

# Appendix I: Short-Term Freight Rail Capital Project Funding Needs (2015-2019)



Norfolk Southern Conway Railyard

Source: Southwestern Pennsylvania Commission

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**Table I-1: Short-Term Freight Rail Capital Project Funding Needs (2015-2019)**

Project Number	Project	Railroad/Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)
					2015	2016	2017	2018	2019	
<b>Class I Projects</b>										
<b>State of Good Repair</b>										
	Cambria Branch Track Rehabilitation (PBS Coals Inc.)	CSX Southwest	Design 2015, Construction 2015-2016	\$18.7	\$9.4	\$9.6	\$0.0	\$0.0	\$0.0	\$19.0
	Ultra-Clean Diesel Switch	CSX Southwest	2015	\$4.2	\$4.2	\$0.0	\$0.0	\$0.0	\$0.0	\$4.2
	Henry Mancini Bridge Preservation	CSX Southwest	2015-2019	\$3.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.9	\$4.1
	Bridge rehabilitation	CSX Southeast	2015-2019	TBD						
	25th Street Viaduct Improvement Project*	CSX Southeast	2015-2020	TBD						
72814	Replacement of Single-Track Structure	NS Crescent	2015-2019	\$10.0	\$2.0	\$2.1	\$2.1	\$2.2	\$2.3	\$10.6
91091	Schuykill Ave Bridge SB	NS Crescent	Design 2015, Construction 2016-2018	\$6.3	\$1.6	\$1.6	\$1.7	\$1.7	\$0.0	\$6.6
27266	Freeport Rd Br over RR	NS Main Line	Design 2015, Construction 2016	\$5.7	\$2.9	\$2.9	\$0.0	\$0.0	\$0.0	\$5.8
84240	Diesel Switchyard Retrofit	NS Main Line	2015	\$3.0	\$3.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.0
	SR 2087 / Norfolk Southern*	NS Main Line	Design 2017-2018, Construction 2019-2022	\$1.5	\$0.0	\$0.0	\$0.5	\$0.6	\$0.6	\$1.7
<b>Subtotal</b>				<b>\$53.2</b>	<b>\$23.7</b>	<b>\$17.0</b>	<b>\$5.1</b>	<b>\$5.3</b>	<b>\$3.7</b>	<b>\$54.9</b>







**Table I-1: Short-Term Freight Rail Capital Project Funding Needs (2015-2019), cont.**

Project Number	Project	Railroad/ Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)
					2015	2016	2017	2018	2019	
	At-Grade Crossing Improvements	NS/CSX/Erie	2015-2019	\$1.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.1
	At-Grade Crossing Improvements (Springfield Twp.)	NS/CSX/Erie	2015-2019	\$1.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.1
	At-Grade Crossing Improvements Study	NS/CSX/Erie	2015-2019	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
<b>Subtotal</b>				<b>\$44.5</b>	<b>\$8.9</b>	<b>\$9.2</b>	<b>\$9.4</b>	<b>\$9.7</b>	<b>\$10.0</b>	<b>\$47.2</b>
<b>Total Class I</b>				<b>\$181.0</b>	<b>\$49.3</b>	<b>\$43.3</b>	<b>\$32.2</b>	<b>\$33.2</b>	<b>\$32.4</b>	<b>\$190.5</b>
<b>Class II</b>										
<b>State of Good Repair</b>										
	Clarion River 5 Span Bridge	BPRR	2015-2019	\$5.0	\$1.0	\$1.0	\$1.1	\$1.1	\$1.1	\$5.3
	Grout & Seal Tunnels with Water & Ice Conditions	BPRR	2015-2019	\$0.4	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.4
	Continuous Welded Rail	WLE	2015-2019	\$9.0	\$1.8	\$1.9	\$1.9	\$2.0	\$2.0	\$9.6
	Track Rehabilitation	WLE	2015-2016	TBD						
	Track Rehabilitation	WLE	2015-2016	TBD						
	Grinding/Surfacing	WLE	2015-2016	TBD						
	Ties	WLE	2015-2016	TBD						





