

# North Valley Passenger Rail Strategic Plan

Project Development Team Meeting #5

Tuesday, December 5, 2023



**NORTH VALLEY RAIL**

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

# Agenda

- 1) Opening Remarks
- 2) Project Update and Schedule (*Chris Devine, BCAG*)
- 3) Upcoming Community Workshop (*Gladys Cornell, AIM Consulting*)
- 4) Additional Marysville/Yuba City Station Site Option (*Daniel Hartman, AECOM*)
- 5) Overview of Draft Strategic Plan (*Daniel Krause, AECOM*)
- 6) Next Steps (*Chris Devine, BCAG*)

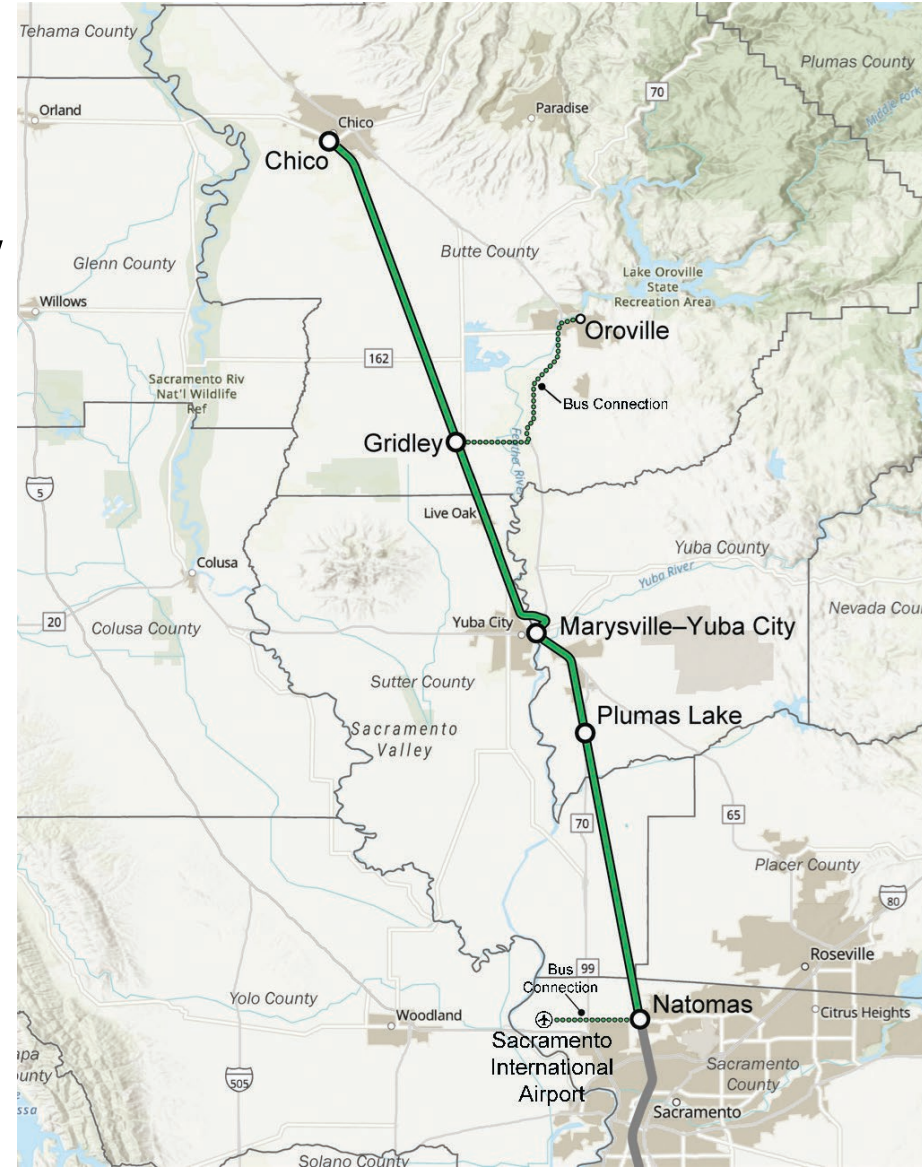
# North Valley Passenger Rail Strategic Plan **Project Update and Schedule**

