRE <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete
Tenant Identification (Please add rows for additional tenants as necessary)	Estimated Tenant Locomotive Fleet (if the tenant does not have a separate PTCIP on file)	Current Tenant Implementation Status Choose one:
Tex Rail	8	<input checked="" type="radio"/> Not Started on the TRE <input type="radio"/> Installing <input type="radio"/> Testing <input type="radio"/> Operational/Complete

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
08/2018

Please provide any additional narrative for PTCSP Submission below:

The TRE is currently in discussions with the potential Systems Integrator related to the PTCSP.

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

Please provide Update on Testing and Integration efforts below:

N/A at this time.

### 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:

The TRE has not yet developed its GIS Database related to Positive Train Control implementation.

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.