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# **ABOUT**

NCITEC is a consortium of following five universities: Mississippi State University, University of Denver, University of Mississippi, Louisiana State University, and Hampton University. The theme of NCITEC is to promote the development of an integrated, economically competitive, efficient, safe, secure, and sustainable national intermodal transportation network by integrating all transportation modes for both freight and passenger mobility.

**NEWS** 

2015 Southeastern Regional UTC Conference

MSU selected to lead national transportation research

MSU hosting transportation summit

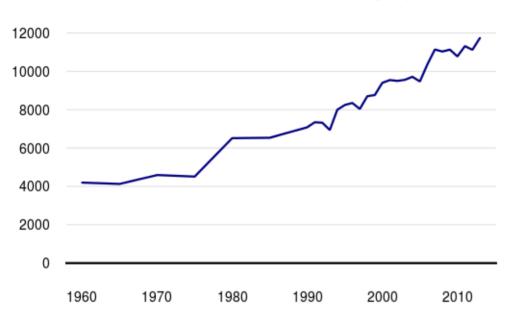
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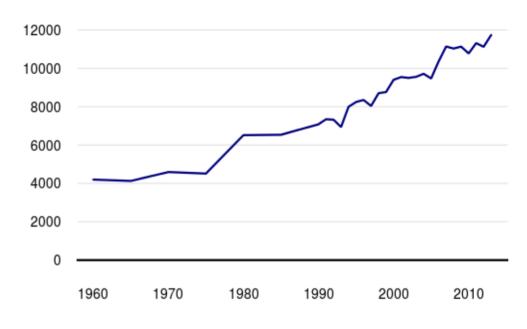
Click here to download the STRIDE Preproposal Solicitation

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# US Annual Class I Ton-Miles Freight (MM)

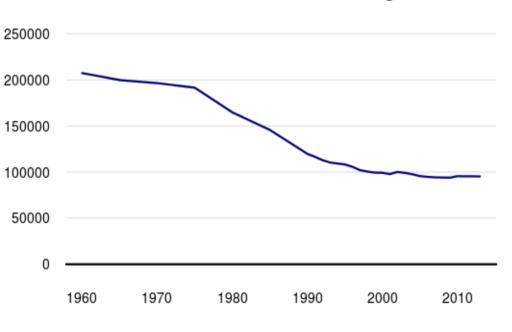
# US Annual Commuter Rail Passenger-Miles (MM)

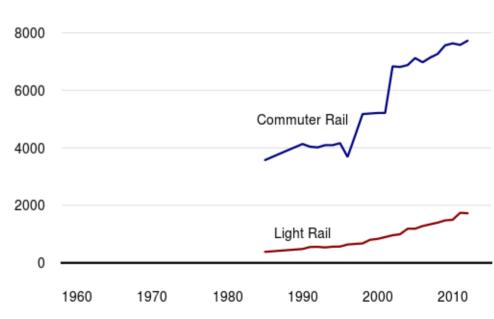






**Total US Commuter and Light Rail Route Mileage** 









NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

Guidebook for Implementing Passenger Rail Service on Shared Passenger and Freight Corridors

TRANSPORTATION RESEARCH ROARD

FHWA-NJ-2004-002

### Survey of Transit and Rail Freight Interaction

FINAL REPORT March 2004

Principal Investigator

Dr. Rongfang (Rachel) Liu, AICP, PE New Jersey Institute of Technology Newark, New Jersey 07102-1982 Telephone: 973-596-5884, Fax: 973-596-5790 Emait riu@adm.nit.edu



Research Project Manager Nancy Caruffolii New Jersey Department of Transportation Division of Research and Technology 1035 Parkway Avenue Trenton, New Jersey 08625-0800

in cooperation with

New Jersey Department of Transportation Division of Research and Technology and U.S. Department of Transportation eral Highway Administration

#### Industry Issue Papers

### Understanding the Shared Operation of Commuter Rail Transit and Freight Railroads

Switing a thorough understanding of shared operation between accounter rail transit and freight railroads, a national de survey was conducted of transit and rail freight instruction. This survey constanted and reached representations from all 21 consorter rail services in North America. In addition to a general understanding of the aband-use practices, this paper presents the key factors that any otherwise depole account of aband-use operations drawen accounter rail and fringly real-toods by examining distribute operation arrangements, aband and nonagement, dispositing priorities, or attenting assume operation or indigibities, must date induced growing depositing of process, according to be series, and immersion and liabelity imms. A few critical imms adverty reduced to the success of future should operations are highlighted to a few contents of inter-start as were and those who are reducing toloriships in the arms of a few the are operations.

