

THE DIFFERENCES BETWEEN PASSENGER AND FREIGHT RAIL



Passenger trains are quieter, shorter and generally less impactful on the surrounding communities and environment.

The South Bay Connect project proposes to relocate Capitol Corridor passenger rail service between Oakland Coliseum and Newark from the current, inland Niles route to a new Coast route, closer to the Bay. This route shift will *decrease* the number of passenger trains on the Niles route, but will *increase* the number of passenger trains operating on the Coast route.

While passenger train traffic will increase along the Coast route, there is no expectation that this move will increase freight traffic as well. There are also important distinctions between freight and passenger rail service that are key to understanding the overall impacts of this project on the surrounding communities and environment. **HOW DO THEY COMPARE?**

| FREIGHT TRAINS | VS. | PASSENGER TRAINS |
|--------------------------------------|----------------|---|
| 1 mile (5,280 feet) or more | TYPICAL LENGTH | 400-700 feet |
| 5,000-10,000 tons | TYPICAL WEIGHT | 500-710 tons |
| 30-60 MPH | SPEED | Up to 79 MPH |
| Schedule varies depending on demands | SCHEDULE | Consistent daily schedule and few late night trains |

WHAT DOES THIS MEAN FOR ME? PASSENGER TRAINS...



Are quieter, faster, lighter and cleaner



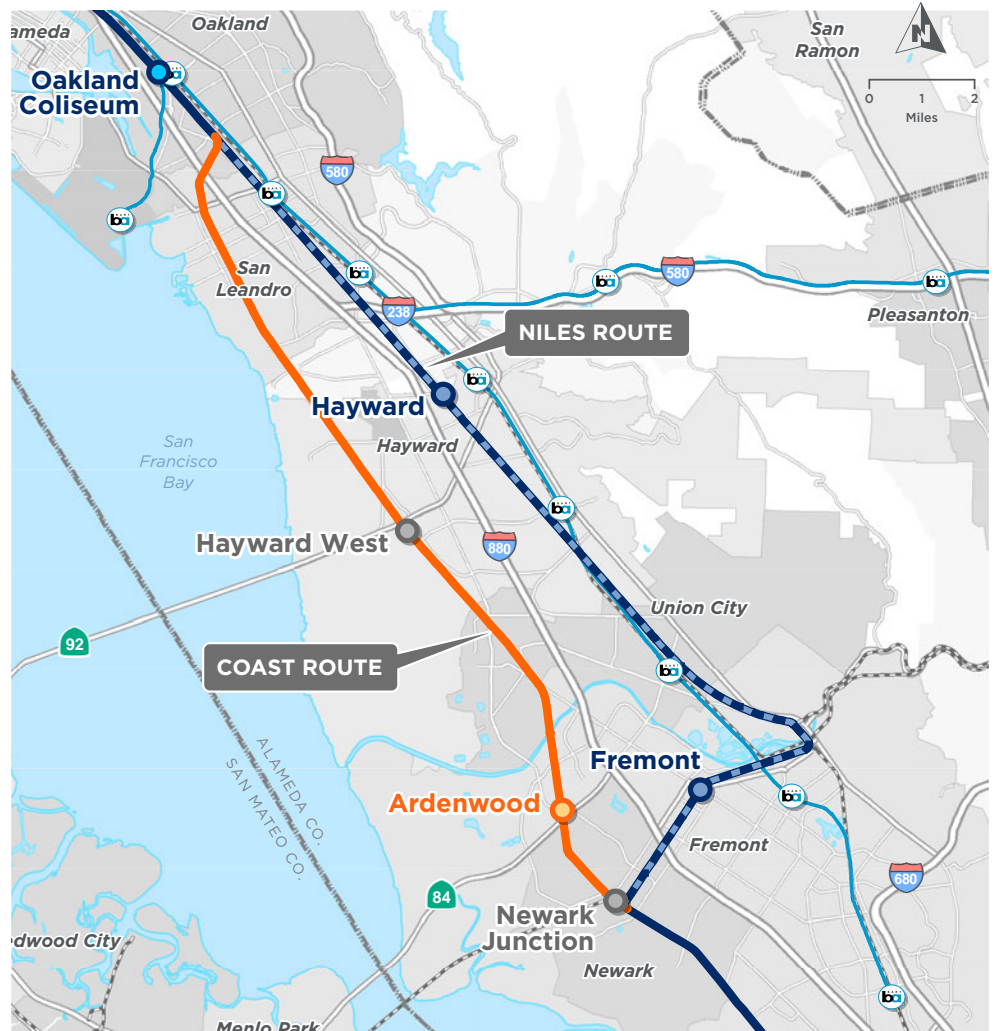
Are shorter and travel more quickly through communities, limiting wait times at rail crossings



Produce less noise, vibrations and emissions due to weight and technology

CREATING TRANSBAY CONNECTIONS & NEW TRAVEL OPTIONS

- + Relocating Capitol Corridor service from the inland Niles route to the western Coast route will shorten travel times and improve reliability for passengers.
- + While the shift will discontinue Capitol Corridor service to the Hayward and Fremont - Centerville stations, there are other passenger rail providers that offer travel options within the corridor.
- + Bay Area Rapid Transit (BART) also has a Hayward station and the Altamont Corridor Express (ACE) will continue to stop at the Fremont - Centerville station. These services offer travelers other passenger rail options.
- + Additionally, the project proposes to create a new intermodal station at Ardenwood, connecting Capitol Corridor passengers with buses and shuttles serving the Peninsula.



- Proposed New Station
- Potential Station Considered and Eliminated
- Existing Station
- Station where CC Service to be Discontinued
- ⓑ BART Station
- Railroad
- Proposed Capitol Corridor (CC) Service
- Existing CC Service
- CC Service to be Discontinued
- BART Service

DATA SOURCES: Caltrans, Alameda County, San Mateo County, Metropolitan Transportation Commission

South Bay Connect creates an integrated and efficient passenger transportation network.



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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