

NORTH VALLEY RAIL

CHICO • GRIDLEY • MARYSVILLE/YUBA CITY
PLUMAS LAKE • SACRAMENTO



NORTH VALLEY PASSENGER RAIL

Questionnaire Results Summary

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INTRODUCTION

From April 1, 2023–May 15, 2023, the North Valley Passenger Rail Corridor Project Team released a questionnaire online to collect initial feedback on how community members anticipate using the proposed North Valley Passenger Rail, possible opportunities and challenges regarding the alignment and stations, as well as connections to the stations. At the end of the campaign, the questionnaire received 506 responses, with a 95% completion rate. The average user spent 2 minutes completing the questionnaire.

The data provided by the summary will assist in providing data for the overall strategic plan currently being developed by the Butte County Association of Governments (BCAG).

PROJECT OVERVIEW



Currently, the North Valley region is only served by the once-daily Coast Starlight train between Seattle and Los Angeles. Without a dedicated passenger service, the region relies primarily on Thruway buses for transit connections to the rest of California. North Valley Rail will extend Altamont Corridor Express and Amtrak San Joaquin's trains north of Sacramento to integrate the region into the statewide rail network, including the future high-speed rail system.

Over the next several years, the more extensive Valley Rail program will bring Altamont Corridor Express (ACE) and San Joaquin trains along a new route north of Stockton via Midtown Sacramento and Natomas. North Valley Rail will build off these improvements to extend service north of Natomas. BCAG is closely coordinating with the San Joaquin Regional Rail Commission (SJRR) and the San Joaquin Joint Powers Authority (SJJPA), the managing agencies for both train services.



QUESTIONNAIRE PURPOSE & FORMAT

The questionnaire consisted of 10 questions with a combination of multiple-choice and open-ended questions. The questionnaire was hosted on the BCAG North Valley Passenger Rail project website (<http://www.bcag.org>).

The questions are as follows:

1

Where do you live?

2

Have you ridden passenger trains before?

3

What kind of trips do you anticipate taking on the North Valley Passenger Rail?

4

Where do you anticipate traveling to when using the North Valley Passenger Rail?

5

How do you plan to travel to the stations?

6

If buses were aligned with train arrivals/departures, would you consider taking transit to the station? If no, why not?

7

What would prevent you from using North Valley service?

8

What would you like to see included at the stations?

9

How often would you use North Valley Rail Service?

10

Please share with us any additional comments you have about this proposed passenger rail service.

QUESTIONNAIRE RESULTS

1

QUESTION 1: Where do you live?

HIGHLIGHTS: Chico was the most prominent, with 326 responses. Following was Paradise with 52, Oroville with 34, Somewhere else in Butte County with 13, Marysville/ Yuba City with 12, and Gridley with 11. Others include Sacramento, Palermo, Durham, Single Springs, Magalia, Berry Creek, Sacramento, Feather Falls, Redding, and Ukiah.

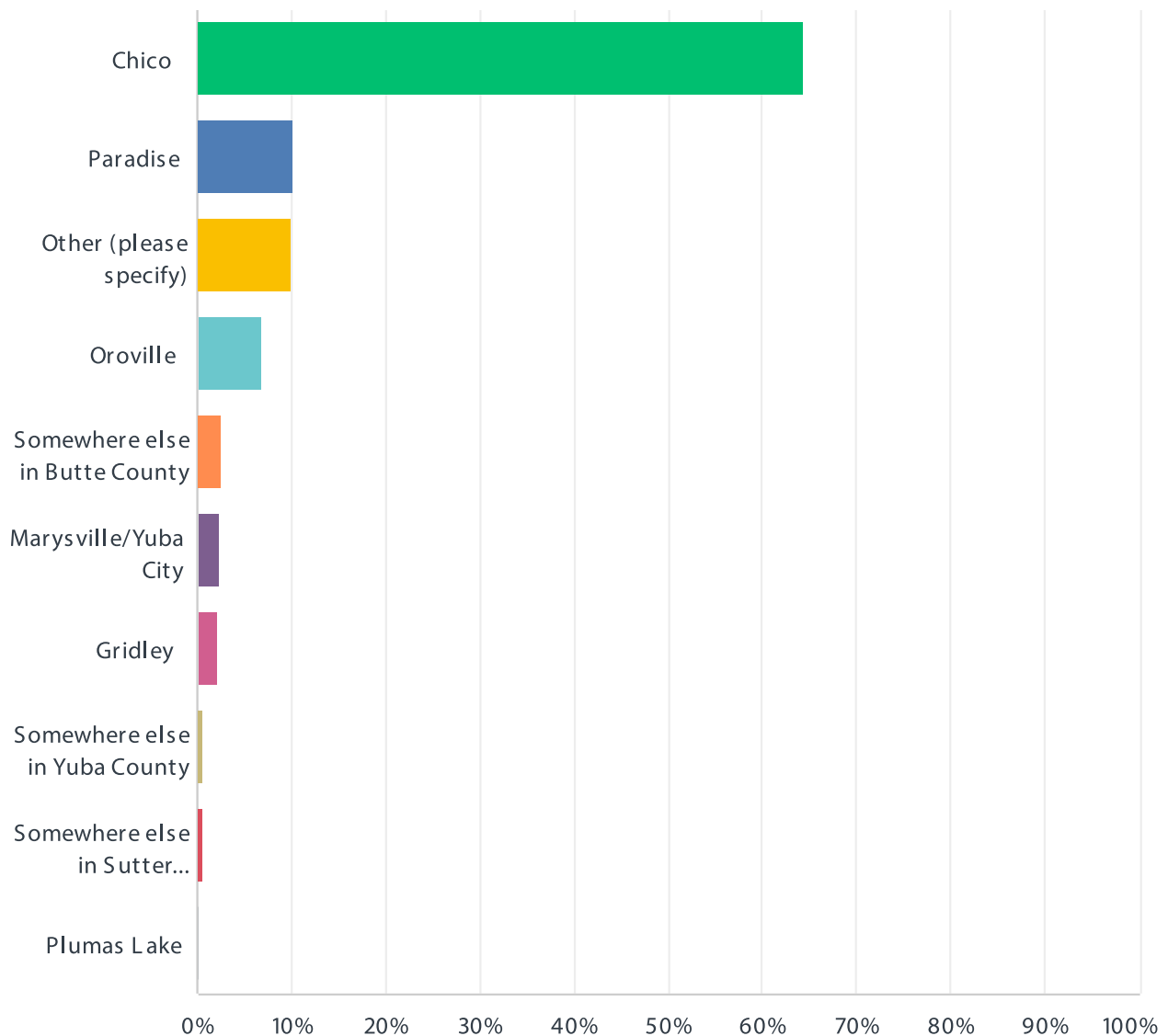


Figure 1: Question 1 Graph Results

2

QUESTION 2: Have you ridden passenger trains before?