#### by Rougfang (Rachd) Liu, Fei Yang and Mei Chm

implemented

and 30 proposal operation in the left leaf States operate on shared tracks with fright rathroads. In the centext of this measurely, shreed operation was defined as similarious, commingled ratin operation on operation between operation and operation between operations and operation and operation between operations and operation and o

Congestion on highways and urban streets has intensive interaction. How militransitoflen uses stimulated convent interest in commuter rail.

In the fittight railroad right-of-way to build their occlusive raids, while LRT builds tracks also, in a large rainber of dities. At those potentials but has designated time windows to aparate galdes ay tamistipeopers appear on the description of the properties of the description o and passenger trains is being proposed or. The survey given avoide tange of issues related plemented to the shared operations of commuter rail service.

The shared operation between rail transit and freight railroads, which is the first step and fright radiosals is most provider among a community rail operations. For example, community rail operations. For example, according in American Public Transportation of a structure of the American Public Transportation of the American Public Transport of the American Publ and 38 proposed commuter rail services in understanding of the complex arrangements and

shared trade by freight trains and commuter rail.

which the transfortal read and trains shared. But the raises the sum to day forms on the use raises a poster concern shows the safety of a persion amongon to the slow sedo in-depth. these services when they share communitates, and along with they person charing the survey or that right of very, or contiders that is excessed of scarce expects.

The original study surveyal these modes of review and analysis of poor trainst agencies' review and analysis of poor trainst agencies' ral transit comman rati, hency all, and light ratios, the research transits general field of the ratio of the

GAO

United States General Accounting Office

Report to the Ranking Democratic Member, Committee on Transportation and Infrastructure, House of Representatives

January 2004

## COMMUTER RAIL

Information and Guidance Could Help Facilitate Commuter and Freight Rail Access Negotiations



GA0-04-240



0-5022-P2

# PASSENGER RAIL SHARING FREIGHT INFRASTRUCTURE









Mat Dolata Jolanda Prozzi Randy Resor (Zeta-Tech Associates, Inc.) Chandra Bhat

Project 0-5022 linux i Relate dro Public Support of Passenger Rail Services on Existing Freight Rail Lines and or Rights- of May

Spaniaring Agency: Texas Department of Transportation
Performing Agency: Center For Transportation Research, The University of Texas at Austin

Performed in cooperation with the Texas Department of Transportation and the Federal Highway

JUNE 2005

MTI Report 02-02



Norman Y. Mineta International Institute for Surface Transportation Policy Studies

> Best Practices in Shared-Use High-Speed Rail Systems

> > Mineta Transportation Institute San José State University San Jose, CA 95192-0219

### Freight Rail/Passenger Rail Partnership Research Study Interview Script and Ouestions

#### Survey Purpose

To better understand the current state of passenger rail/freight rail partnerships in the U.S. in order to encourage best policies and practices in the future. Specifically, we are interested in learning more about agreements between freight railroad companies and passenger rail operators concerning shared-use railroad corridors.

This research project uses the following Federal Railroad Administration definitions.

A **shared-use railroad corridor** is a broad term that includes three different sharing arrangements, specifically:

- Shared track, where the trains of two or more rail service providers operate over the same tracks.
- Shared right-of-way, where two rail services are operated on separate parallel
  tracks having a track centerline separation less than 30 feet. Separation may be
  referenced in shared-corridor agreements between railroads, for example, as
  limiting the kinds of permitted operation or requiring specific safety precautions.
- Shared corridors, where track centerline separation is between 30 and 200 feet.
   Two hundred feet is considered the outer limit of separation where an accident on one line could interfere with operations on the other.

