

# North Valley Passenger Rail Strategic Plan

Project Development Team Meeting #1

Thursday, March 24, 2022



# Introductions





# Meeting Agenda

- 1) Introductions
- 2) Background on NVPRSP (Chris Devine/Jon Clark, BCAG)
- 3) SJRRC/SJJPA Existing Passenger Rail Service and Valley Rail Project Overview (Dan Leavitt, SJRRC/SJJPA)
- 4) NVPRSP Scope and Schedule Overview (Daniel Krause, AECOM)
- 5) Initial Planning Assumptions (Daniel Krause, Daniel Hartman, AECOM)
- 6) Public Outreach (Gladys Cornell, AIM Consulting)
- 7) Next Steps/Next Meeting (Chris Devine/Jon Clark, BCAG)



# Project Background

(Chris Devine / Jon Clark, BCAG)



# Project Development Team

## Purpose

- Review key deliverables and provide input as plan is developed

## Composition

- Includes city and county representatives within study area as well as Caltrans, SACOG, and transit agency representatives

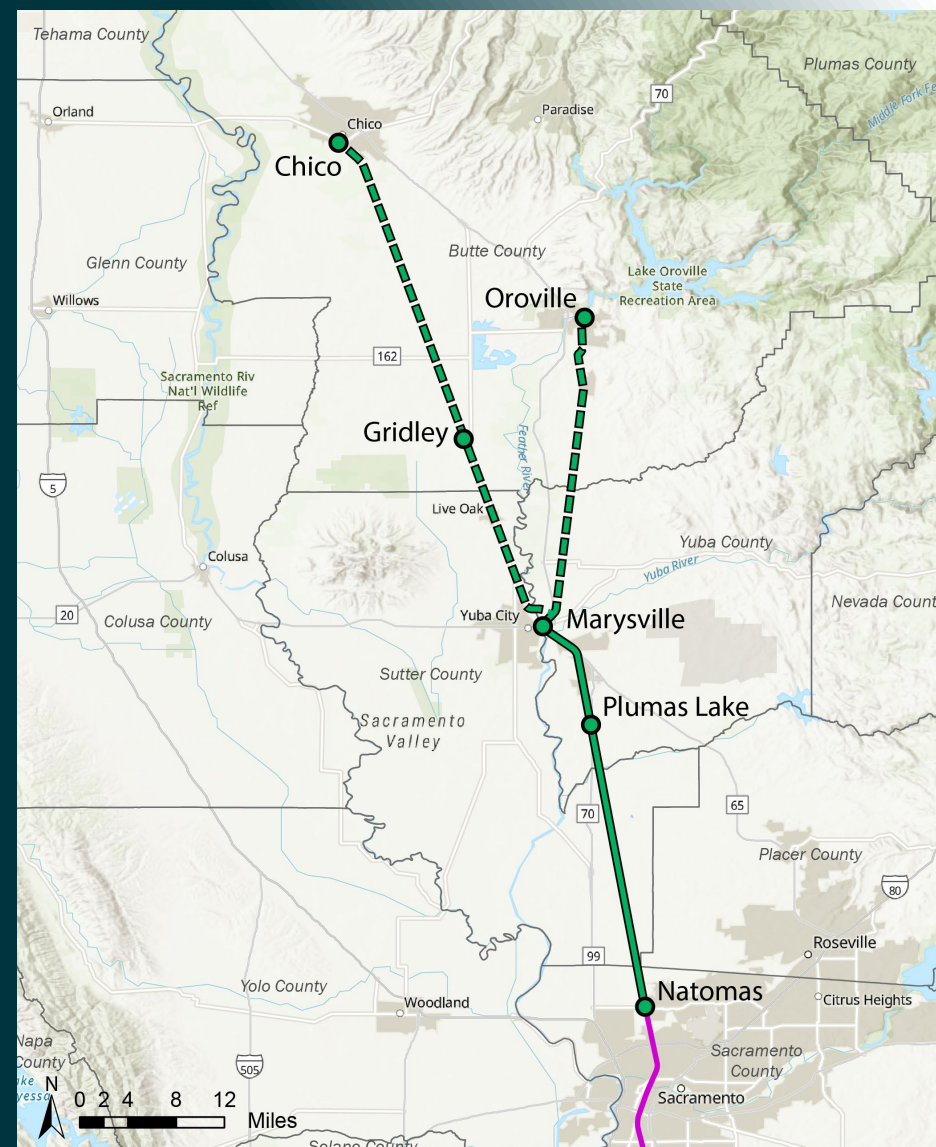
## Schedule

- Quarterly meetings (virtual)

# Project Overview

## New passenger rail service for North Valley

- Extend Valley Rail ACE and San Joaquins trains north from Sacramento Region (i.e. planned Natomas Station)
- Integrate North Valley into statewide rail network
- Study two alignment options:
  1. Chico-Natomas
  2. Oroville-Natomas





# Background

## 2018-2020

- Initial discussions between BCAG and SJRRC/SJJPA on extending services to Butte County

## January 2021

- Coordinate with SJRRC/SJJPA, Caltrans and UPRR to submit grant application

## Summer 2021

- Awarded \$500,000 in Caltrans Sustainable Transportation Planning Grant Funds



# Background

## Fall 2021

- Completed Request for Proposals process to retain qualified consultant team (AECOM & AIM Consulting)

## January 2022

- Project kick-off meeting with BCAG, SJRRC/SJJPA and AECOM/AIM
- Refine scope and schedule
- Initiate work on study
- Establish Project Development Team contact list
- Develop initial stakeholder contact list





# Background

## February 2022

- Initiate work on Initial Planning Assumptions including internal workshop
  - Potential Station Locations
  - Layover and light maintenance facility locations
  - Initial service levels and configurations
  - Schedule
  - Consideration of bus schedules

## March 2022

- Complete draft of Initial Planning Assumptions

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# **SJJPA / SJRRC: Existing Passenger Rail Service and Valley Rail Project**

**(Dan Leavitt, SJRRC/SJJPA)**

# San Joaquins Overview

- 364 miles
- 11 Counties
- Serves 18 Stations
- 7 Daily Round-Trips
- 2 Between Bakersfield and Sacramento
- 5 Between Bakersfield and Oakland
- Over 1.1 million passengers a year