HIGHLIGHTS: Of 506 responses, 425 said they've ridden a passenger train, while 78 said they have not.

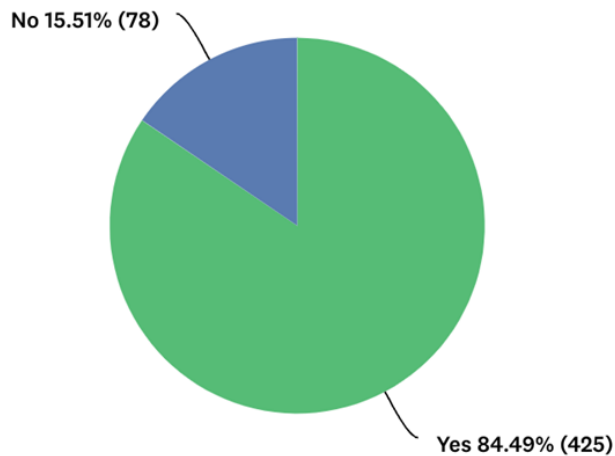


Figure 2: Question 2 Graph Results

3

QUESTION 3: What kind of trips do you anticipate taking on the North Valley Passenger Rail?

HIGHLIGHTS: Recreation/leisure was the dominant response, with 424 answers. Non-commute businesses travel with 163, Medical at 123, Commute at 91, School at 27, and Other at 83. Others anticipated trips included visiting family, airports, and SMF access.

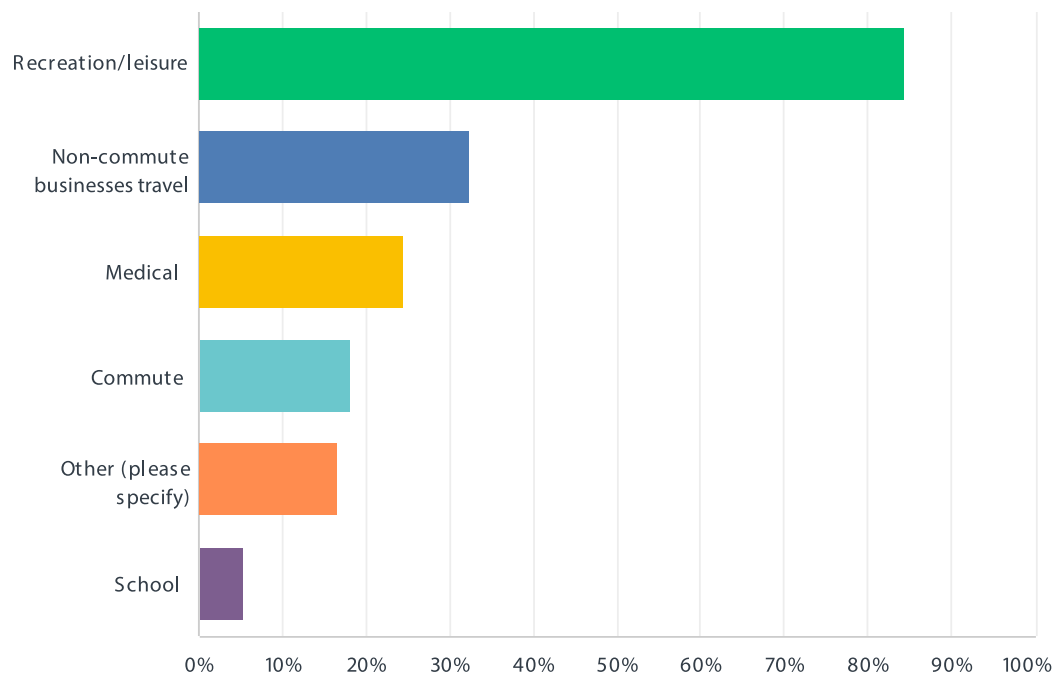


Figure 3: Question 3 Graph Results

4

QUESTION 4: Where do you anticipate traveling to when using the North Valley Passenger Rail?

HIGHLIGHTS: Sacramento was the dominant response, with 433 responses. Then the Bay Area with 350 responses, Southern CA with 214 responses, Butte, Yuba, and Sutter Counties with 201 responses, and San Joaquin Valley with 75 responses. Other responses included long-distance connections with Amtrak, the west coast, Tahoe/Reno, Stockton, San Luis Obispo, Utah, Nevada, and SMF.