*Chris Devine, BCAG*

# Project Update

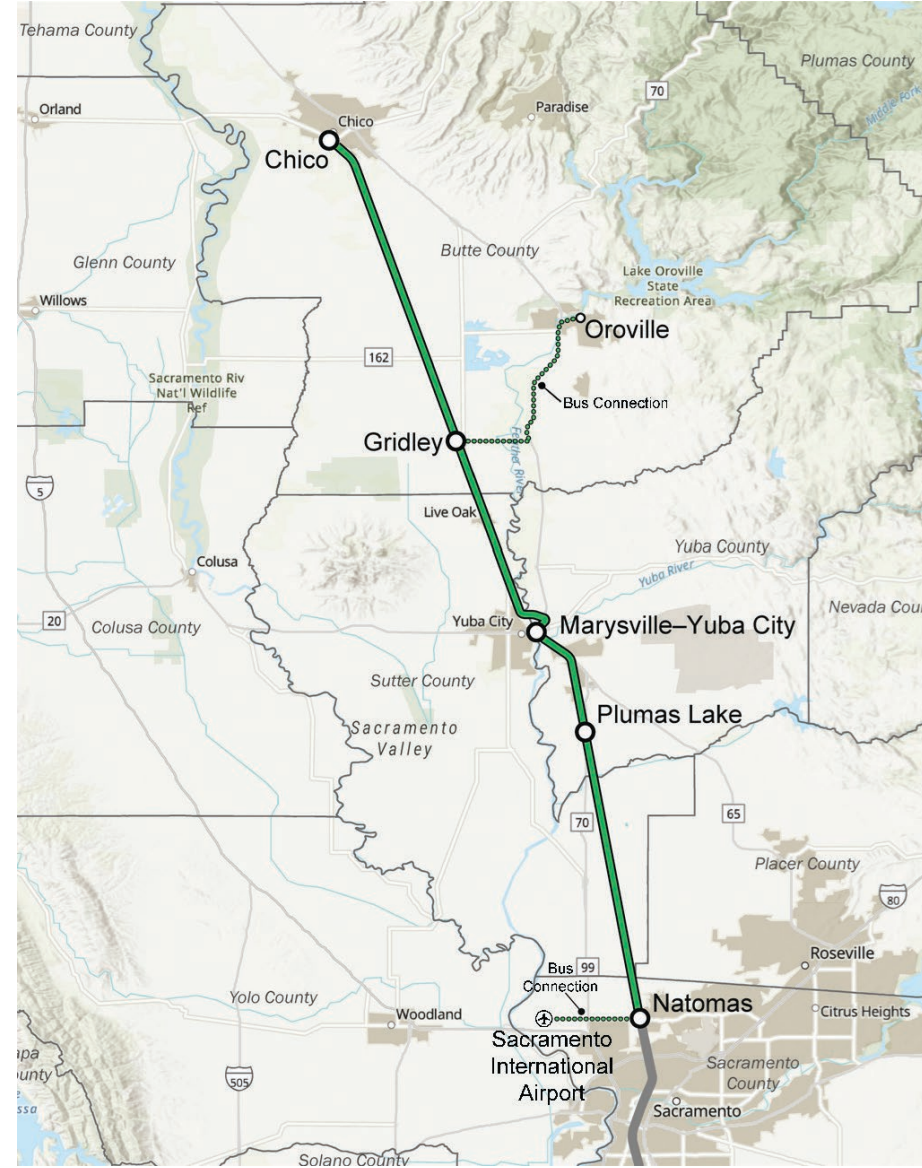
## Recent Progress

- Addition of new station site option for the Marysville Station
- Completion of initial draft of the Strategic Plan for PDT review
- Developed overall funding and implementation strategy chapter
- Completed the Project Study Report Equivalent document
- Identifying funding for environmental/PE phase of project
  - *SRA Funds*
  - *SB 125 Funds*
- Working on funding for subsequent design phase
  - Possible 2024 RAISE grant