# Altamont Corridor Express



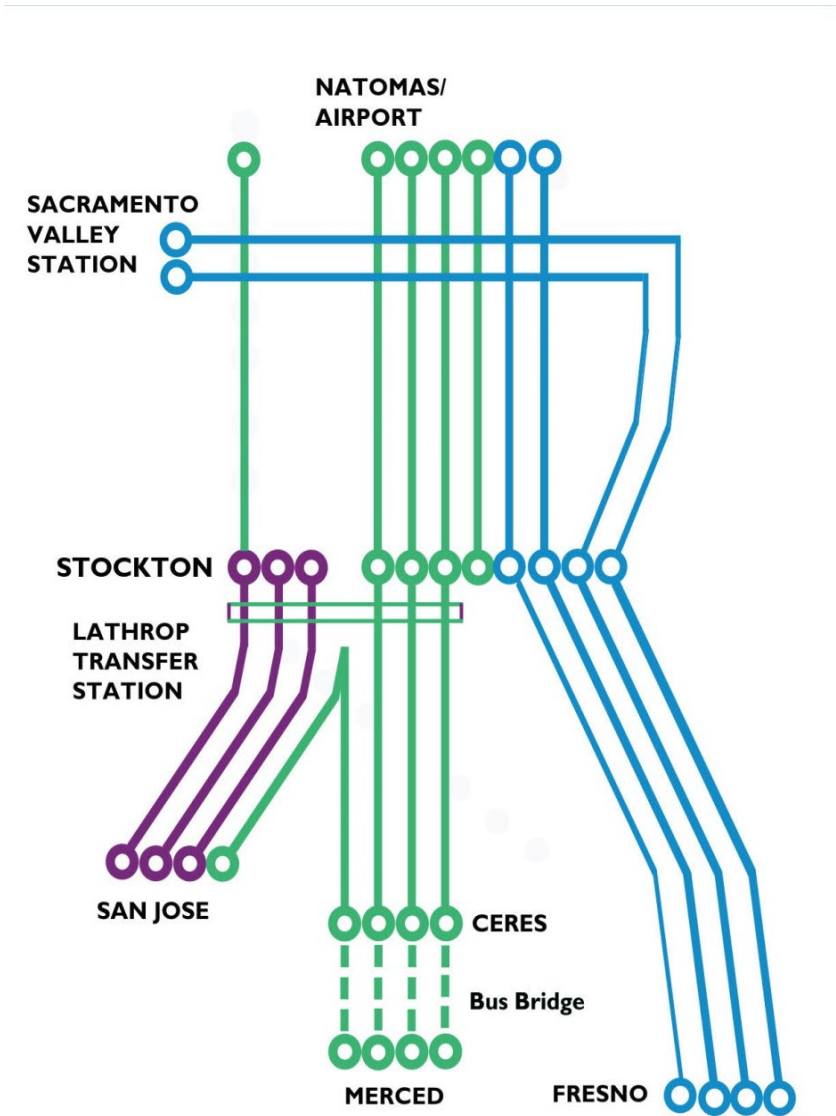
# Valley Rail Program



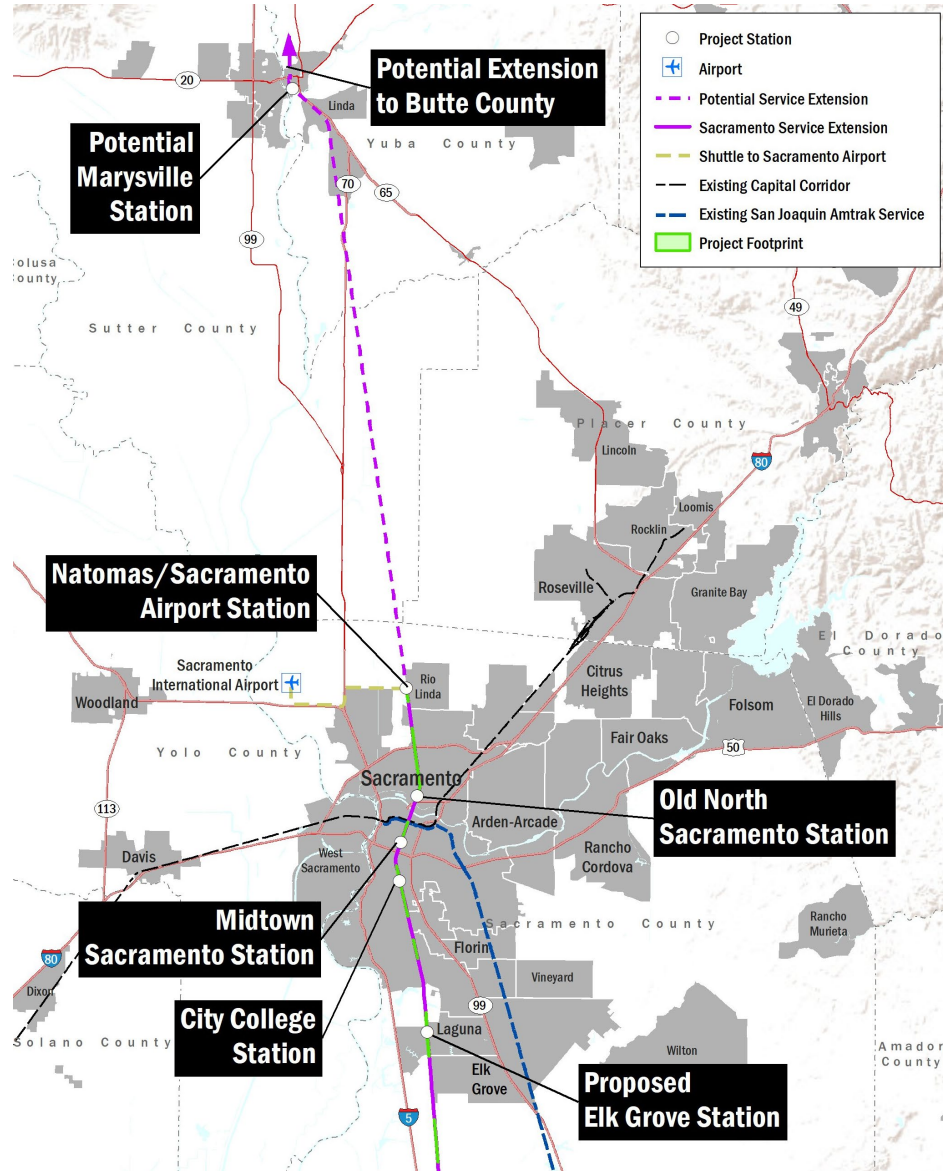
- Valley Rail Program includes expansion of both ACE and the San Joaquins Services
- Valley Rail has received about \$1.3 billion in state and other funding sources
- First round-trip to/from Ceres and Natomas by 2024