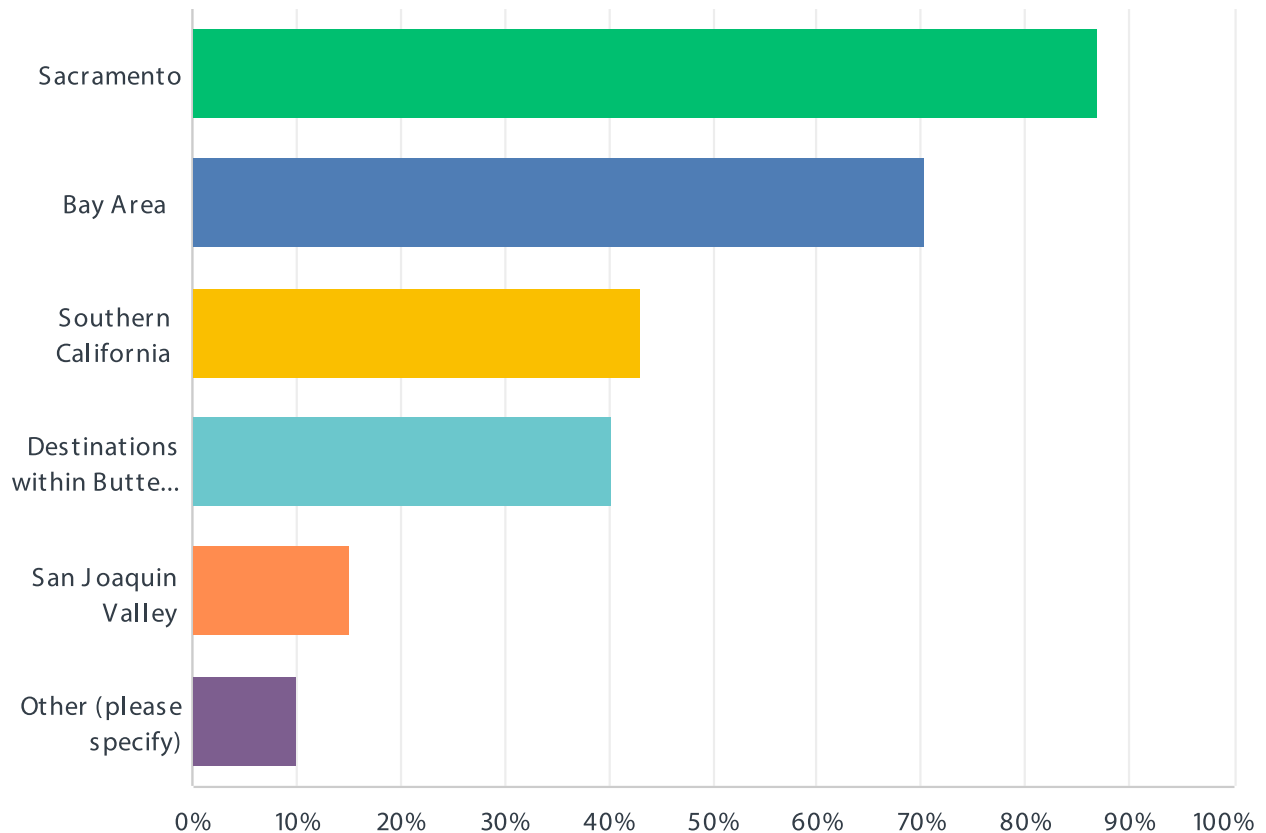


Figure 4: Question 4 Graph Results

5

QUESTION 5: How do you plan to travel to the stations?

HIGHLIGHTS: Personal car and park was the dominant response, with 190 responses. The Car/dropped off with 172 responses, Bike with 30 responses, Car/share with 27 responses, Transit with 24 responses, and Walk with 20 responses. Other responses included Paratransit, Bus, and Amtrak.

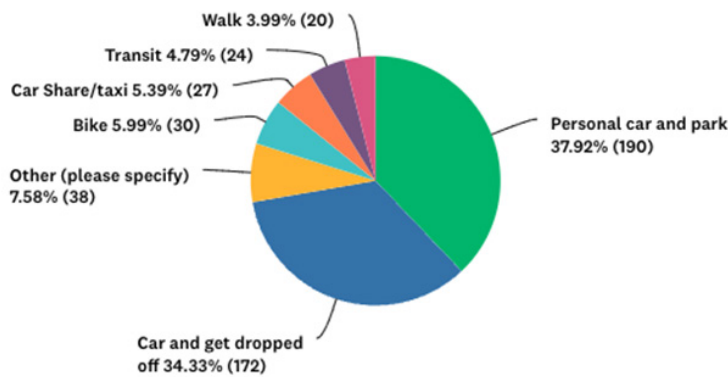


Figure 5: Question 5 Graph Results

6

QUESTION 6A: If buses were aligned with train arrivals/departures, would you consider taking transit to the station?

HIGHLIGHTS: Of the 506 responses, 392 said yes, while 115 said no.

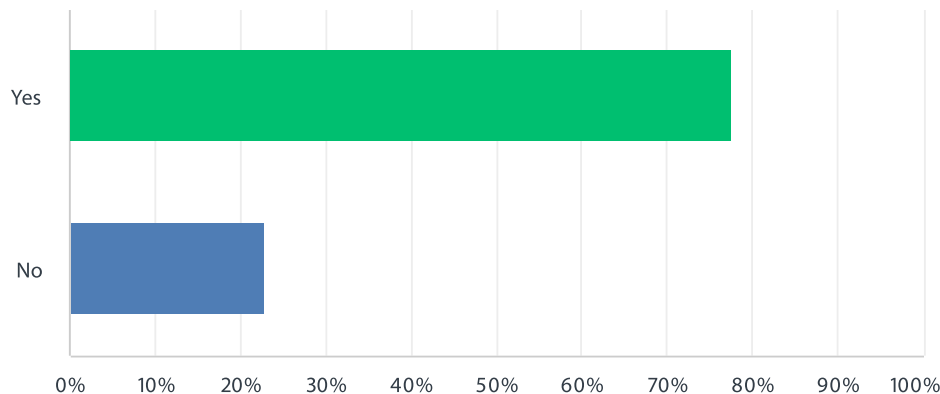


Figure 6: Question 6 Graph Results

QUESTION 6B: If no, why not?

HIGHLIGHTS: Barriers to considering transit to get to the station included concerns around bus scheduling, perceived personal safety concerns, handling luggage, cost, travel distance in rural areas, and preference for using automobiles.

See [Appendix A](#) at the end of this document for a complete list of responses.

7

QUESTION 7: What would prevent you from using North Valley Rail service?

HIGHLIGHTS: The route not fitting their needs was the dominant response, with 255 responses. The wait time was too long with 248 responses, too expensive with 208 responses, Station locations not fitting their needs with 150 responses, Lack of long-term parking with 89 responses, and Parking challenges with 87 responses. Other responses included personal safety and lack of other rail connections.

