

**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, 2024**

Submitted electronically to [data.reporting@stb.gov](mailto:data.reporting@stb.gov)

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

As of March 1, 2024, the attached Appendix A lists new projects started since September 1, 2023 with anticipated expenditures of \$75 million or more and Appendix B provides an update on projects over the \$75 million threshold that continue in 2024.

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**

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*No new projects to report.*

## Appendix B

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

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**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 2026.

**CREATE (75<sup>th</sup> 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 with a target completion of Construction Stage 2 (of 2) in Q4 2026.

#### **RF&P Corridor Publicly Funded Projects:**

**AF to RO 4<sup>th</sup> 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 and construction to be completed Q4 2026.

**Arkendale to Powells Creek:** Construction of 9 miles of a third track along the CSX's RF&P corridor in VA resumed and is anticipated to be complete in Q1 2024.

In addition to the projects identified above (for which construction will commence 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.

**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 anticipated improvements consist of tunnel reconstruction, bridge replacement/modification and track lowering. 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). The projects are currently in various states of Design with Construction anticipated to start in January 2024 and lasting through 2027.