# Valley Rail Daily Round-trips

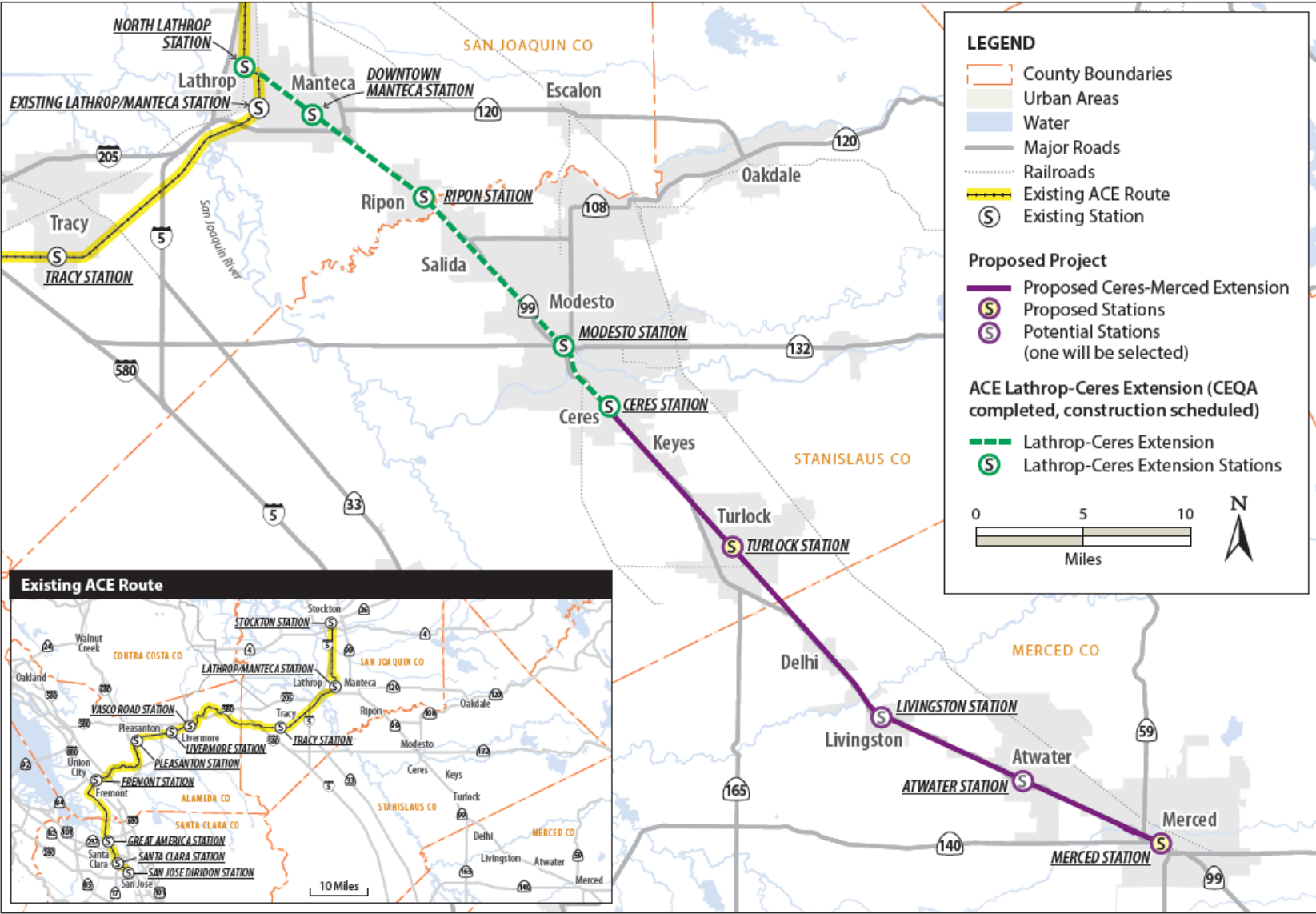


# Overview of the Valley Rail Sacramento Extension



- Service to Sacramento Valley Station via current route is capped by UPRR
- UPRR Sacramento Subdivision will support additional San Joaquins service and new ACE service.
- Working with Butte CAG and SACOG to plan for further extension north to Yuba City/Marysville and Butte County

# Overview of the ACE Lathrop to Merced Extension





# Statewide Overview





# Merced Intermodal Track Connection (MITC)





# Stockton Diamond Grade Separation Project





**San Joaquin Regional Rail Commission:** [www.sjrcc.com](http://www.sjrcc.com)

**San Joaquin Joint Powers Authority:** [www.sjjpa.com](http://www.sjjpa.com)

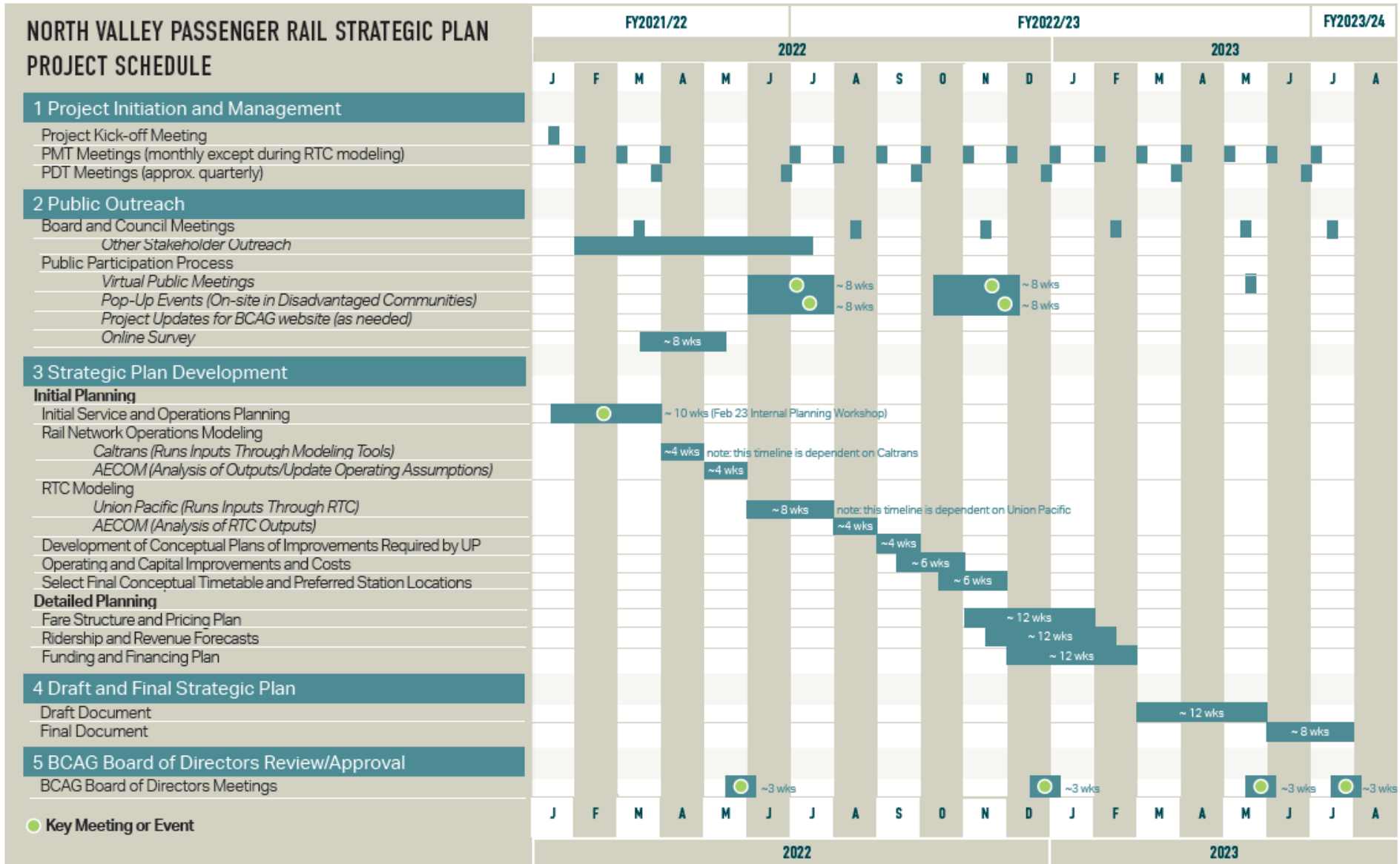
[Dan Leavitt, Manager of Regional Initiatives](mailto:dan@acerail.com)  
[dan@acerail.com](mailto:dan@acerail.com); (530) 400-9475



# Scope and Schedule Overview

(Daniel Krause, AECOM)