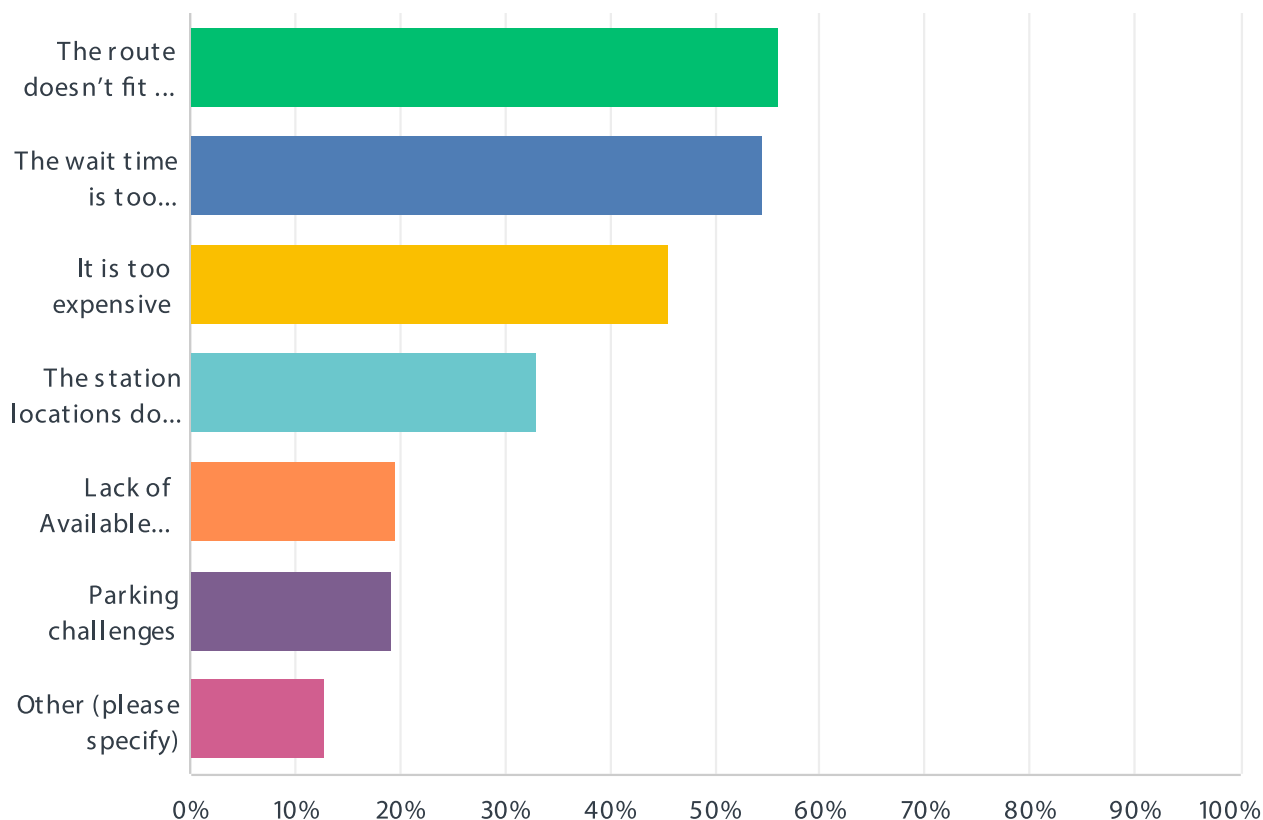


Figure 7: Question 7 Graph Results

8

QUESTION 8: What would you like to see included at the stations?

HIGHLIGHTS: Benches/seating was the dominant response, with 309 responses. Ample car parking with 304 responses, Shade structures with 293 responses, Landscaping with 198 responses, and Bike Parking with 174 responses. Other 116 responses like bathrooms, enhanced security, EV charging, ticket purchase kiosks, bicycle lockers, food vending, child-friendly spaces, disabled accessibility, and fewer “homeless” in train stations.