#### Survey Objectives

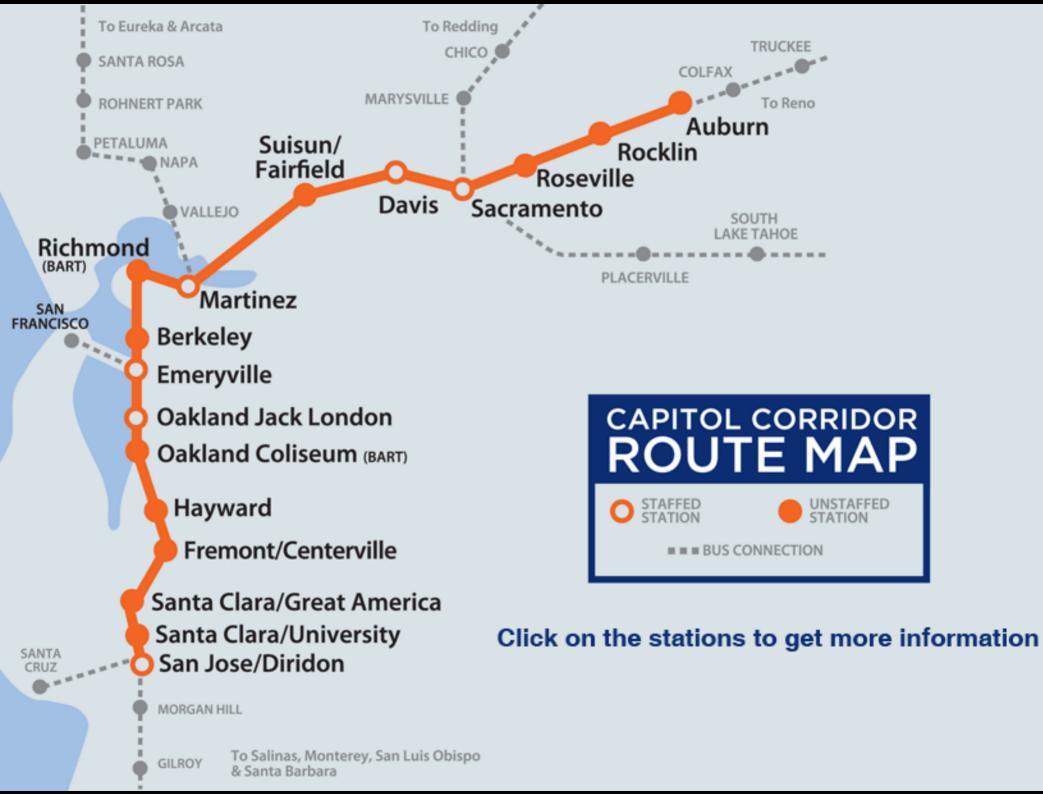
- To determine who is involved in shared-use railroad corridor agreements
- To determine the current locations where shared-use corridor agreements are found.
- · To determine locations where new shared-use corridor agreements may soon start
- To determine the general nature of shared-use corridor agreements
- · To obtain the background on the development of corridor sharing agreements
- To obtain information on the positive and negative experiences of developing shared-use corridor agreements
- To determine the impact on economic competitiveness of corridor sharing agreements
- · To determine the best practices in corridor sharing agreements
- To determine the best policies in corridor sharing agreements

With this information in mind, we would like to ask you the following questions:

Survey Questions (General Respondents)

- 1. What examples come to your mind when thinking about the best shared-use railroad corridor agreements? Why do you consider these examples to be the best?
- 2. Likewise, what examples come to mind when thinking about the worst shared-use railroad corridor agreements? Why are they problematic?

- 3. What examples come to mind of cases where agreements were not reached, even though substantial efforts were made? Why did these efforts fail?
- 4. Are shared-use railroad corridor agreements more problematic for the freight railroads or passenger rail agencies? Why?
- 5. Do current shared-use railroad corridor agreements have an impact on economic competitiveness? Are they generally positive or negative?
- 6. What have been some of the common elements of best practices in shared-use railroad corridor agreements?
- 7. Should the shared use of freight rail corridors by passenger rail operators be promoted and supported as a government policy? Why or why not? If it should, what programs or mechanisms would be most effective at encouraging expansion of shared use railroad corridors? If not, what is the best way to accommodate increased demand for passenger rail services?
- 8. What do you believe is the future of shared-use railroad corridor agreements?









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Privacy Policy

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Sac-Roseville Third Track

About CCJPA

## CCJPA Board

### CCJPA Board Meeting

The next CCJPA Board meeting will be on Wednesday, April 20, 2016 at 10:00am in the Suisun City Council Chambers located at 701 Civic Center Boulevard, Suisun City, CA.

Download the CCJPA Board Meeting Agenda [PDF, 298kb] for the February 17. 2016 meeting.

Download the CCJPA Board Meeting Supplemental Information [PDF, 2.8mb] for the February 17, 2016 meeting.

View the complete schedule of 2016 CCJPA board meetings.