# Project Schedule/Next Steps



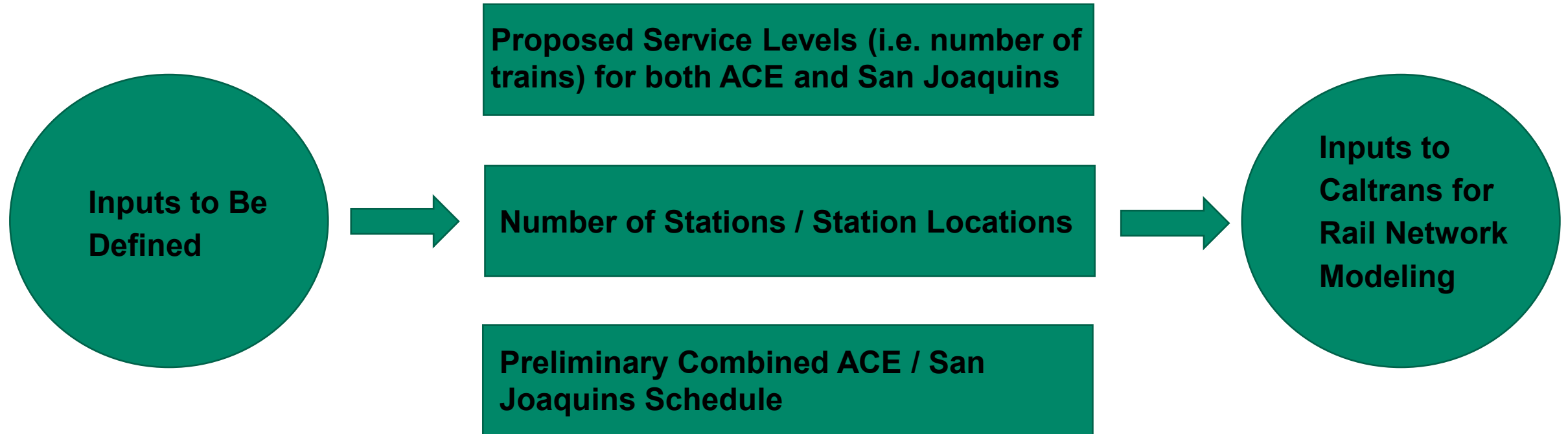


# Initial Planning Assumptions

(Daniel Krause and Daniel Hartman, AECOM)

# Assumptions to be Defined for Network Rail Modeling

**Define the inputs to be submitted to Caltrans for rail network modeling for Mid-Term Planning Horizon (i.e. service start date of around 2030)**



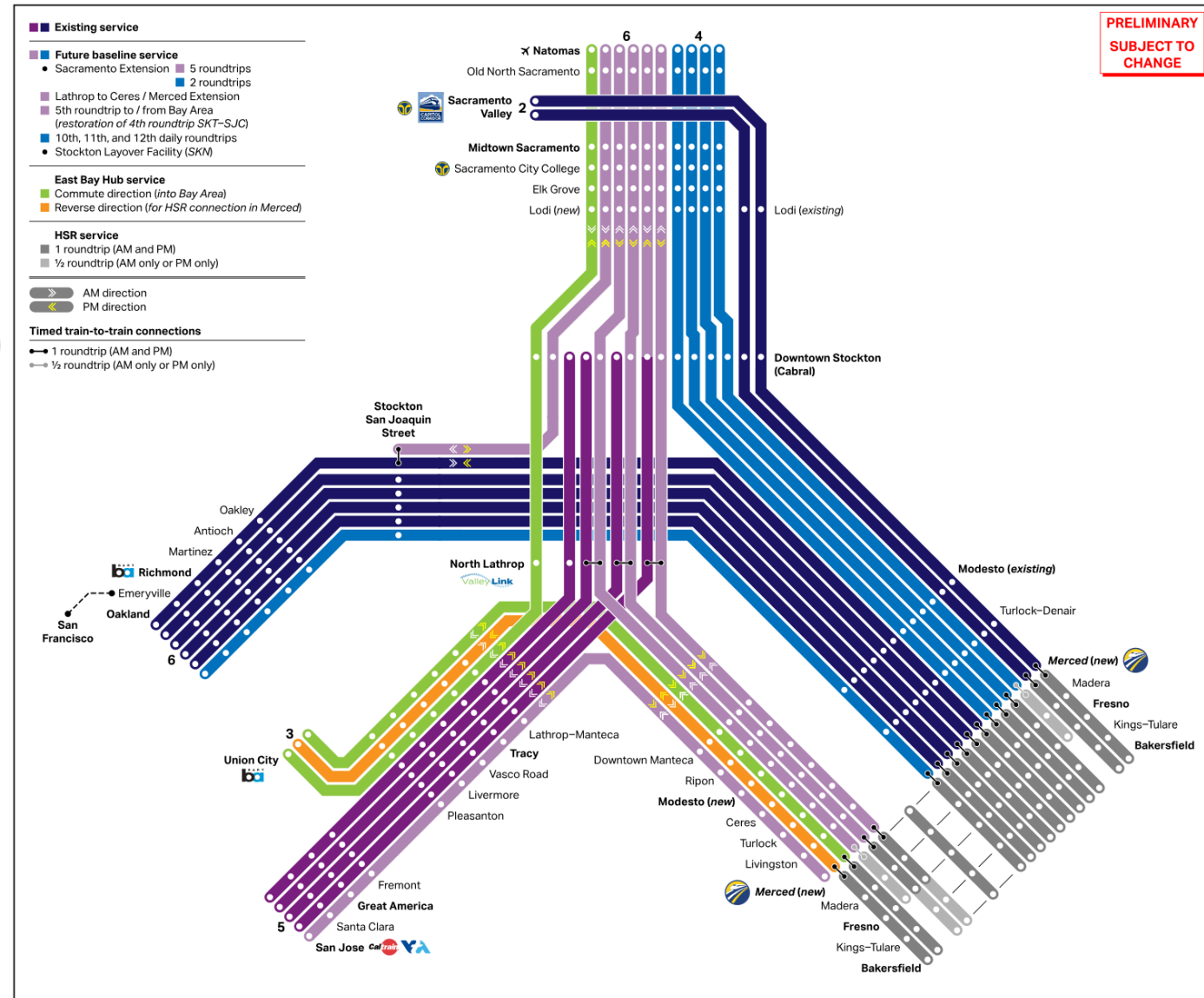


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# Initial Planning Assumptions: Service Plan

# Baseline ACE/San Joaquins 2030 Service Plan (not incl. North Valley Rail)

- **Valley Rail Natomas Extension**
  - ACE: 6 roundtrips/day
  - San Joaquins: 4 roundtrips (in addition to 2 at Sacramento Valley)
- **ACE to Merced**
  - 4 roundtrips (3 from Natomas; 1 from San Jose)
- **ACE to Union City**
  - 3 roundtrips (2 from Merced; 1 from Natomas)
- **San Joaquins to Merced**
  - 4 roundtrips to/from Natomas
  - 2 roundtrips to/from Sacramento
  - 6 roundtrips to/from the Bay Area
- **All trains would have timed HSR connections at Merced**
- Note: The service plan is illustrative and subject to further planning.