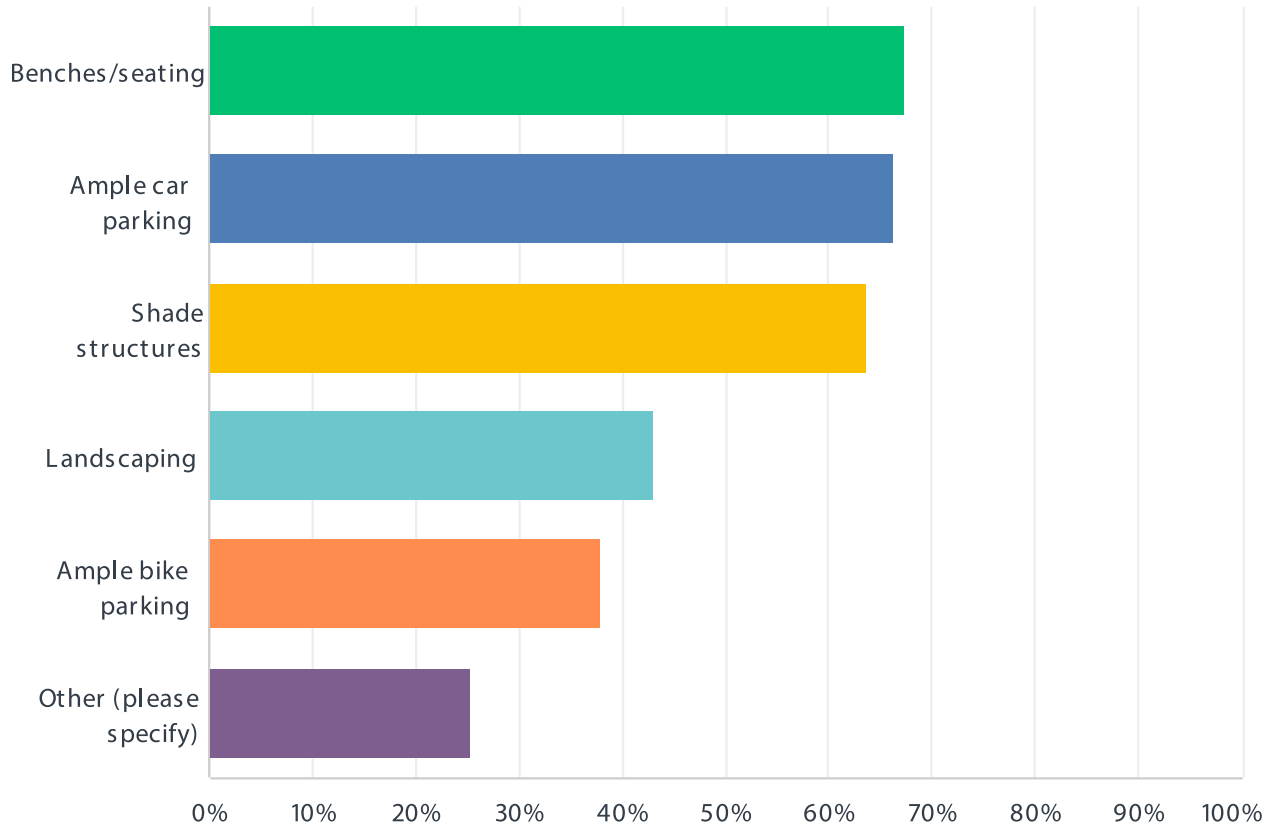


Figure 8: Question 8 Graph Results

9

QUESTION 9: How often would you use the North Valley Rail service?

HIGHLIGHTS: Occasionally was dominant with 189 responses. Once a Month followed by 134, then Once a Week with 51, Several Times a Week with 46, Other with 37, and I Would Not Use with 22 responses.

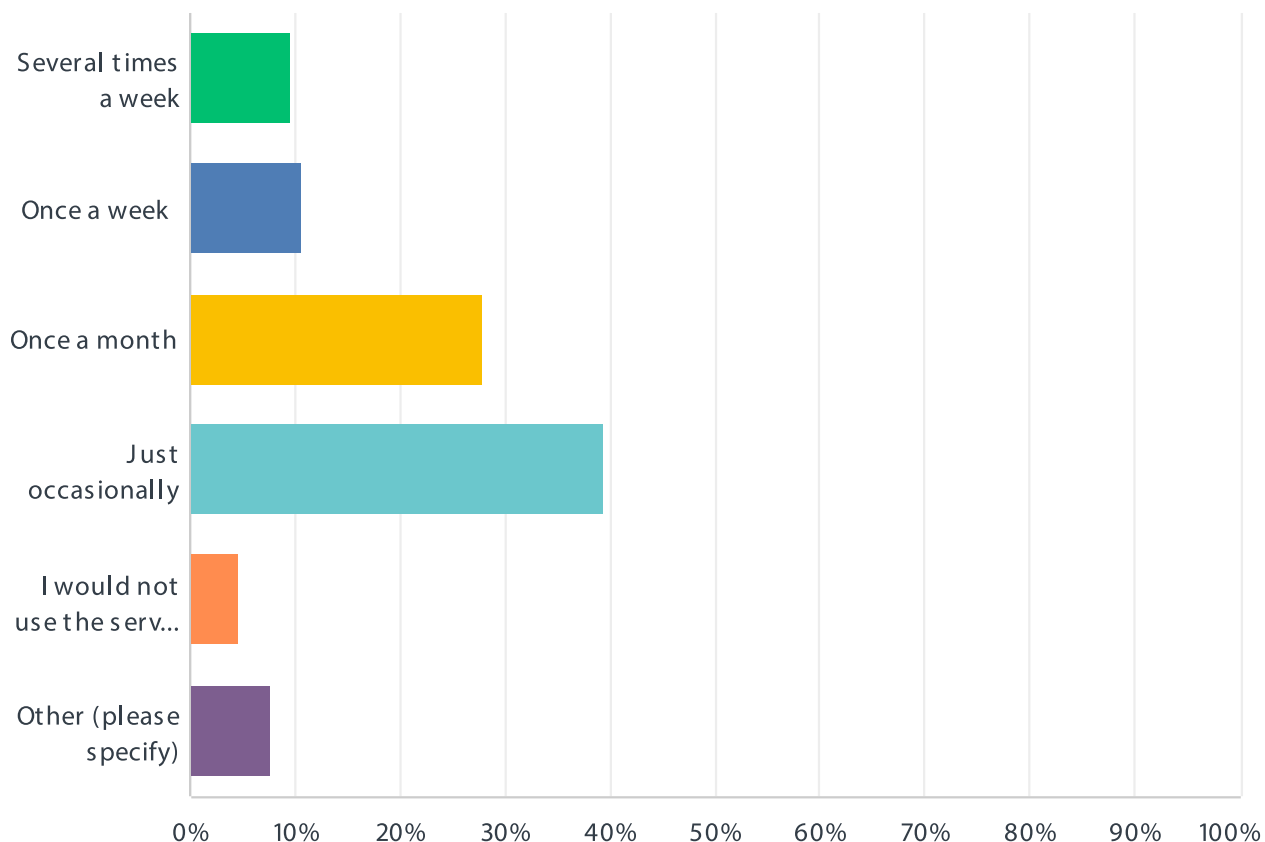


Figure 9: Question 9 Graph Results

10

QUESTION 10: Please share with us any additional comments you have about this proposed passenger rail service.

See [Appendix B](#) at the end of this document for a full list of responses.

PUBLICITY AND NOTICING

It was important that community awareness and outreach spanned across multiple counties and included priority populations in the process. AIM Consulting developed a Stakeholder Database of 156 community-based organizations, human service agencies, public agencies, schools, and cultural groups representing the various demographics that live and travel in the proposed plan area. AIM sent internal emails, two email campaigns, posted on social media groups and communities that were inside of the proposed plan area, and made calls to stakeholder representatives between April 13–May 4 to notify them about the community questionnaire and to ask them to promote it through their communication channels.



