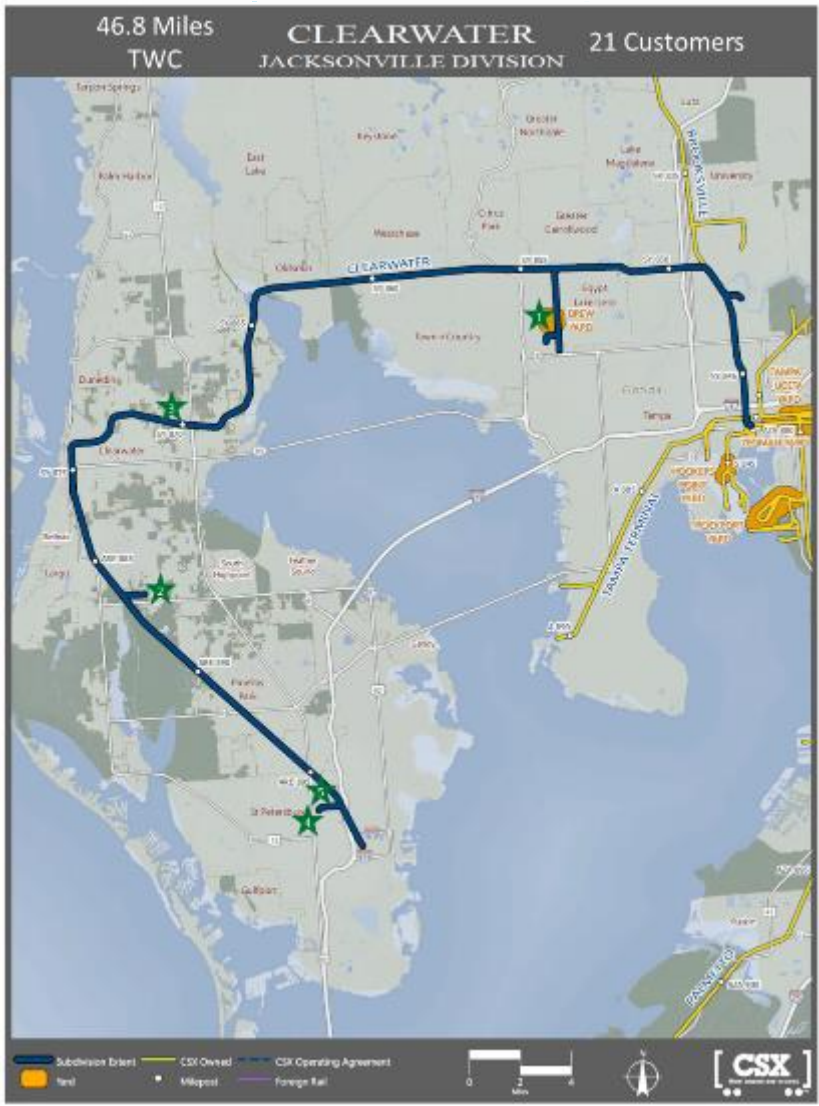


## CSX Guidelines as of September 2015:

- The Brooksville and Clearwater subdivisions are the only CSX lines that could potentially accommodate passenger rail.
- As with Tri-Rail and SunRail, FDOT must be involved. This is especially crucial with single-county MPOs and transit agencies in the Tampa Bay region.
- As with SunRail and Tri-Rail, FDOT or lead local agency must own, maintain and dispatch the corridors used for local passenger rail.
- Only complete line segments will be sold, so planning and implementation of the system must be done regionally.
- As with Tri-Rail and SunRail, CSX must retain exclusive and perpetual freight rights to serve freight customers on the lines.
- The passenger system must be compatible with CSX freight operation. Light rail cannot operate on or adjacent to CSX rail lines.
- Any LRT or new streetcar crossings of freight rail lines must be grade separated.

← Presumably that applies to BRT too.





# Joint Use Looks Like ....

- FRA-compliant, crashworthy vehicles that can share track with freight rail include large commuter rail cars – used by SunRail – and smaller self-propelled cars known as Diesel Multiple Unit (DMU) or Electric Multiple Unit (EMU), running in Texas and California
- Cost range is wide:
  - Sunrail \$10.7 M/mile
  - Estimate for Downtown-USF corridor from TBARTA RTFP \$54-69 M/ mile



DMU in Austin, TX