# North Valley Rail – Anticipated Travel Markets

## Which markets to serve / capture?

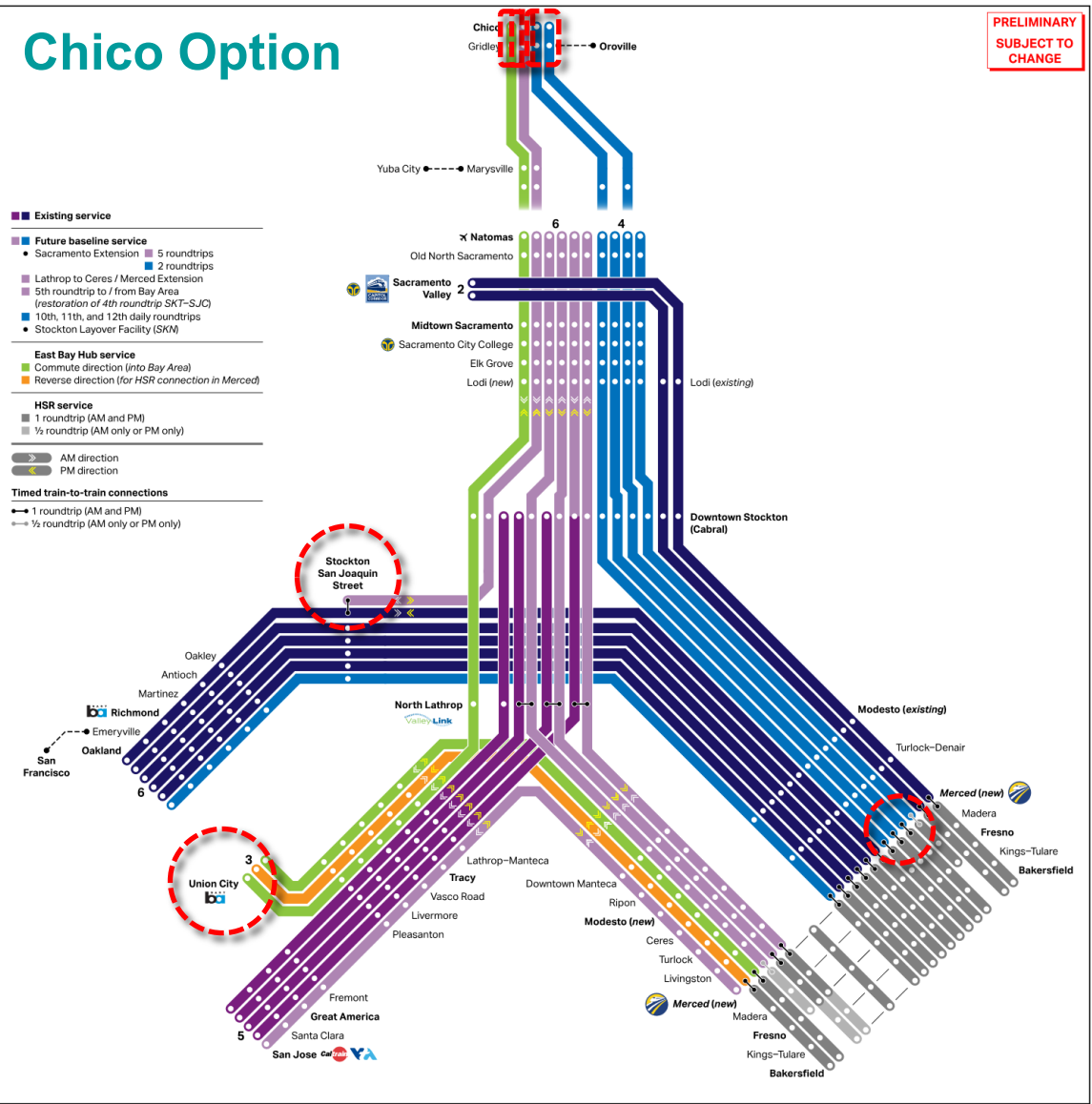
- **Geography**
  - Local/regional:
    - North Valley
  - Interregional:
    - Sacramento Region
    - San Joaquin Valley
    - San Francisco Bay Area

- **Trip purpose**
  - Commute
    - To Sacramento
    - To Bay Area (for occasional commuting)
  - Business
    - Case example: Work meeting in Fresno
      - Riders would utilize a North Valley Rail train with connection to a high-speed rail train)
  - Leisure
    - Case example: Trip to Bay Area
      - Riders would utilize a North Valley Rail train with connection to the San Joaquins in Stockton or to BART in Union city
  - Other
    - Case example: Chico State students going home for a long weekend

	Chico Option		Oroville Option	
Length (mi) (from Natomas)	75		58	
Stations and Distance (mi) (from Natomas)	Plumas Lake	24	Plumas Lake	24
	Marysville	33	Marysville	33
	Gridley	50	Oroville	58
	Chico	75		

# North Valley Extension

## Chico Option



Proposed North Valley Rail service builds off the Valley Rail service to Natomas to maximize integration and cost efficiencies.

## Envisioned Service Levels and Routes:

- **ACE:** (1) Union City
- **ACE:** (1) San Joaquin Street
- **San Joaquins:** (2) Merced

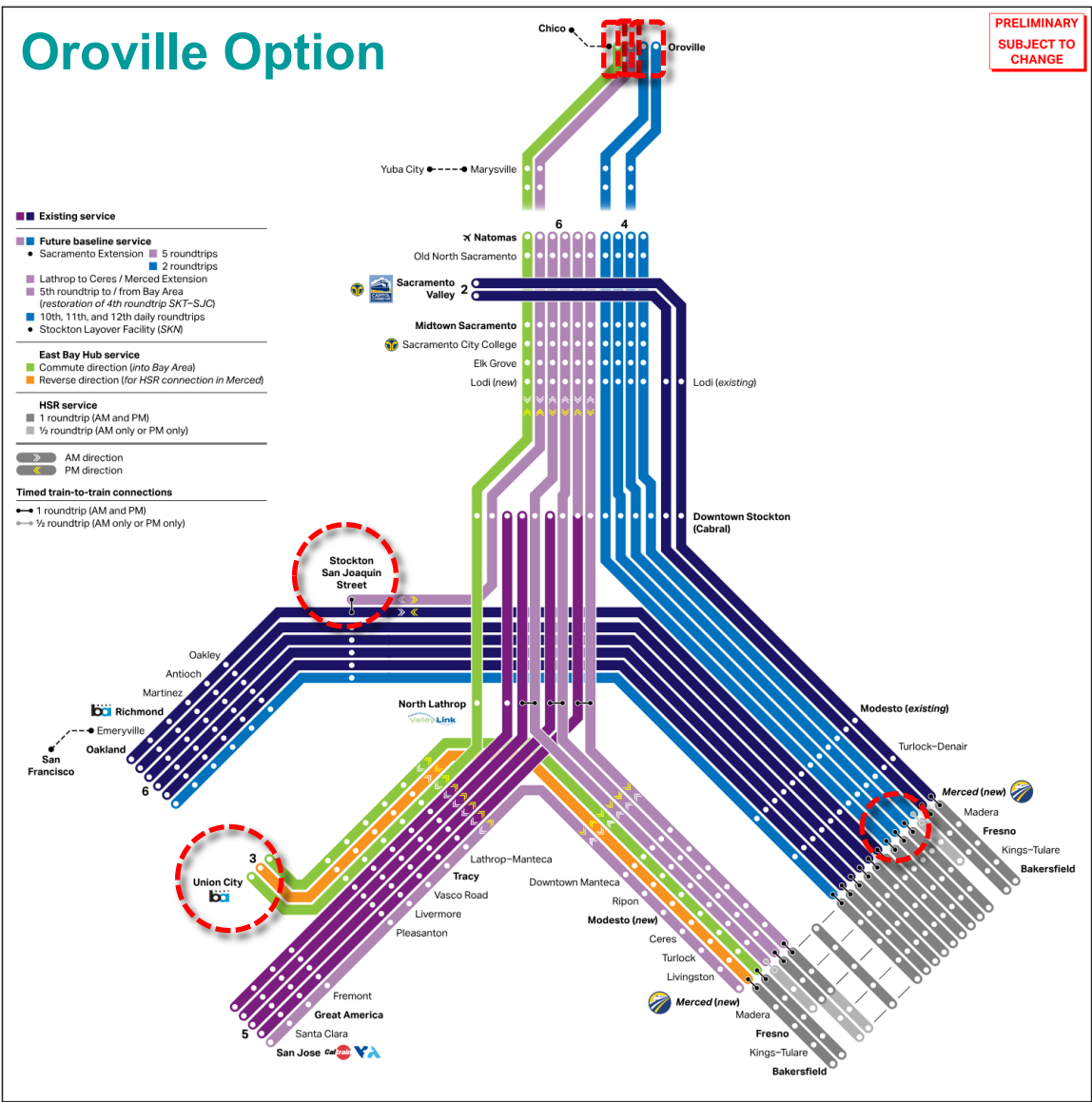
## Potential to Phase-In Service (2 Roundtrips Initially):