NEXT STEPS

The feedback from the February community meeting and this questionnaire will inform the strategic plan for the North Valley Rail. More information and project updates can be found at the project website, **northvalleyrail.org**, where people can subscribe to email updates.

Below are the organizations that promoted the workshop:

- Butte County
- Chico 211
- Chico Enterprise-Record
- Chico News & Review
- City of Chico – Deputy City Manager
- City of Chico – Government
- City of Chico – Public Works
- CSU Chico
- HACE – Hispanic Association for the Community and Education
- Hispanic Chamber of Commerce of Northern California (Chico)



northvalleyrail.org

APPENDIX A

Open-Ended Question 6A: If buses were aligned with train arrivals/ departures, would you consider taking transit to the station?

Question 6B: If no, why not?

- Taking luggage on a bus is difficult. Coordination bus schedules with bus schedules is impossible.
- I'm very close
- Chico needs better rail connection with Bay Area - Coast Starlight stops in the middle the night
- I have no need for this type of transportation.
- Don't go that way
- I live in a rural area and would use my own car to travel to the station.
- Busses suck
- Frightening characters ride the bus in Chico. If the clientele is different, I may consider the bus. I have ridden the bus in other urban areas, both domestic and international. Some areas have a culture of public transport and high level of service.
- Scared of buses
- Don't want to carry my luggage onto the bus.
- My car is more convenient.
- We live in Oroville it's a 30 minute drive to Chico? Add another 30 minutes and I don't have to wait for a train and I take my own car. This will help people in Chico NOT Oroville, Bangor.
- Privacy
- Can't see this working.
- Too many homeless on the city buses. It's no longer safe to ride city buses.
- I have other ways to get there that are safer
- I don't plan on using.
- Because I will take my own vehicle
- I like my car
- I hate them
- Bus takes too long

- Because that adds too much time to the trip.
- I would be concerned about transfers
- I prefer to invest in the airport in Chico
- Their There should be as few of stops as possible.
- Irrational fear of buses
- I don't mind the walk
- Luggage
- Don't feel safe on buses
- Convenience
- It's an option for very occasional use to the Sac airport but the North State has other more immediate needs.
- No bus stations near my home.
- too hard.
- It will end up being unsafe travel due to criminal activity
- chico small town
- Don't want to bring more people here
- Takes way too much time versus driving. Connections shut down leaving you stranded. No plan for 24 hour24-hour service to airport. Flight delays mean overnight at a hotel. Would rather move to Redding and get proper air service.
- No bus would have a stop close enough to where I live.
- Expense, schedule
- Public transit is very inefficient unless it runs on a timely and useful schedule. Our population density in Butte County is insufficient to support such service. Look at our local transit buses - they are basically empty most of the time
- I do not plan to use the train
- Don't like taking buses
- Not great clientele
- I live in Chico, so it is easier to have someone drop me off vs. trying to utilize city bus.
- I like too far from the bus stop.
- Cars = freedom and security.

- I find buses take longer than driving
- I don't like bus travel and it extends travel time
- I don't plan to use a rail service for travel. My experience using rail travel is that it is not worth the effort and lost time.
- In Chico, it would be easier to get a ride or Uber/ Lyft. I would not want to leave my car near the train station either.
- I don't like buses
- I prefer my car.
- I live in a rural area. Bus travel is impractical
- No. Connections and bus service is slow, and a pain. No interest
- Not my preferred choice
- I think it would add too much time and inconvenience.
- Easier to get a ride
- I bike easily and there is no bus close to my home.
- Don't live close enough to bus transit
- More convenient to use my own vehicle. I do not live near bus stations currently.
- Limited stops near my home.
- It would depend on whether or not I had luggage to also take with me.
- Too much time
- No bus route easy from my home.
- transit does not serve my area
- Live in country
- Convenience
- Takes too long

APPENDIX B

Open-Ended Question 10:

Please share with us any additional comments you have about this proposed passenger rail service.

- I wish a train had been available when I was commuting to the Bay Area. It's important to have early service in order for people who work a distance to use the train. Starting at 7:00 a.m. would be terrible; no point. 5:00 a.m., or earlier, would be better. I'm a huge rail fan for commute transportation.
- Your information suggests a terminal stop at Natomas. If the service does not connect with existing Amtrak service at Sacramento, it is doomed to failure.
- Parking and security -
- Great long term savings versus continuous road building and maintenance. Convenient, I've traveled on many commuter trains and they are so much better than driving.
- if parking lot, i would like cameras to be there, as i would be able to leave my car safely. Then i could take overnight trips out of town
- It is crazy we don't have rails service all around USA.
- My commute from chico to Sacramento to work is already very long. To use this as a commuter line which I very much hope to do daily, I can really only do so if it doesn't stop very much or at all in-between. Also, the timing is a critical factor as well. I hope it will start early enough and run late enough. I must be at work by 6:30am and my shift ends at 7:15pm and vice versa when I work nights.
- I will be surprised if this pipe dream does anything other than burn taxpayer money on an ineffectual, overpriced project that feeds backroom negotiated contracts.
- WIFI service would be a nice service on the trains. Clean, secure, safe and pleasant stations and trains would help reputation and ridership. Ample shade is necessary in the valley, you should consider ceiling fans.
- If you want me to ride my bike the bike parking will have to be lockers or inside. You cannot leave a locked bike outside ANYWHERE in Chico and expect it to survive the night.
- I like the idea of affordable, daily passenger rail service extending from Redding to Sacramento. This is an innovation that is long overdue in this part of the state.
- I love the ride to and from
- I am thrilled that this is in the planning stages, about to become a reality! It's been a long time coming - finally!