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Project Number	Project	Railroad/Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)
					2015	2016	2017	2018	2019	
	Switch Timbers	BVRY	2015-2019	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Ballast	BVRY	2015-2019	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Tie Installation/ Ballast & Surfacing	CNYK	2015-2019	\$24.4	\$4.9	\$5.0	\$5.2	\$5.3	\$5.5	\$25.9
	Tie Installation/ Ballast & Surface MP 186.70 to MP 201.90	CNYK	2015-2019	\$1.4	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$1.5
	Structure Repairs & Waterproof	CNYK	2015-2019	\$0.4	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.4
	Bridge Repairs	CNYK	2015-2019	\$0.3	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.3
	Tie Installation/ Ballast & Surface MP 186.70 to MP 201.90	CNYK	2015-2019	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Renew Bridge Timber & Walkway Bridge #191.99	CNYK	2015-2019	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Concrete Repairs to Bridge #190.13 SP 96	CNYK	2015-2019	TBD						
	Welded Rail to Replace Jointed Rail	CNYK	2015-2019	TBD						
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095	Conrail	Design 2015-2016 Construction 2016-2018	\$50.0	\$12.5	\$12.9	\$13.3	\$13.7	\$0.0	\$52.3

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Project Number	Project	Railroad/ Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)
					2015	2016	2017	2018	2019	
	Bridge Rehabilitation	Conrail	2015-2019	TBD						
	Marcellus*	DLRR	2016-2020	\$0.7	\$0.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.8
	Safety - Marcellus	DLRR	2015-2016	\$0.7	\$0.3	\$0.4	\$0.0	\$0.0	\$0.0	\$0.7
	Green Initiatives*	DLRR	2016-2020	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Track Rehabilitation	G&W	2016	\$3.0	\$0.0	\$3.1	\$0.0	\$0.0	\$0.0	\$3.1
12111	Lynn Ave Bridge	LVRM	Construction 2015-2016	\$3.9	\$2.0	\$2.0	\$0.0	\$0.0	\$0.0	\$4.0
	Short-Term Infrastructure Improvements - Track	PN	2015-2016	\$1.0	\$0.5	\$0.5	\$0.0	\$0.0	\$0.0	\$1.0
	Short-Term Infrastructure Improvements – Signals	PN	2015	\$0.8	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8
	Short-Term Infrastructure Improvements – Signals	PN	2015	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Ties	RBMN	2015-2016	\$6.4	\$3.2	\$3.3	\$0.0	\$0.0	\$0.0	\$6.5
	Locomotive	RBMN	2015-2019	\$5.0	\$1.0	\$1.0	\$1.1	\$1.1	\$1.1	\$5.3
	Locomotive	RBMN	2015-2016	\$4.5	\$2.3	\$2.3	\$0.0	\$0.0	\$0.0	\$4.6
	Ties/Surface	RBMN	2015-2019	\$2.9	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$3.0
	Bdidge Deck Replacement	RBMN	2015-2016	\$0.1	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1





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					2015	2016	2017	2018	2019	
	Track Improvements	RBMN	2015-2016	TBD						
	Track Improvements	RBMN	2015-2016	TBD						
	Grinding/Surfacing	RBMN	2015-2016	TBD						
	Ties	RBMN	2015-2016	TBD						
	Ballast	RBMN	2015-2016	TBD						
	Ties	RBMN	2015-2016	TBD						
	Ties	RBMN	2015-2016	TBD						
	Track	RJCP	2015-2019	\$22.4	\$13.9	\$0.0	\$4.3	\$0.3	\$4.7	\$23.2
99914	SEDA COG JRA Bridges	SEDA JRA	2015-2018	\$3.9	\$1.0	\$1.0	\$1.0	\$1.1	\$0.0	\$4.1
	Bellefonte Branch	SEDA JRA	2015	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4
	Sanding Tower	SEDA JRA	2013-2016	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Lewistown Yard Drainage	SEDA JRA, JVR	2016	\$0.3	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3
	Bridge No. 1.00 – Three Span Thru-Girder over Kishacoquillas Creek	SEDA JRA, JVR	2018	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2	\$0.0	\$0.2
	Turntable Upgrade	SEDA JRA, JVR	2016	\$0.2	\$0.0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 0.46 – Eight Spans over Juniata River	SEDA JRA, JVR	2015	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1