## The Governing Arm of the CCJPA

The Capitol Corridor Joint Powers Board consists of two representatives from each of the eight counties in The Capitol Corridor: Placer, Sacramento, Yolo, Solano, Contra Costa, San Francisco, Alameda and Santa Clara, represented by Placer County Transportation Planning Agency, Sacramento Regional Transit District, San Francisco Bay Area Rapid Transit District, Santa Clara Valley Transportation Authority, Solano Transportation Authority, and the Yolo County Transportation District.

The CCJPA is also supported by the two metropolitan planning organizations in The Capitol Corridor - the Metropolitan Transportation Commission and the Sacramento Area Council of Governments.





















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Rail companies across the globe are in need of architecture that is scalable and extensible that can support their business 24X7 reducing the risks and development cycles.

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# **METROLINK SYSTEM MAP**

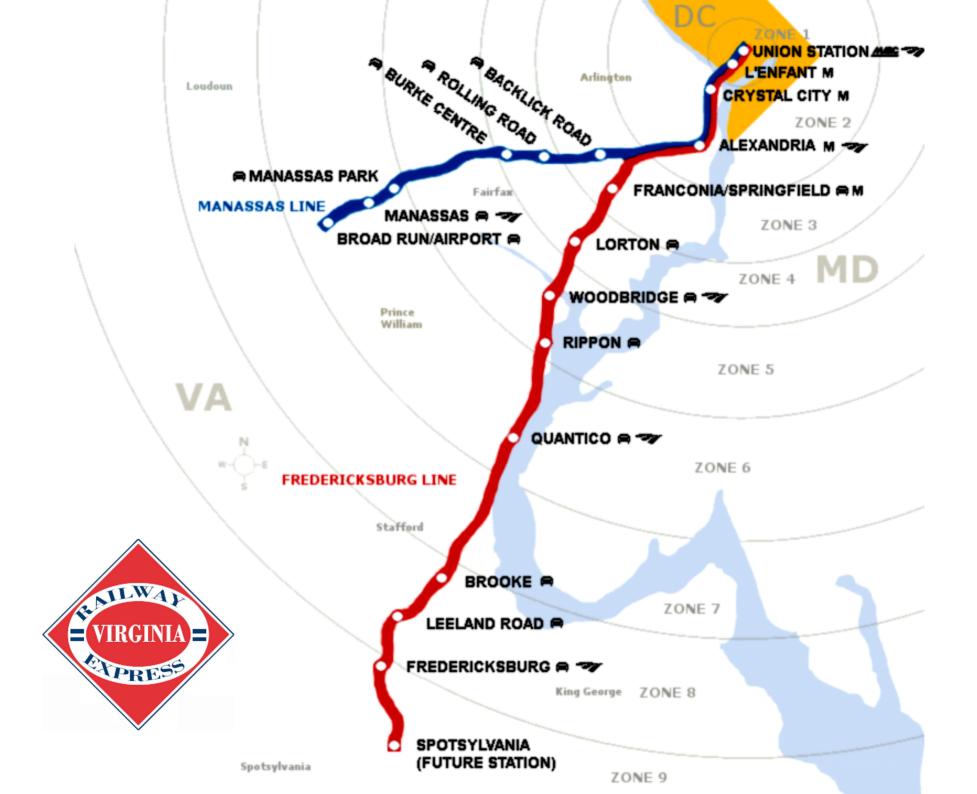








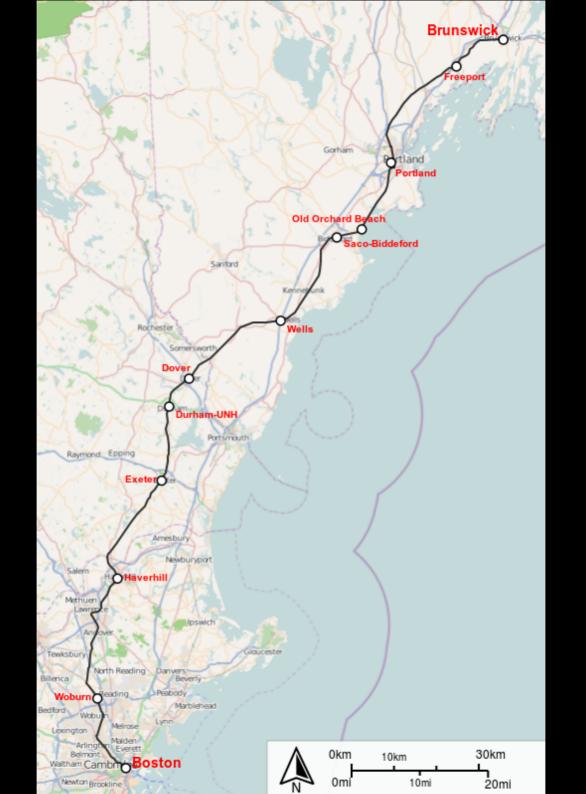








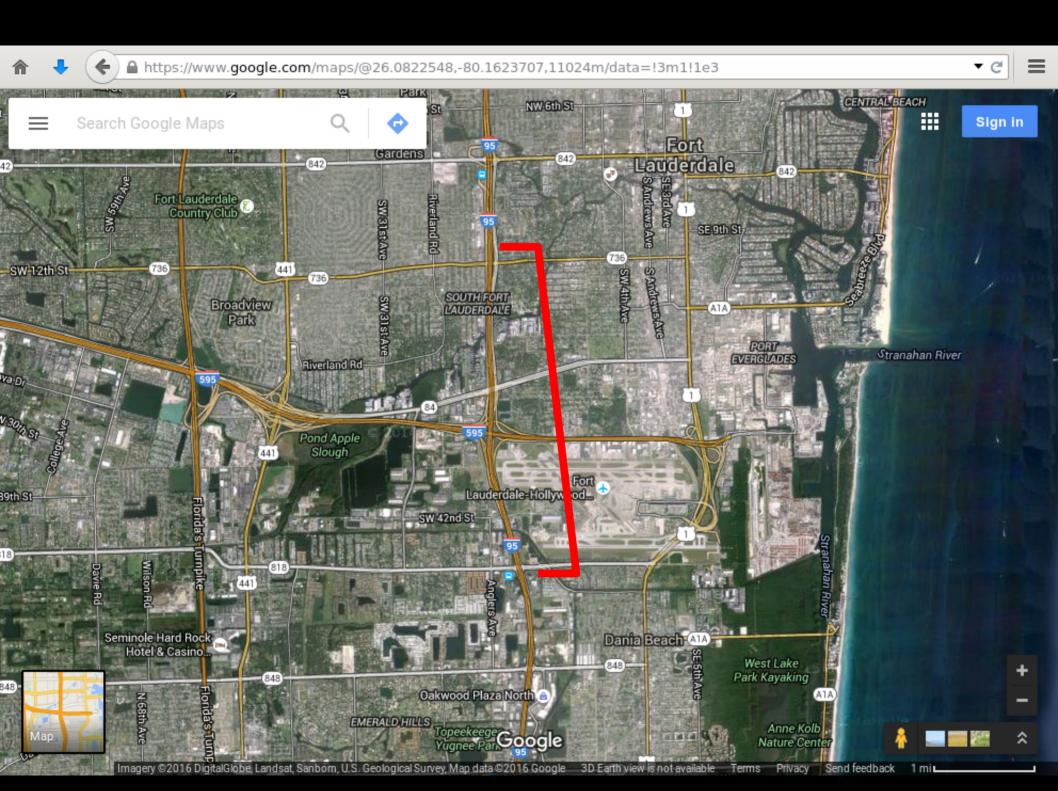










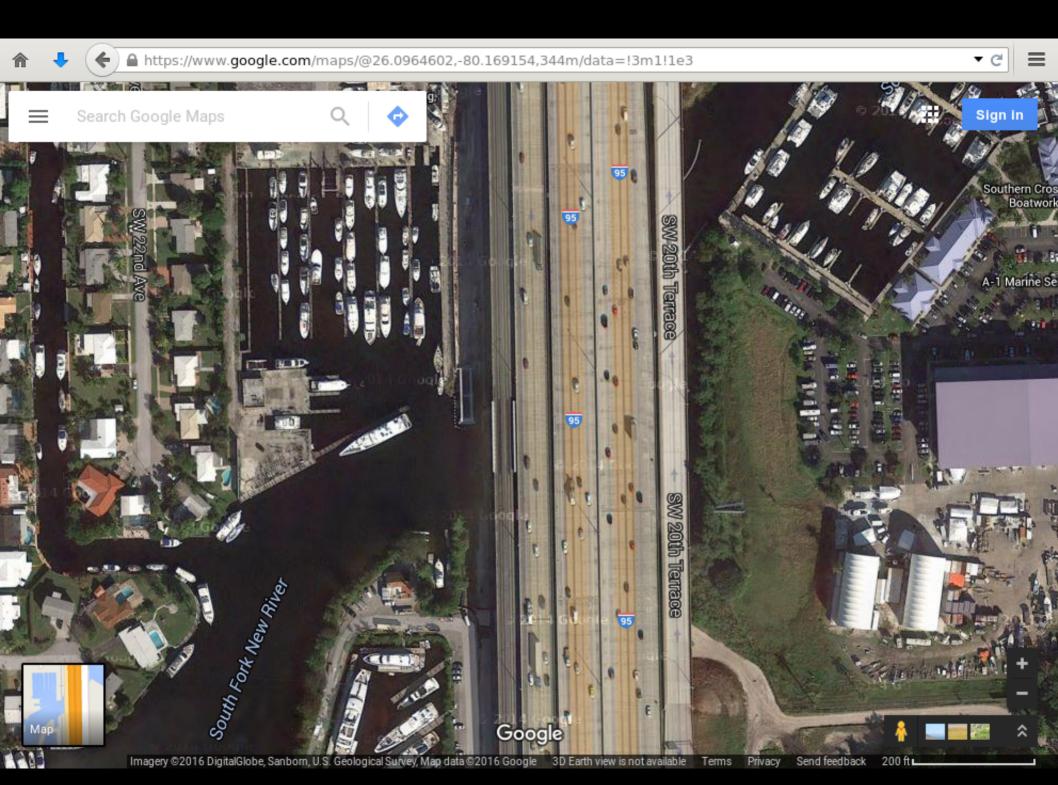




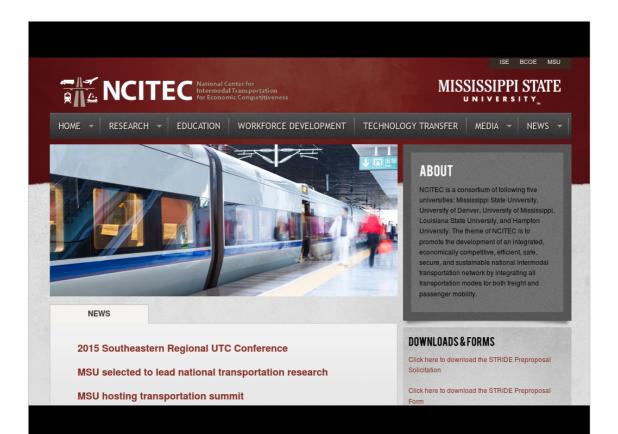


