

EP 724 (Sub-No. 4) - U.S. Rail Service Issues - Performance Data Reporting

**Annual Report of CSX Transportation, Inc.
Pursuant to 49 CFR § 1250.4**

Report Date: March 1, 2026

Submitted electronically to data.reporting@stb.gov

CSX Transportation Inc. (CSXT) provides the following pursuant to 49 CFR § 1250.4:

As of March 1, 2026, the attached Appendix A lists new projects started since September 1, 2025 with anticipated expenditures of \$75 million or more and Appendix B provides an update on projects over the \$75 million threshold that continue in 2026.

All projects described by CSXT in this report are subject to review, revision, and reconsideration given changes to market conditions, public-private partnership funding (where applicable), alternative corporate needs and opportunities, and similar considerations. Any project updates and significant changes will be described in subsequent regular reports required pursuant to 49 CFR § 1250.4(c).

Appendix A

**Annual Report of CSX Transportation, Inc.
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Appendix B

Annual Report of CSX Transportation, Inc. Pursuant to 49 CFR Section 1250.4

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CREATE (75th Street Corridor Improvement Project): The 75th Street Corridor Improvement Project (75th St. CIP) is the largest project in the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. The project is located in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham and West Chatham along two passenger and four freight rail lines. Final Design of the second segment relating to a highway grade separation at 71st Street and a rail-to-rail flyover at 75th Street was completed in January 2022, Construction Stage 1 completed June 2023, Construction of Stage 2 (of 2) was substantially and operationally complete November 12, 2025, Construction of GS19 (71st Street) is scheduled to begin May 2026 with anticipated completion in December 2026.

RF&P Corridor Publicly Funded Projects:

AF to RO 4th Track: A Fourth Track is being constructed immediately south of Washington DC in Alexandria, VA to accommodate growth in passenger/commuter trains. The 6 miles of new track will be along CSX's RF&P corridor between the AF and RO control points on property currently owned by CSX. Design began Q4 2021, construction activities began in Q2 2025 and construction to be completed Q4 2027.

In addition to the project identified above (for which construction commenced in 2021), CSXT is partnering longer-term with the Commonwealth of Virginia to complete the Transforming Rail in Virginia Program. This transformational corridor project will increase safety, efficiency and volume growth for both freight and passenger rail on the I-95 corridor between Richmond, VA and Washington, DC, and includes construction of approximately 36 miles of track including a new double track Long Bridge between Alexandria VA and Washington DC. Design will continue on the program and construction will last through 2030.

Franconia to Lorton Third Track: A Third Track is being constructed between Franconia, VA and Lorton, VA to accommodate growth in passenger/commuter trains. The approximate 9 miles of new track will be along CSX's RF&P corridor on property currently owned by CSX. Design began Q1 2022 and construction is anticipated to be completed in 2029.

Howard Street Tunnel Double Stack Enlargement: The Howard Street Tunnel Clearance Program ("Program") is a package of projects designed to achieve double stack clearance on CSX's I-95 corridor through the City of Baltimore and from Baltimore, MD to Philadelphia, PA.

The Program also includes clearance projects in MD, PA, and DE to finish double stack clearing I-95 to NY and Boston. The Program consists of ten (10) projects, consisting of twenty-one total obstructions. The primary obstacle to double-stack service along this corridor has been the Howard Street Tunnel (HST), a 1.7-mile-long railroad passage under the heart of Baltimore that was originally constructed in 1895. The improvements consist of tunnel reconstruction, bridge replacement/modification and track lowering. The Cumberland Yard Upgrade Project was undertaken to accommodate the rerouted traffic while the Howard Street Tunnel is closed and will be completed in late 2025. The Program is being funded by multiple funding sources including CSX, Maryland Department of Transportation (MDOT), Pennsylvania Department of Transportation (PennDOT), and the Federal Railroad Administration (FRA). Seven (7) of the ten (10) projects are complete, with the remaining three (3) currently in construction with an estimated completion of all components lasting through December 2026.

Blue Ridge Subdivision Recovery following Hurricane Helene: As a result of Hurricane Helene, approximately 60 miles of CSX railroad and three bridges in eastern Tennessee and western North Carolina were severely affected by flooding and suffered extensive damage with some areas completely scoured down to bedrock. CSX rebuilt this line called the Blue Ridge subdivision from Erwin, TN heading south to Spruce Pine, NC, passing alongside the Nolichucky and North Toe Rivers. Damage Assessment and initial recovery work began in September 2024 and returned to service in September 2025.

Gulf Coast Amtrak: Gulf Coast Amtrak program reestablishing passenger service between New Orleans, LA and Mobile, AL is comprised of multiple capacity projects funded by grants to support this service with construction timeframe in development. The Mobile Amtrak Station Track (Mobile, AL) was completed placed in-service 7/19 with the Amtrak Mardi Gras Service officially beginning 8/18/2025. The aforementioned capacity projects along the route are estimated to be in-service within 3-6 years.

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Worcester to Springfield CRISI Grant Inland Route Project: Consists of several project to support additional Passenger trains including: **East Brookfield Double Track** – 30% Design ongoing. PE walk 3/10. 30% design 8/5. **Springfield Double Track** – 30% Design ongoing. PE walk 3/11. 30% design 8/19. **Worcester Double Track** – 30% Design ongoing. PE walk 3/9. 30% design 7/22. **Cab Signal Removal** (CP 45 to CP 187; Worcester to Post Rd) – 30% design ongoing.

Appendix B

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