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Project Number	Project	Railroad/ Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)
					2015	2016	2017	2018	2019	
	Bridge No. 1.51 – Three Span over Kishacoquillas Creek	SEDA JRA, JVR	2017	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1
	West Park Drain Pipe Outfall	SEDA JRA, JVR	2016	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1
	Bridge No. 4.53 – Three Span over Jacks Creek	SEDA JRA, JVR	2017	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge 0.51 – Three Span Thru-Girder over Kishacoquillas Creek	SEDA JRA, JVR	2018	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge No. 3.25 – Three Span Deck Girder over Kishacoquillas Creek	SEDA JRA, JVR	2018	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge No. 171.30 over S.R. 220	SEDA JRA, LVR	2019	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7	\$0.7
	Bridge – Newberry Yard Culvert	SEDA JRA, LVR	2018	\$0.4	\$0.0	\$0.0	\$0.0	\$0.4	\$0.0	\$0.4
	Bridge No. 1.78 – Deck Girder, 4 Spans over Pine Creek	SEDA JRA, LVR	2018	\$0.4	\$0.0	\$0.0	\$0.0	\$0.4	\$0.0	\$0.4
	Bridge No. 242.86 – Thru Truss	SEDA JRA, LVR	2017	\$0.3	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3



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					2015	2016	2017	2018	2019	
	Bridge No. 189.66 – Deck Girder over Carpenters Run	SEDA JRA, LVR	2017	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0	\$0.0	\$0.2
	Bridge No. 179.44 – Thru-Girder	SEDA JRA, LVR	2016	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1
	Bridge No. 1.98 over HWY #2 – Single Span Thru-Girder with Transverse Trough Deck	SEDA JRA, LVR	2017	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1
	Bridge No. 201.66 – Thru-Girder over Lycoming Creek	SEDA JRA, LVR	2018	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.1
	Bridge No. 198.15 – Concrete Slab over McClure's Run	SEDA JRA, LVR	2017	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1
	Bridge No. 170.65 Stone Arch over Cement Hollow Run	SEDA JRA, LVR	2016	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1
	Bridge No. 174.48 over Pine Run	SEDA JRA, LVR	2017	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge No. 193.42 – Stone Arch	SEDA JRA, LVR	2018	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge No. 168.67 over Lawshe Run and roadway	SEDA JRA, LVR	2016	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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					2015	2016	2017	2018	2019	
	Bridge No. 201.34 – Double Box Rail Top over Cemetery Run	SEDA JRA, LVR	2017	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge No. 171.46	SEDA JRA, LVR	2018	TBD						
	Bridge No. 175.62	SEDA JRA, LVR	2018	TBD						
	Bridge No. 177.20	SEDA JRA, LVR	2018	TBD						
	Bridge No. 33.84 – Deck Girder with Ballast Deck	SEDA JRA, NBER	2017	\$2.0	\$0.0	\$0.0	\$2.1	\$0.0	\$0.0	\$2.1
	Bridge No. 51.21 – Thru-Girder	SEDA JRA, NBER	2019	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$0.3
	Bridge No. 6.79 – Thru-Girder with Timber Ballast Deck	SEDA JRA, NBER	2018	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3	\$0.0	\$0.3
	Bridge No. 0.05 – Five Span over the Little Juniata	SEDA JRA, NBER	2015	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
	Bridge No. 0.24 – Single Span over 10th Street	SEDA JRA, NBER	2015	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
	Yard Track and Main Line Embankment	SEDA JRA, NBER	2016	\$0.3	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3
	Bridge No. 6.17 – Thru-Girder with Timber Ballast Deck	SEDA JRA, NBER	2018	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2	\$0.0	\$0.2



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Project Number	Project	Railroad/ Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)
					2015	2016	2017	2018	2019	
	Bridge No. 20.67 – Thru-Girder over Williams Run	SEDA JRA, NBER	2017	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0	\$0.0	\$0.2
	Bridge No. 24.68 – Thru-Girder over Dix Run	SEDA JRA, NBER	2015	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 25.75 – Thru-Girder over Dewitts Run	SEDA JRA, NBER	2015	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 33.84 – Deck Girder with Ballast Deck	SEDA JRA, NBER	2016	\$0.2	\$0.0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 32.11 – Single Span IB with Wood Timber Deck	SEDA JRA, NBER	2015	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 33.65 – Concrete Slab	SEDA JRA, NBER	2018	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.1
	Bridge No. 34.05 – Single Span over Logan Branch	SEDA JRA, NBER	2016	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1
	Bridge No. 22.55 – Concrete Slab	SEDA JRA, NBER	2018	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.1
	Bridge No. 33.79 – Four (4) Span over Spring Creek	SEDA JRA, NBER	2016	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1
	Bridge No. 33.97 – Deck Girder	SEDA JRA, NBER	2017	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1