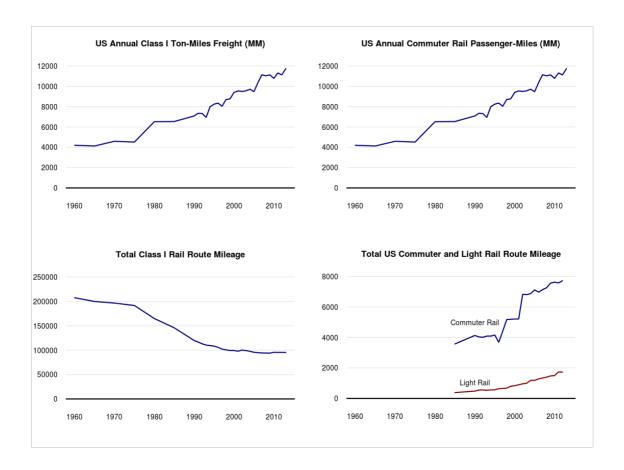


























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- Survey Objection

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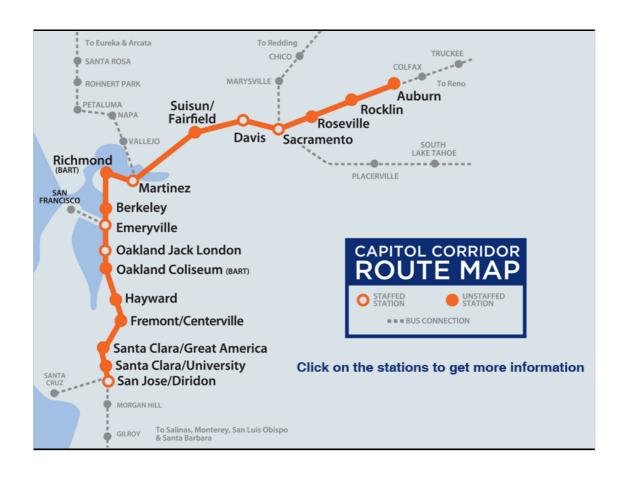
  4. Are shared-use railroad corridor agreements more problematic for the freight of the shared-use railroad corridor agreements where a impact on economic competitiveness? Are they generally positive or negative?

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  8. What do you believe is the future of shared-use railroad corridor agreements?





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