- I love trains. This is a great idea!
- It's a great idea, but safety and cleanliness will be important.
- I think this is a great idea and would love to see it happen!
- Can't wait to use the rails to get around!!
- I predominantly use the train to visit my family in Stockton but due to scheduling complications the only current option could not be more inconvenient, so I'm looking forward to seeing how this all turns out.
- This is not intended for Oroville use. We have to drive to Chico? We are the county SEAT!! Entice us by having a stop here???
- There is a dire need for a daily connection from Oroville to Sacramento!
- It would be nice to have stations with snacks and restrooms
- I just can't see this working.
- PLEASE. Get things going ...FAST It's really needed
- A heavy police and security presence
- Some of the extension area is very rural. Not sure it's worth tax dollars, but it could be helpful.
- Would use this service strictly as recreational diversion.
- I'm excited that rail service may return.
- Hope it goes through while I'm still around!
- Would like to see stations in Gridley, Chico, and Yuba City or Marysville, in addition to Sacramento, including a transfer to airport
- I've been wishing for this forever!
- Seems like a good idea to me.
- Excited for the possibilities!
- Due to Governor Nuisance bills passed, we have had a huge influx of homeless people living near the stations here in Nor Cal. I know they use the train yards as hotspots. I've heard firsthand. I'm hoping that'll change before this becomes yet another way for them to continue feeding off the system and tax paying citizens.
- Student and elderly rates please
- Is there really a need? All this money to have the trains run mostly empty. Biggest concern is having to coordinate air travel with train times, and I may need to get a hotel to wait an evening for the next train or plane. This does not meet my commute needs.
- This would be an amazing project that the north state truly needs.

- Love this plan! Can't wait for it to be completed already, it would be so nice having alternative options of commute to the Sac airport/Bay Area/SoCal without having to drive or fly.
- Making it affordable will increase ridership. I would much prefer to take a train and public transit to anywhere I go because driving is expensive and also kind of scary, but I am often forced to do taxis and ride shares because buses are often crowded, dirty, and have inconvenient or unreliable or difficult to understand schedules, and trains are often more expensive than driving. It makes it really hard to use public transit even though it's what I would prefer to do.
- It's past time we had better railway options. I'm glad we're making this happen.
- I don't want this. I would rather have an operational airport
- Too many stops in smaller towns, will slow down the speed of the train
- A key to people using them in Chico will be keeping the stations clean and people feeling safe.
- It should be ADA compliant and have the ability to take bikes on the train with passengers in order to create more eco-friendly transportation. It should also have more frequent travel times so as to create a more accessible way to commute and travel. If there's going to be a commuter train then it needs to suit the needs of the commuters.
- Great idea and much needed!
- Various departure times and arrival times, public transportation, safety at the stations, and parking. What about children on the rail, pets, and luggage?
- I noticed you did not mention disability access...it will be important to have accommodations for people with disabilities..priority seating especially!
- Bikelink.com Lockers at Stations
- depending on the route, cost, and accessible transit at the other end I might be able to broaden my use to visit family and friends.
- I love the idea.
- I'm hoping the schedule would run frequently, over 24 hours. I am also hoping the fares would be reasonable enough to deter other travel methods.
- I'm concerned with the cost.
- Law Enforcement-2 Officers per vehicle plus K9; 2. Unfetter law enforcement so they can do their job, let Chico be known as a no-bs city; 3. No Crime Lights and Video Recording; 4. Cite, Ticket, Haul off to Jail.. and make courts enforce! Even littering should have work detail assigned. If you don't get this far with what we have now, you are only dooming all that Chico can be by adding more to its plate
- I commute from Chico to Live Oak everyday and would love another option for travel. So more stops.... The schedule would be my main concern.
- We have several out of town visitors. This type of travel would be very helpful in getting them from the Sacramento Airport to Chico.

- We need this opportunity to help commuters, lower gas emissions, enable people to find new jobs, access to medical services lacking in Butte County, access to other services needed/available in Yuba, Sacramento Counties
- Build it and they will come!
- Growing up in the Bay Area, I often used public transportation, including the VTA Rail. I have always felt discouraged that there is no viable public transportation neither within nor outward from Butte County.
- I have concerns that the rail will increase the amount of transient population in our area and that the trains will become security concerns for those wishing to commute.
- Looking forward to having rail service
- Cocktails available Snacks Coffee
- coffee shop
- It needs to go directly to Sacramento airport
- I thought it was such a disservice not having a train station in Gridley
- looking forward to fast trains
- Thank you!
- Not sure this is a good use of public funding. If this would be a government funded project it would probably be extremely wasteful and provide little benefit in the long run
- The chico rail depot is a collector for transients, bums and druggies.
- It needs to be on time.
- Should not be attempted until CIC gets flight service back. Shows Chico can't have a wholistic strategy without being dependent on Sacramento. Makes Redding look like geniuses and us like idiots.
- I think it is about time that Butte County explore options for travel to Sacramento.
- Safety is important and security of passengers
- Please make busses or extra transport to/from the closest station to SMF and SFO airports included in the train price so people don't have to make a separate purchase if that is their destination
- This would be a huge plus for my family - we use current Amtrak system a minimum of twice per month and would love to have the option for the train from here south. Extra bonus if there was no need to switch trains or have a layover.
- I love the rail system it needs more locations, I drive to Sacramento to ride to the bay. I should be able to get on in Chico and ride to the bay with a transfer in Sacramento.
- I would like to travel by rail within California but Amtrak does not offer regular service. This project if it ran multiple trains per day would be terrific. I would use this service for day trips between cities.