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					2015	2016	2017	2018	2019	
	Bridge No. 33.10 – Two Span Concrete Slab	SEDA JRA, NBER	2017	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge No. 26.01 – Concrete Slab	SEDA JRA, NBER	2018	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge No. 31.08 – Two Span over Bald Eagle Creek	SEDA JRA, NBER	2017	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge No. 195.88 – Stone Arch	SEDA JRA, NSRR	2017	\$0.4	\$0.0	\$0.4	\$0.0	\$0.0	\$0.0	\$0.4
	Bridge No. 191.52 – Rupert	SEDA JRA, NSRR	2017	\$0.3	\$0.0	\$0.4	\$0.0	\$0.0	\$0.0	\$0.4
	Bridge No. 211.27 – Deck Girder	SEDA JRA, NSRR	2019	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
	Bridge Repairs to Series of Similar Concrete Slab Bridges	SEDA JRA, NSRR	2019	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
	Bridge No. 196.75	SEDA JRA, NSRR	2019	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 196.89	SEDA JRA, NSRR	2019	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 209.99	SEDA JRA, NSRR	2019	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 204.90 – I-beam	SEDA JRA, NSRR	2018	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 186.18 – Single Span I-beam	SEDA JRA, NSRR	2017	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1





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					2015	2016	2017	2018	2019	
	Bridge No. 194.07 – Catawissa	SEDA JRA, NSRR	2015	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
	Bridge No. 180.55 – Deck Girder	SEDA JRA, NSRR	2018	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1
	Bridge No. 192.01 – Rail Top	SEDA JRA, NSRR	2018	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge No. 154.84 – Three Span Deck Girder	SEDA JRA, SVR	2018	\$0.7	\$0.0	\$0.0	\$0.7	\$0.0	\$0.0	\$0.7
	Bridge No. 155.22 – Four Span Deck Girder	SEDA JRA, SVR	2018	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0	\$0.0	\$0.4
	Drainage Improvement for 1-mile from Tipple	SEDA JRA, SVR	2018	\$0.3	\$0.0	\$0.0	\$0.3	\$0.0	\$0.0	\$0.3
	Bridge No. 14.95 – Three Span Thru-Girder	SEDA JRA, SVR	2015	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 22.50 – Pipe	SEDA JRA, SVR	2016	\$0.2	\$0.0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2
	Bridge No. 17.39 – Concrete Slab	SEDA JRA, SVR	2016	\$0.1	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1
	Bridge No. 152.95 – Concrete Slab	SEDA JRA, SVR	2017	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1
	Bridge No. 151.29 – Concrete Slab	SEDA JRA, SVR	2017	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridge No. 146.24 – Concrete Slab	SEDA JRA, SVR	2016	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Retaining Wall	UMP	2019	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8
	Ties	UMP	2015-2019	\$0.3	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.3

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					2015	2016	2017	2018	2019	
	Rebuild Track	UMP	2018	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2	\$0.0	\$0.2
	Turnouts	UMP	2015-2018	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Rebuild Track	UMP	2015-2019	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
	Switch Timbers	UMP	2015-2019	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Bridges Replacement	WNYP	2015-2019	\$6.5	\$1.3	\$1.4	\$1.4	\$1.4	\$1.5	\$6.9
	Crossties and Siding	WNYP	2015-2019	\$4.2	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$4.4
	Crossties and Siding	WNYP	2015-2019	\$2.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.6	\$2.7
	Crossties and Siding	WNYP	2015-2019	\$2.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.6	\$2.7
	Crossties and Siding	WNYP	2015-2019	\$2.3	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$2.4
	Bridge Replacement	WNYP	2015-2019	\$2.0	\$0.4	\$0.4	\$0.4	\$0.4	\$0.5	\$2.1
	Continuous Welded Rail	WNYP	2015-2019	\$2.0	\$0.4	\$0.4	\$0.4	\$0.4	\$0.5	\$2.1
	Culverts and Drainage Improvements	WNYP	2015-2019	\$0.8	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.8
	Bridge Rehabilitation	WNYP	2015-2016	\$0.7	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.7
	Culverts and Drainage Improvements	WNYP	2015-2019	\$0.5	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.5
	Culverts and Drainage Improvements	WNYP	2015-2019	\$0.5	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.5
	Crossties and Siding	WNYP	2015-2019	\$0.3	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.4