- **ACE:** (1) San Joaquin Street
- **San Joaquins:** (1) Merced

Note: Service levels and service configuration are illustrative and subject to further planning.

# North Valley Extension Service Plan

## Oroville Option



Proposed North Valley Rail service builds off the Valley Rail service to Natomas to maximize integration and cost efficiencies.

## Envisioned Service Levels and Routes:

- **ACE:** (1) San Joaquin Street
  - **ACE:** (1) San Union City
  - **San Joaquins:** (2) Merced
- \*This is illustrative at this point.

## Potential to Phase-In Service (2 Roundtrips Initially):

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Note: Service levels and service configuration are illustrative and subject to further planning.

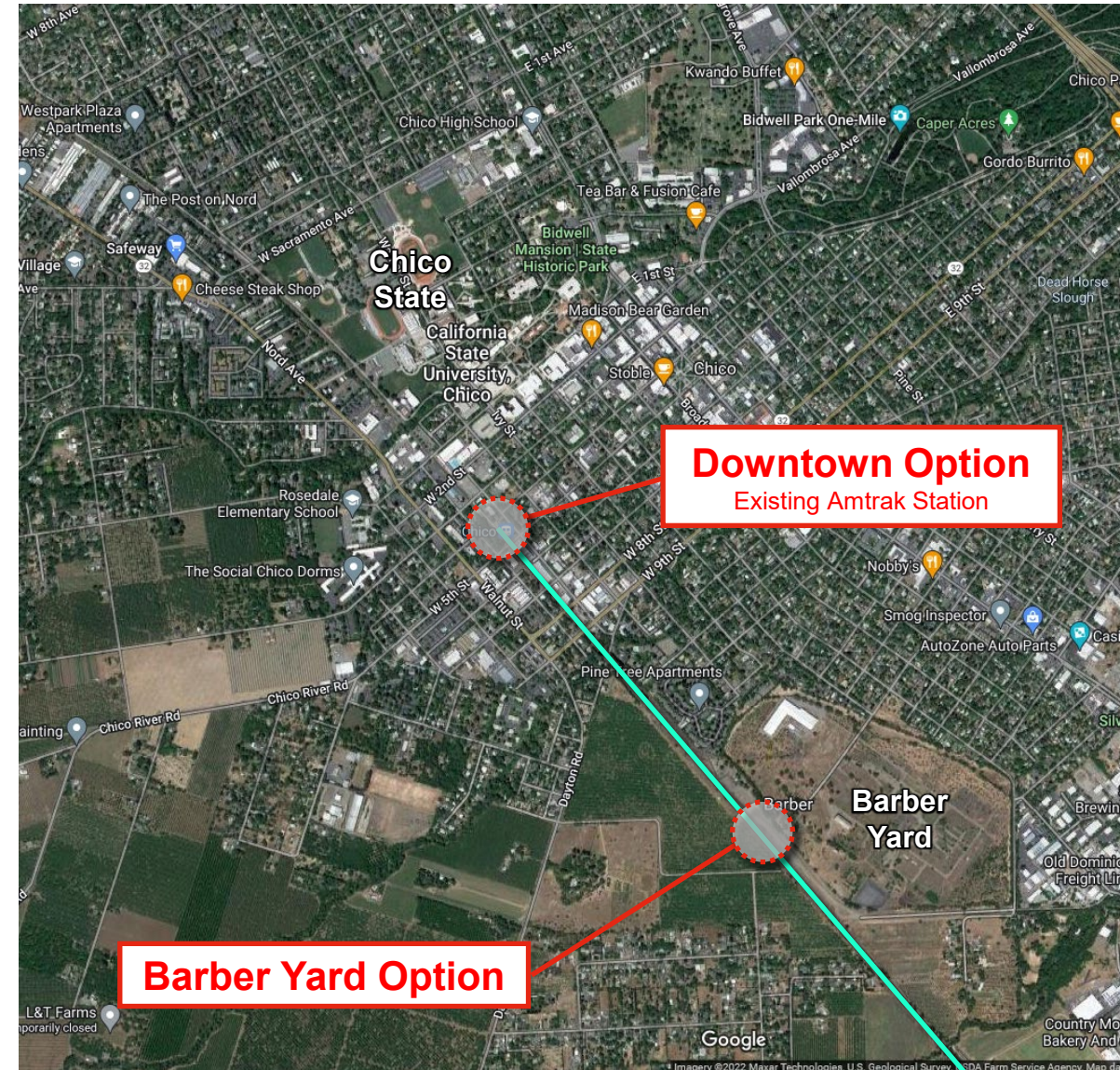
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# Initial Planning Assumptions: Station Locations



# Chico – Station Sites Being Studied

- Primary population center (95,000) of Butte County and home to Chico State University
  - Significant ridership market from affiliates (students, faculty, staff) and visitors
- **Downtown Option**
  - Existing Amtrak station in central location accessible from entire city
  - Downtown placemaking and revitalization opportunities
  - Walking distance to Chico State
  - Longer trains may require street closures
- **Barber Yard Option**
  - Brownfield site (former Diamond Match factory)
  - Designated Special Planning Area and TOD opportunity
  - All-new station





