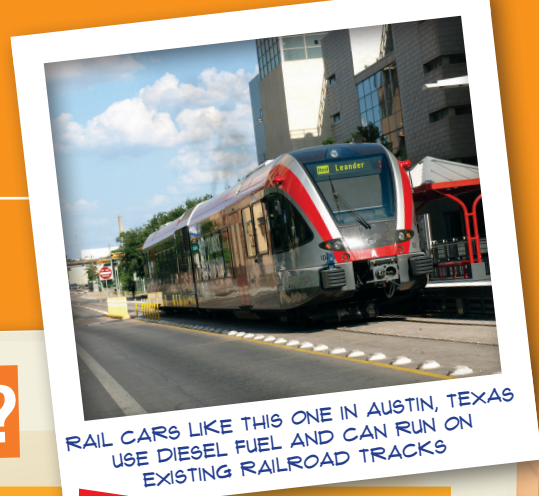


# DRAFT Hybrid Rail Pilot Project

Hybrid Rail Pilot Project

Rapid Bus in Special Lanes

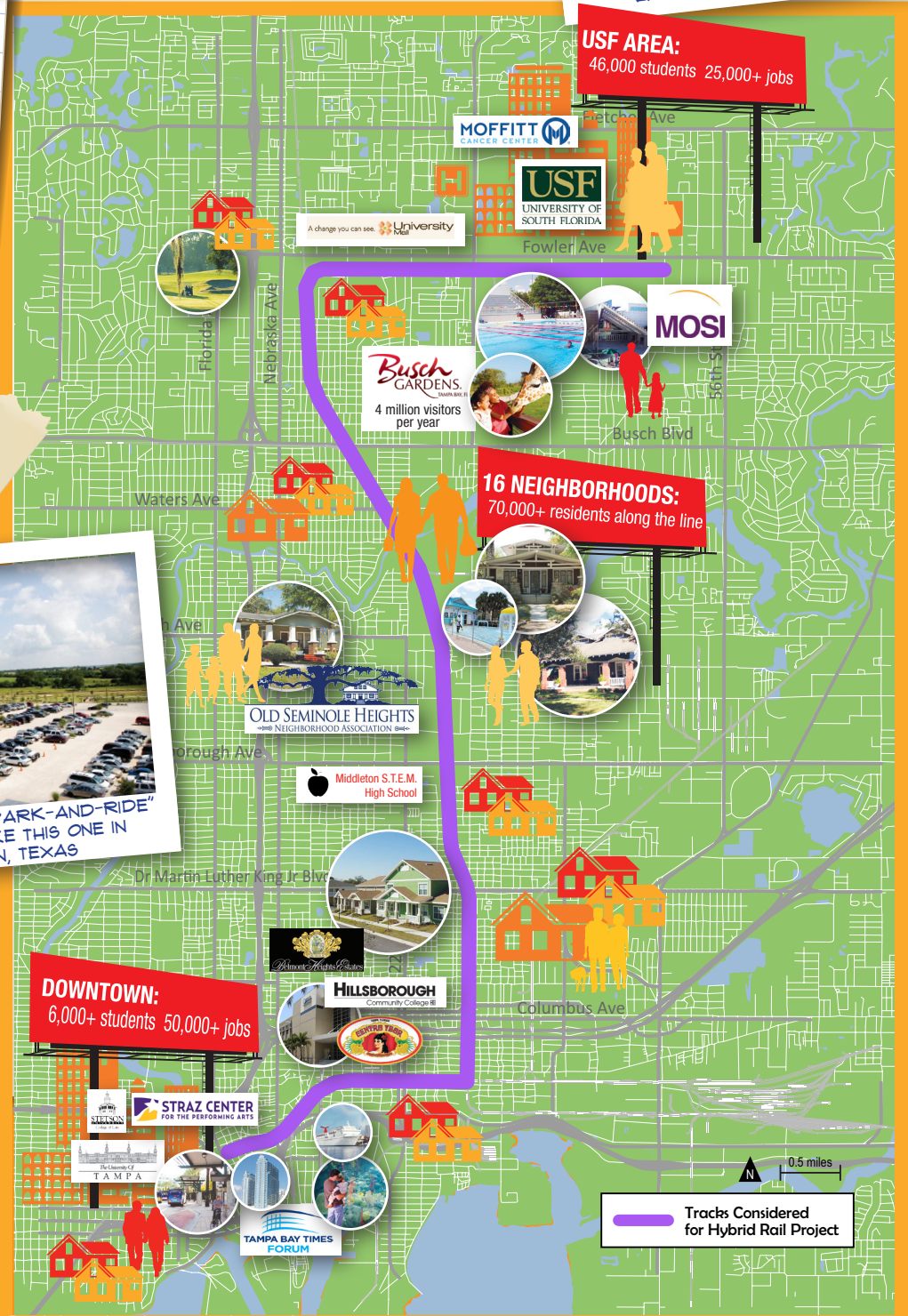


RAIL CARS LIKE THIS ONE IN AUSTIN, TEXAS USE DIESEL FUEL AND CAN RUN ON EXISTING RAILROAD TRACKS

## Where could this work?

### What is it?

"Hybrid Rail" is a lower-cost option for rail service. These newer vehicles are durable and don't require overhead wires, so they can run on the same tracks as freight trains like the tracks between downtown Tampa and USF. And they are light and nimble enough to make tight turns and speed up and slow down quickly.