**Table I-1: Short-Term Freight Rail Capital Project Funding Needs (2015-2019), cont.**

Project Number	Project	Railroad/Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)
					2015	2016	2017	2018	2019	
	Crossties and Siding	WNYP	2015-2019	\$0.3	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.3
	Crossties and Siding	WNYP	2015-2019	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Crossties and Siding	WNYP	2015-2019	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
<b>Subtotal</b>				<b>\$179.2</b>	<b>\$54.4</b>	<b>\$42.2</b>	<b>\$36.5</b>	<b>\$33.1</b>	<b>\$21.6</b>	<b>\$187.8</b>
<b>System Enhancements</b>										
	W&LE Interchange	AVR	2015	TBD						
	Vertical Clearance*	Conrail	2014-2025	\$0.4	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.4
	Siding	Conrail	2015-2019	TBD						
	Yard Enhancements	Conrail	2015-2019	TBD	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Marcellus New Terminals*	DLRR	2016-2020	\$0.6	\$0.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.7
	Safety - Marcellus	DLRR	2015-2016	\$0.4	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.4
	HBCI Park Upgrade	EBT	2015-2016	\$2.0	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	\$2.0
	Sidings	ESPN	2015-2016	TBD						
	Transload Facility	ESPN	2015-2016	TBD						
	Burnham Rail Yard	JVRR	2015-2019	TBD						
	Reconfigure Two Tracks in Scully Yard	POHC	2015	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
	Track and Yard Improvements	PSWR	2015-2019	\$4.4	\$1.5	\$1.5	\$1.6	\$0.0	\$0.0	\$4.5
	Bridge Construction	RBMN	2015-2016	\$21.4	\$10.7	\$11.0	\$0.0	\$0.0	\$0.0	\$21.8
	Yard improvements	RBMN	2015-2019	\$1.4	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$1.5

**Table I-1: Short-Term Freight Rail Capital Project Funding Needs (2015-2019), cont.**

Project Number	Project	Railroad/ Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)
					2015	2016	2017	2018	2019	
	Yard siding	RBMN	2015-2016	TBD						
	New Facilities	RBMN	2015-2016	TBD						
	Yard Facilities	RBMN	2015-2016	TBD						
	Connection	RBMN	2015-2019	TBD						
	Siding	RBMN	2015-2019	TBD						
	Tunnel clearance	RBMN	2015-2019	TBD						
	Track	RBMN	2015-2019	TBD						
	Yard improvements	RBMN	2015-2019	TBD						
	Muncy Industrial Park Phases 2-3 Rail Spur	SEDA JRA	Design and Construction 2013-2016	\$1.0	\$0.5	\$0.5	\$0.0	\$0.0	\$0.0	\$1.0
	Locomotive Wash Area	SEDA JRA	Design and Construction 2013-2016	\$1.0	\$0.5	\$0.5	\$0.0	\$0.0	\$0.0	\$1.0
	New Maintenance of Way Building at Newberry Yard	SEDA JRA	2013-2016	\$0.2	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.2
	Bloomsburg Yard Stabilization Wall	SEDA JRA, NSRR	2016	\$1.3	\$0.0	\$1.3	\$0.0	\$0.0	\$0.0	\$1.3
	Phase 1	SHRR	2015	\$2.8	\$2.8	\$0.0	\$0.0	\$0.0	\$0.0	\$2.8
	Phase 2	SHRR	2016	\$2.8	\$0.0	\$2.9	\$0.0	\$0.0	\$0.0	\$2.9
	Phase 3	SHRR	2017	\$2.8	\$0.0	\$0.0	\$3.0	\$0.0	\$0.0	\$3.0
	Phase 4	SHRR	2018	\$2.8	\$0.0	\$0.0	\$0.0	\$3.1	\$0.0	\$3.1
	Infrastructure Improvements	SRC	2016	TBD						

Table I-1: Short-Term Freight Rail Capital Project Funding Needs (2015-2019), cont.

