

DOES SOUTH BAY CONNECT MEAN MORE FREIGHT TRAINS?

Freight train volumes are determined by the demand for goods.

- + Goods often arrive or depart through shipping carriers serving the Port of Oakland. Freight shipped through the Port travels by rail to its ultimate destination, or it arrives at the Port by rail to be exported to another location.
- + There are many variables that affect goods movement, such as shipping routes, market demand, trade agreements, port operations and costs.
- + Shipping companies are constantly adjusting their service to match demand. Freight railroads then must adjust their operations accordingly.
- + Even today, without the South Bay Connect project, more freight trains could potentially operate on these routes, if demand warranted. However, there are also constraints on the rail network beyond the Bay Area that limit the capacity of railroads to handle more trains. Despite there being the potential ability to run a few more freight trains today, market demand does not warrant their operation, even across a route like Niles Canyon.



While South Bay Connect improves passenger rail efficiency, the project will not affect freight train frequency.

WHAT IS THE PROJECT ABOUT?

The South Bay Connect project proposes to relocate the Capitol Corridor passenger rail service between the Oakland Coliseum and Newark (the Niles and Oakland Subdivision rail lines) to an existing rail line further west called the Coast Subdivision. This will facilitate future mobility improvements for Northern Californians by providing a faster, more direct route from the East Bay to San Jose, as well as improving passenger rail efficiencies.

This project will not change the number of Capitol Corridor passenger trains running between Oakland and San Jose – a maximum of 14 Capitol Corridor trains daily.



CCJPA is a partnership among six local transit agencies and provides fast, reliable, and affordable train service to 18 stations in eight Northern California counties.



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