Population and employment numbers are for 2006.

### How would I get to the train?



WALK OR BIKE USING BETTER SIDEWALKS, BIKE LANES, AND CROSSWALKS



DRIVE TO A "PARK-AND-RIDE" STATION LIKE THIS ONE IN AUSTIN, TEXAS



TAKE A LOCAL CIRCULATOR BUS LIKE THIS ONE HART RUNS IN YOUR AREA

This is a hypothetical planning scenario developed for discussion purposes only. All projected cost estimates are preliminary in nature and require a more detailed financial analysis before implementation. Refer to the Study Memorandum for more details.  
Hillsborough MPO Post-Referendum Study, Lower Cost Transit Projects

## Hybrid Rail Pilot Project (cont'd)

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Rapid Bus in Special Lanes

### How much could it cost?

**How long would it take to get there?**  
 It takes around 30 minutes to drive between Downtown Tampa and USF during rush hours. It is expected to take around 24-31 minutes to get there by train.  
 As traffic congestion continues to grow, drive time will increase but travel time by train will stay the same.

The 12-mile rail line could be up and running for a total cost of **\$240-475 million**, or **\$20-40 million per mile**, depending on the options presented in the table below. This is significantly less than the light rail project previously considered that was expected to cost more than \$800 million, or more than \$60 million per mile. Although very preliminary, this includes one-time costs such as building stations, adding some additional track, purchasing vehicles, and installing safety features. The cost to run the service and maintain the trains, tracks, and stations could be **\$8-20 million** per year, depending on the options presented in the table below such as how often trains come and the number of stations.

### Here are some options to consider...

| Option  | About the project <sup>1</sup><br>(tracks and stations) | Time between trains<br>(frequency)          | Travel time<br>(end to end) | Cost to build <sup>2</sup><br>(one time cost) | Cost to operate<br>(per year) |
|---|---|---|-----------------------------|---|-------------------------------|
| <b>Least Cost</b>                                   | Single-track<br>8 stations                              | Rush hour: 30 minutes<br>Midday: 60 minutes | 25-26 minutes               | \$240 million                                 | \$8 million                   |
| <b>More Stations</b>                                | Single-track<br>13 stations                             | Rush hour: 30 minutes<br>Midday: 60 minutes | 30-31 minutes               | \$313 million                                 | \$14 million                  |
| <b>Shortest Travel Time</b>                         | Double-track<br>8 stations                              | Rush hour: 15 minutes<br>Midday: 30 minutes | 24 minutes                  | \$414 million                                 | \$14 million                  |
| <b>Best Combination of Travel Time and Stations</b> | Double-track<br>13 stations                             | Rush hour: 15 minutes<br>Midday: 30 minutes | 28 minutes                  | \$475 million                                 | \$20 million                  |

<sup>1</sup> Single-track: one train track with passing tracks periodically to allow trains to pass one another  
 Double-track: two train tracks along the entire rail line

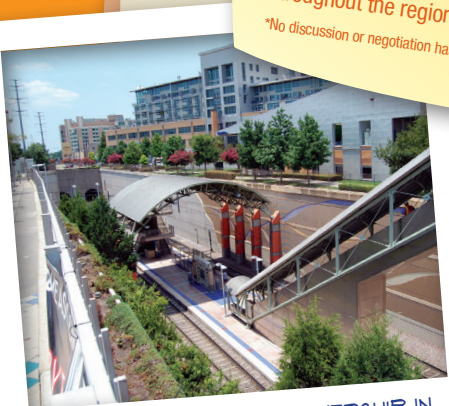
<sup>2</sup> Cost assumes \$30 million for maintenance facility as stated in 2035 LRTP and \$2.4 million per mile for tracks from SunRail example

Note: All costs are in 2012 dollars

### Partnerships hold the key to lower costs...

CSX owns 1,650 miles of track in Florida, including the 12 miles being considered for this pilot project. More than 100 miles in the Tampa Bay area could be used to expand passenger rail to a multi-destination system throughout the region.\*

\*No discussion or negotiation has occurred with CSX.



A PUBLIC-PRIVATE PARTNERSHIP IN DALLAS CREATED A TOWN CENTER AND REDUCED PUBLIC COST TO BUILD THE STATION