# Oroville –Station Site Being Studied

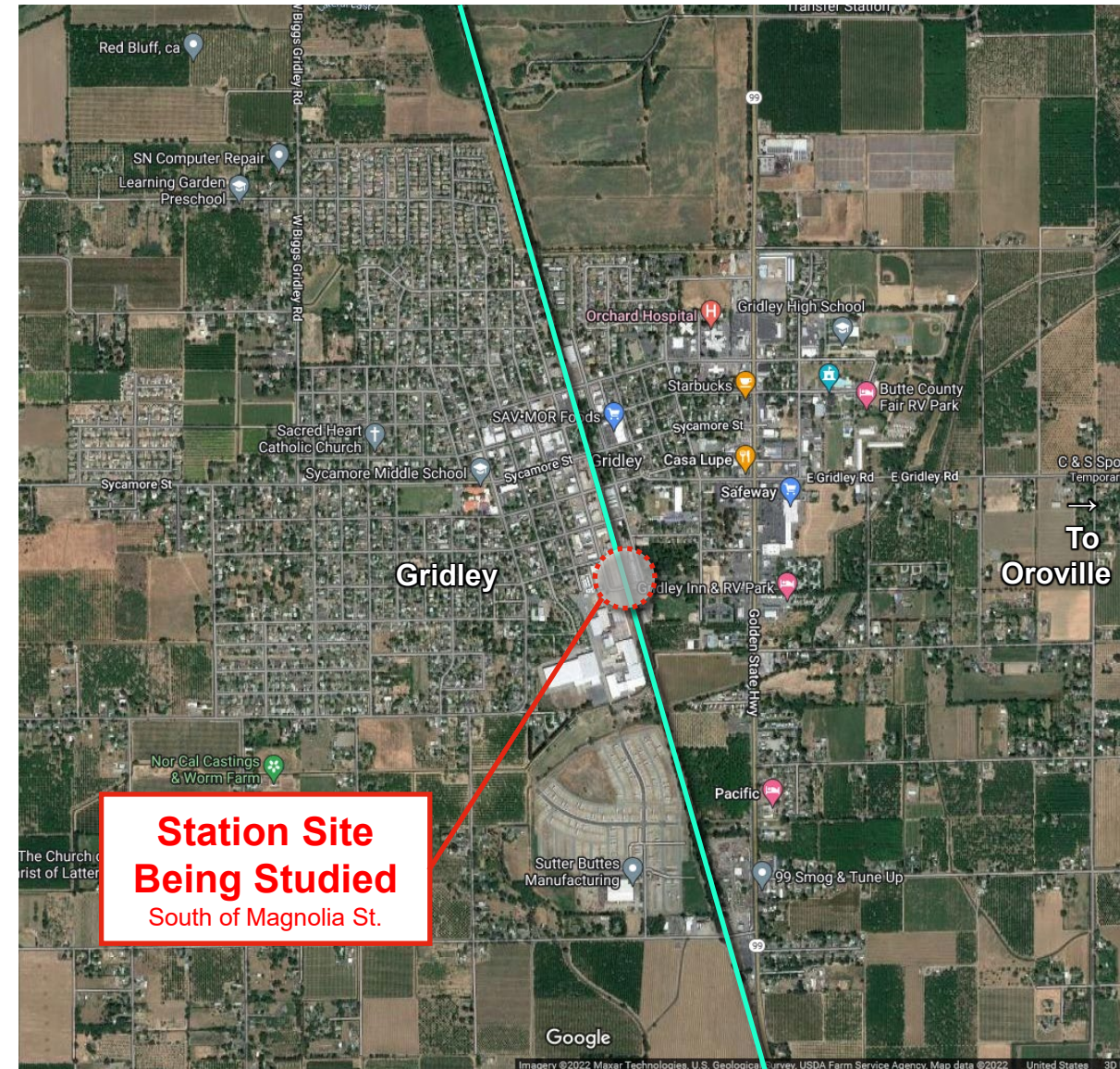
- County seat and second largest population center (19,000) of Butte County
- **Station site being studied**
  - Vacant undeveloped or under-utilized land
  - Outside of Downtown, but opportunities for larger amenities
- Downtown site at historic passenger depot also considered, but not being studied further due to constraints
  - Depot is located on reverse curve, insufficient space to provide necessary tangent track





# Gridley – Station Site Being Studied

- Provides an Oroville connection under the Chico Option
  - Easy roadway access via SR 70 and E. Gridley Rd.
- **Station site being studied**
  - Central location accessible from entire city
  - Downtown placemaking and revitalization opportunities
- FEMA site (temporary Camp Fire housing) was also considered, but not being studied further given the advantages of the downtown site





# Marysville – Station Site Being Studied

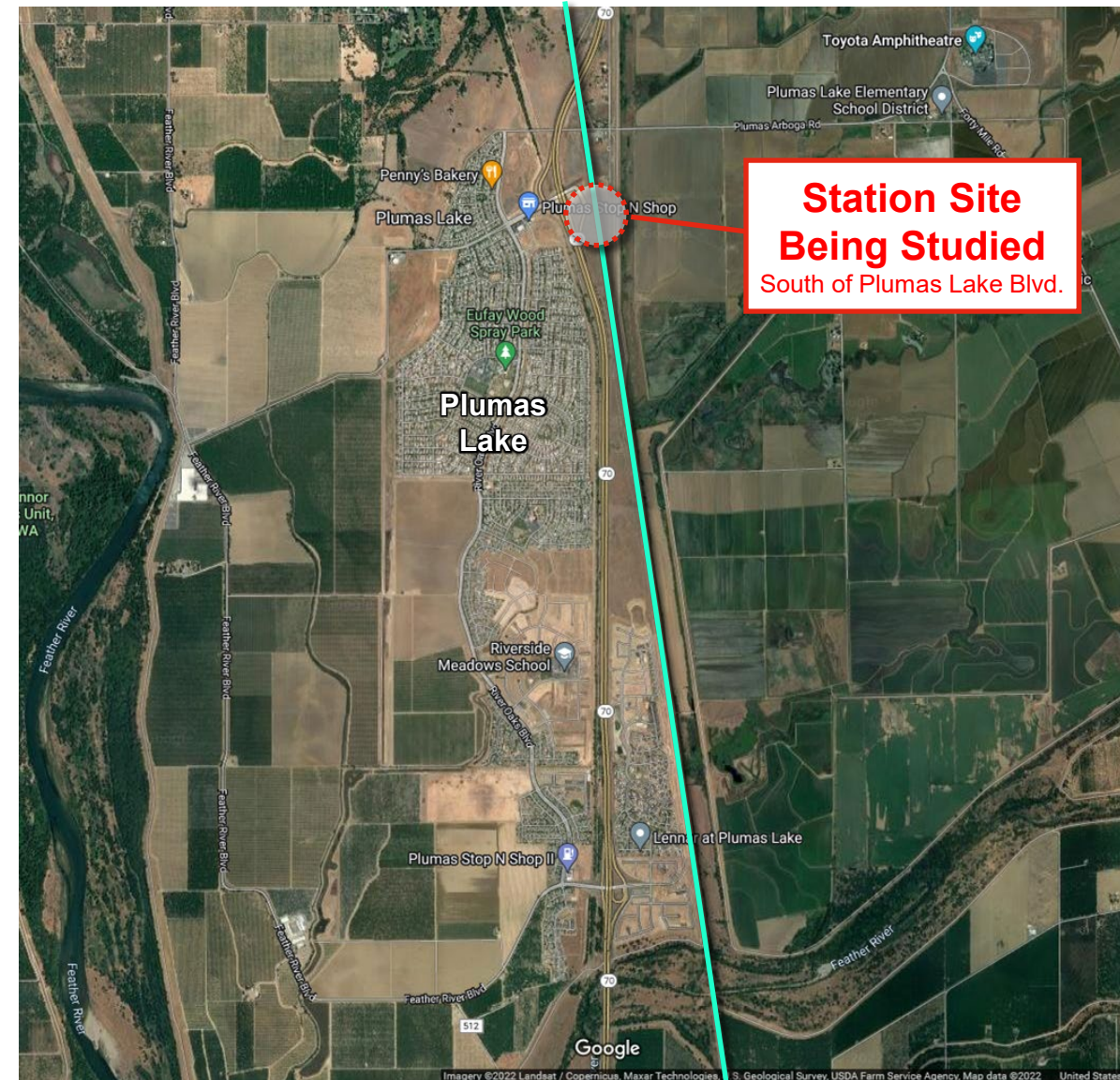
- Station would service Marysville and Yuba City
  - Primary population center (80,000+) of Yuba–Sutter area
  - Adjacent to Downtown and under-utilized retail center
  - Significant TOD and placemaking / revitalization opportunity
- Other options north of 10th St. and south of 5th St. were explored, but not being studied further due to constraints
  - Curves into and out of Downtown
  - Single-track bridge over Yuba River at south end
  - Existing grade separations: 5th St., 10th St., and 14th St.