Project Number	Project	Railroad/Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)
					2015	2016	2017	2018	2019	
	Track Expansion	SRC	2017-2019	TBD						
	Capacity Improvements	SWP	2015-2019	\$3.0	\$0.6	\$0.6	\$0.6	\$0.7	\$0.7	\$3.2
93234	Shenango Valley Area Transportation Study RR Line Item - 2016	Various	2016	\$0.2	\$0.0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2
93232	Shenango Valley Area Transportation Study RR Line Item - 2015	Various	2015	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2
	Runaround Track	WNYP	2015-2019	\$0.8	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.8
	Rail Replacement	YRC	2019-2021	\$2.8	\$0.0	\$0.0	\$0.0	\$0.0	\$3.2	\$3.2
	Upgrade Poor House Yard	YRC	2017-2019	\$2.0	\$0.0	\$0.0	\$0.7	\$0.7	\$0.8	\$2.2
	Construction of YRC Loco Maintenance Shop	YRC	2017-2019	\$1.5	\$0.0	\$0.0	\$0.5	\$0.5	\$0.6	\$1.6
	Expansion of Storage Capacity at DCP Midstream*	YRC	2019-2021	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$0.3
	Upgrade 2 Storage Side Tracks*	YRC	2019-2021	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2	\$0.2
<b>Subtotal</b>				<b>\$57.3</b>	<b>\$19.6</b>	<b>\$20.6</b>	<b>\$7.1</b>	<b>\$5.7</b>	<b>\$6.4</b>	<b>\$59.5</b>



**Table I-1: Short-Term Freight Rail Capital Project Funding Needs (2015-2019), cont.**

Project Number	Project	Railroad/ Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)	
					2015	2016	2017	2018	2019		
<b>Safety Improvements</b>											
	Tie Installation/ Ballast & Surface MP 186.70 to MP 201.90	CNYK	2015-2019	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
	286/310 Safety Upgrades - Marcellus and Grain Mill Expansion	DLRR	2015-2016	\$1.4	\$0.7	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$1.4
	286/310 Safety Upgrades - Marcellus and Grain Mill Expansion	DLRR	2015-2016	\$1.3	\$0.7	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$1.3
	286/310 Safety Upgrades - Marcellus and Grain Mill Expansion	DLRR	2015-2016	\$0.7	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
	Marcellus*	DLRR	2016-2020	\$0.4	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.4
	Safety - Marcellus*	DLRR	2016-2020	\$0.4	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.4
	Safety*	DLRR	2016-2020	\$0.3	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.3
	Highway*	DLRR	2016-2020	\$0.3	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.3
92391	Biglerville Rd. RR Crossing	G&N	2014-2015	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
94743	Pond St. RR Crossing	G&N	2013-2015	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
	Grade Crossing Improvements	SBRR	2015-2019	\$1.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.1
	Signal Systems	SEDA JRA	2014-2015	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0





**Table I-1: Short-Term Freight Rail Capital Project Funding Needs (2015-2019), cont.**

Project Number	Project	Railroad/ Corridor	FY Schedule	Total Short-Term Cost (millions of 2015 dollars)	Year-of-Expenditure (YOE) dollars in millions					Total Short-term Cost (YOE dollars in millions)
					2015	2016	2017	2018	2019	
	Antlers Lane RR Crossing	SEDA JRA	2014-2015	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Grade Crossing Improvements	SEDA JRA	2015-2019	TBD						
	Highway Grade Crossings	SRC	2015-2016	TBD						
	Crossing Project – Three Locations	YRC	2015-2017	\$1.0	\$0.3	\$0.3	\$0.4	\$0.0	\$0.0	\$1.0
<b>Subtotal</b>					<b>\$7.9</b>	<b>\$2.6</b>	<b>\$0.9</b>	<b>\$0.6</b>	<b>\$0.6</b>	<b>\$8.2</b>
<b>Total Class III/Short line</b>					<b>\$244.4</b>	<b>\$77.3</b>	<b>\$65.5</b>	<b>\$44.5</b>	<b>\$39.4</b>	<b>\$255.4</b>
<b>Total Freight Rail 5-year</b>					<b>\$441.7</b>	<b>\$129.9</b>	<b>\$80.3</b>	<b>\$76.2</b>	<b>\$64.8</b>	<b>\$463.3</b>

\* Projects with anticipated completion date after 2019

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