- A connection to the Sac Airport will generate the most trips
- I can't wait for train service to the Bay Area that's not in the middle of the night like it is now.
- This rail service would provide a significant practical and symbolic purpose. As someone who loves to travel, doesn't own a car, and hates traffic, I rely on public transit to see all of California. However, I am unable to visit Northern California because of the current public transit gap between Yuba City and Chico, with exception of the infrequent Amtrak buses. Because of this, there is no way for one to travel from Central California to Northern California without a car. But with the advent of more rail projects in the future, the North Valley Rail can literally connect all of California! With this project it would be possible to travel from San Diego to Crescent City using only local public transit. Think of the marketing opportunities for tourism!
- Chico to Sacramento Airport is a route I would definitely use.
- Will it be high speed?
- frequent shuttle bus to airport SMF
- Important to include Chico State in the plans since so many students come from points south.
- This would be a FANTASTIC way to efficiently get to and from SMF if there were multiple times per day.
- this possibility is exciting: I hope it becomes a reality
- Crime, homeless, vandalism
- It would be awesome we are trying very hard to use rapid transit and other forms of transportation in place of cars and airplanes
- Overdue.
- Trains must be timely, allow bikes without having to box them up, and clean.
- Mostly schedule and cost
- Don't do it! Public transportation works in metropolitan areas because of the population density, excessive car traffic, and lack of vehicle parking places. Sans those ingredients, it would be a huge waste of resources.
- Hook it up to SMART in Sonoma/Marin for a vastly expanded network!!!
- I would much rather have our roads, current infrastructure repaired before spending money on this new project.
- FINALLY!!!
- We need this!
- Implement ASAP
- I'm very excited for this project. My only disappointment is that it will take 5 years to complete.

- This would be a great asset to get to Sac Airport
- I live traveling to different destinations
- If the train went directly to the Sacramento airport I would probably use it, but to have to transfer to a bus complicates the travel. Keeping travel time closely aligned with automobile travel times is also an incentive
- I feel that it is a waste of Tax Payer dollars to try to incorporate a rail system for Rural Northern California.
- We NEED something that connects our county to the rest of the state. As it is now our area is far too isolated, and this limits our opportunities.
- Would the North Valley Rail service allow for transportation of bikes
- a dog park would be great!
- From Downtown Sac there is now regular bus service from the airport. If I could just get to Sac from Chico, it would make getting in and out of Chico so much easier!
- A passenger rail service would be helpful in getting to the airport
- The sooner the better.
- I'm excited that this rail idea is in the works. Living butte county makes you feel stuck and totally dependent on a car.
- I am so excited about the possibility of expanded rail service!!! It's such a great way to get around, and it currently just sucks. You either have to take a bus or get up super early in the morning for an unstaffed train to travel to Sac or the Bay. Can't wait to travel by train!
- The climate has been changing for millions of years and will continue to do so regardless of what us mere humans do to change that.
- Making sure it's clean & there isn't weird people to have to deal with that makes it dangerous for women & children
- This is not high-speed rail and is not frequent enough for my needs. This is simply a commute option to sell houses in Chico. Not interested in this design
- Increasing a community's access to a shared transportation resource has exponential benefits, in terms of ancillary business potential/ a node for community-strengthening through business and social interactions.
- I feel that this would greatly benefit our community both from an ecological perspective as well as a transportation perspective.
- Love this! This will be a great way to cut down on traffic, air pollution, and be an overall safer way to travel. I commute to the San Joaquin Valley every month. Hate driving it! Being on a commercial train will make it more feasible to spend more time doing what I need to do.

- Love the idea and would use it often to visit local, regional, state, national and international areas. Great idea that I hope can take hold. Would prefer riding over driving any day!
- Incorporating local community's within the stops. Sacramento airport has vending machines that offer local artists and makers wares. That way people can learn a little about small LOCAL businesses to support
- If you are going to build this service (and spend the money they are talking about), seems like it would make more sense to run on the UP Valley Sub. There are opportunities for more stations in populated areas, potential sponsorship of parking and other infrastructure, and utilize more existing Amtrak stations. In addition, it would give alternate service for the Coast Starlight by serving a few different stations, but still connecting on either end, and connecting with the California Zephyr, San Joaquins and Capital Corridor as well.
- Only concern is the criminals spreading out and gangs getting around easier
- It would be very helpful with traffic and energy saving
- Do it now!
- military discount would be a plus & a huge incentive for me to use more consistently.
- This would be a wonderful service to get to SMF and possibly to go to Sacramento for entertainment and shopping, if buses are convenient.
- Please come to Redding!!!
- Never heard of this before this survey.
- Being able to carry bikes on the train is important to me. My most frequent destination would be the Bay Area, (Oakland/Berkeley) so a useful and well timed connection to the Capitol Corridor is important
- This seems like a wonderful idea
- Very excited for simple accessibility to Sacramento from Chico.
- Dog friendly would be awesome!
- This would be awesome for one day trips. I always wanna go to Sac but I also want to be environmentally friendly.
- Possible extension to Redding?
- I would like to see a good connection with Sacramento Airport as this is the most likely use for me use rail services. trave at least twice a month to Sac International
- I think it's critical to have the station Downtown. It will promote community in the downtown area, support the businesses there, be more easily accessible for folks not driving who love anywhere in the city, and be a structure to build around for generations
- We should be spending more state money on stuff like this and less on highways.

- It is an excellent idea. There is no easy way to get to Sacramento or San Francisco now besides driving.
- Electrify this route as much as possible
- needs to have Wi-Fi and bathrooms, safe stations that meet up with other transportation services like transit or bike share.....something.
- If service included a stop at or near SMF my family, friends, and I would likely use rail service exclusively for transit to SMF
- I would like to be able to take a cargo bike on-board. It would great if reservations are not required (I think Capitol Corridor does this.) with no assigned seating. I can get on whenever and pay on the train.
- I love the idea of train travel, it's great for the environment. However, since Oroville has been bypassed for this opportunity, you have lost a large majority of clientele that don't drive.
- Although I shared many concerns that might keep me from using this rail service, I really want it to happen and be successful, and would work hard to make it work for me out of concern for the climate, and also to reduce the stress of driving long distances. Thank you for asking.
- We need a train to Oregon
- Trains ending in Butte County are not viable. The need is for more interstate trains to serve our region. The present two trains serving Chico are frequently "Sold Out". That is where the need is and what is viable!
- I am at a stage in my life where I have no need to travel outside of Butte County
- I think it is long overdue-- I am very excited for it to begin
- Please ensure that routes from Chico stop at convenient and accessible stations in Sacramento. The route needs to stop at the Sac Valley Station to be useable for most people in the north state. The Natomas station is not convenient and will not serve us. This should connect to downtown sac/sac valley.
- Love the opportunity to ride train



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