# Plumas Lake – Station Site Being Studied

- Commuter market to Sacramento
  - Approx. 30 miles from Downtown Sacramento
- First large community north of Natomas
  - Located directly on rail line and SR 70 corridor for easy access
  - Captures riders south of Marysville that would need to “backtrack” to Marysville station (e.g., Olivehurst, Linda)
- Significant development growth underway
  - Approved Specific Plan (will result in approx. 40K additional residents at Plumas Lake)
  - Possibility of incorporating TOD near station
- Site is currently vacant, adjacent to SR 70 interchange and room for parking



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# Initial Planning Assumptions: Layover Facility Sites



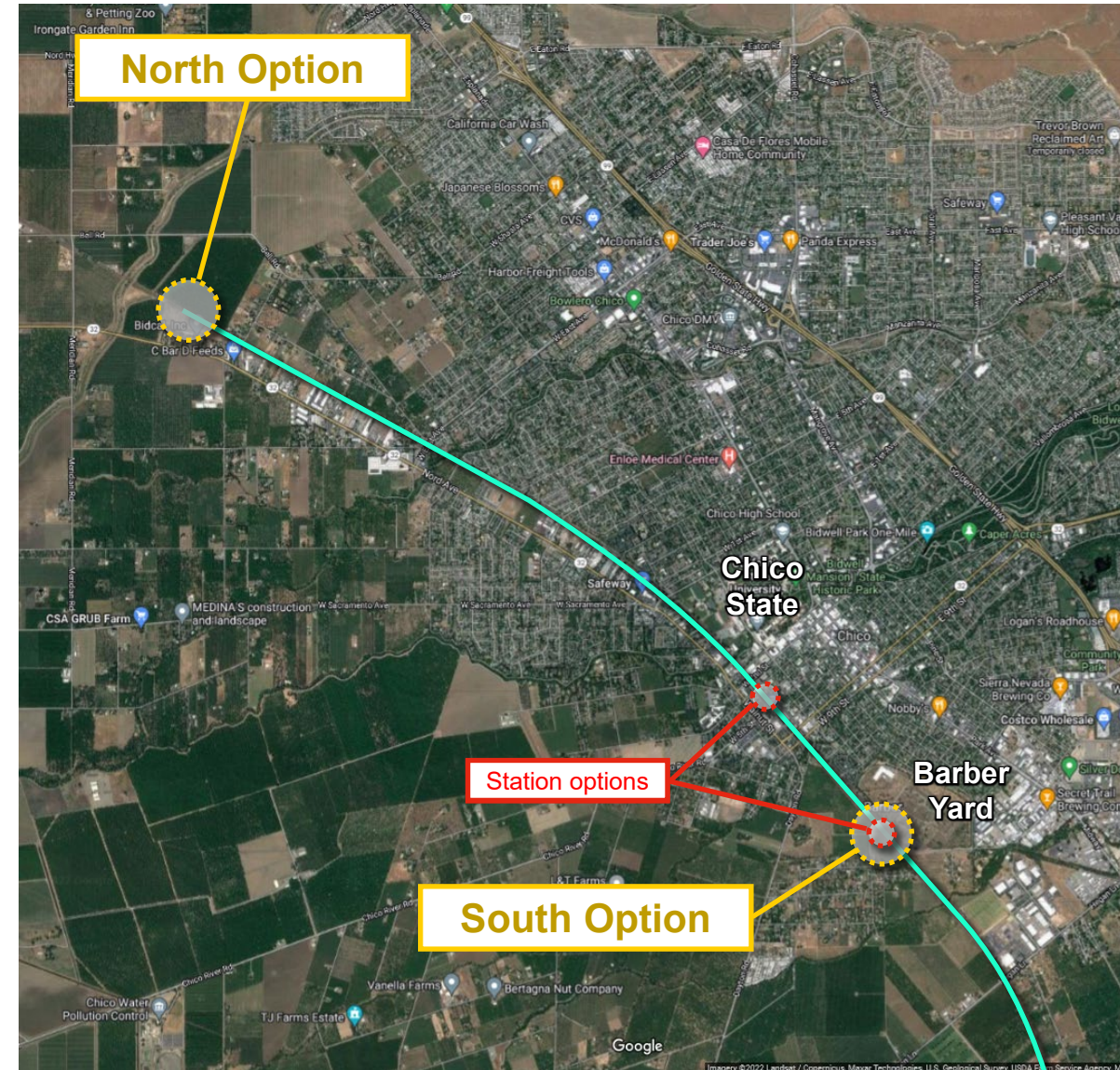
# Chico Alignment – Layover Facility Sites Being Studied

- **North Option**

- Potentially less impact to residential communities
- Positioned north of terminal station, which is good for operations
- More deadhead mileage and time loss
- Potential loss of agricultural land

- **South Option**

- Near or adjacent to station (minimizes deadhead)
- Vacant undeveloped or under-utilized land
- Potentially more impact to residential communities





# Oroville Alignment – Layover Facility Site Being Studied

- **Layover site being studied**
  - Adjacent or near to station (minimizes deadhead)
  - Vacant undeveloped or under-utilized land
  - Compatible land use (surrounding areas are primarily industrial)





# Public Outreach

(Gladys Cornell, AIM Consulting)

*aim*

# Public Outreach

- **2 rounds of Public Outreach Engagement**
  - 1st round: Summer 2022
  - 2nd round: Fall 2022
- **Activities for Each Round of Public Outreach**
  - Multi-Lingual Online Community Survey (Round 1 only)
  - 2 Virtual public meeting (1 each round)
  - 2 Pop-up events on-site in disadvantaged communities (1 each round)
- **Project updates on BCAG website (ongoing basis)**
  - Anticipated launch in Summer 2022





# Next Steps/Next Meeting

# Next Steps

- **Finalize Development of Assumptions/Inputs for Caltrans Modeling**
  - March/April 2022
- **Caltrans to Run Modeling**
  - Spring 2022
- **Comments Project updates on BCAG website (ongoing basis)**
  - Summer 2022
- **Continue/Expand Stakeholder Outreach to Build Support for the Project**
  - Ongoing



# Questions?