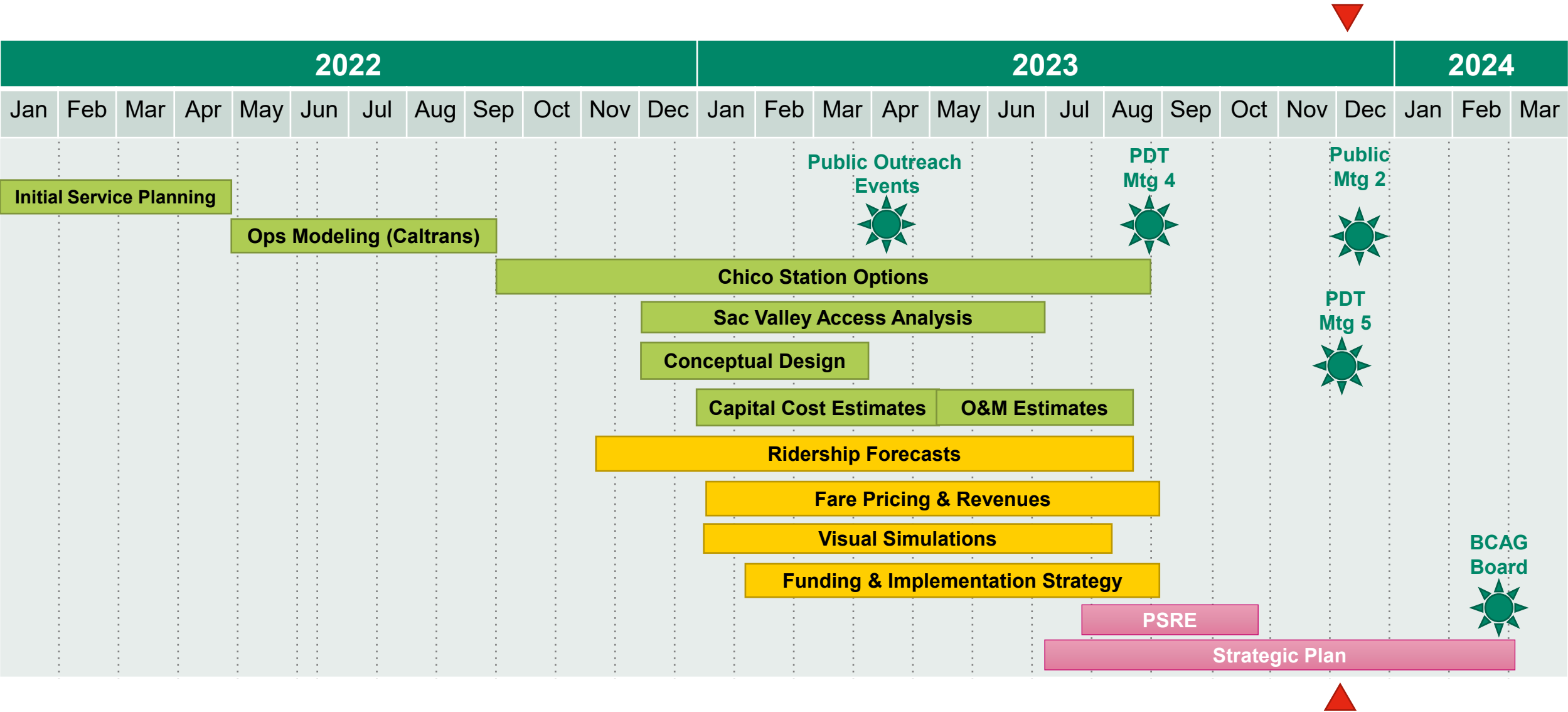
## PDT Review of Strategic Plan

- Document will be provided next day or two
- Please submit comments by **Friday, December 22nd** via email to Chris Devine
- Additional comments can be accepted through January 31, 2024
- Public draft to be posted to project website early January for public review through January 31, 2024
- Final plan presented to BCAG Board of Directors late February 2024





# Strategic Plan Schedule



# North Valley Passenger Rail Strategic Plan **Upcoming Community Workshop**

*Gladys Cornell, AIM Consulting*

# Upcoming Community Workshop

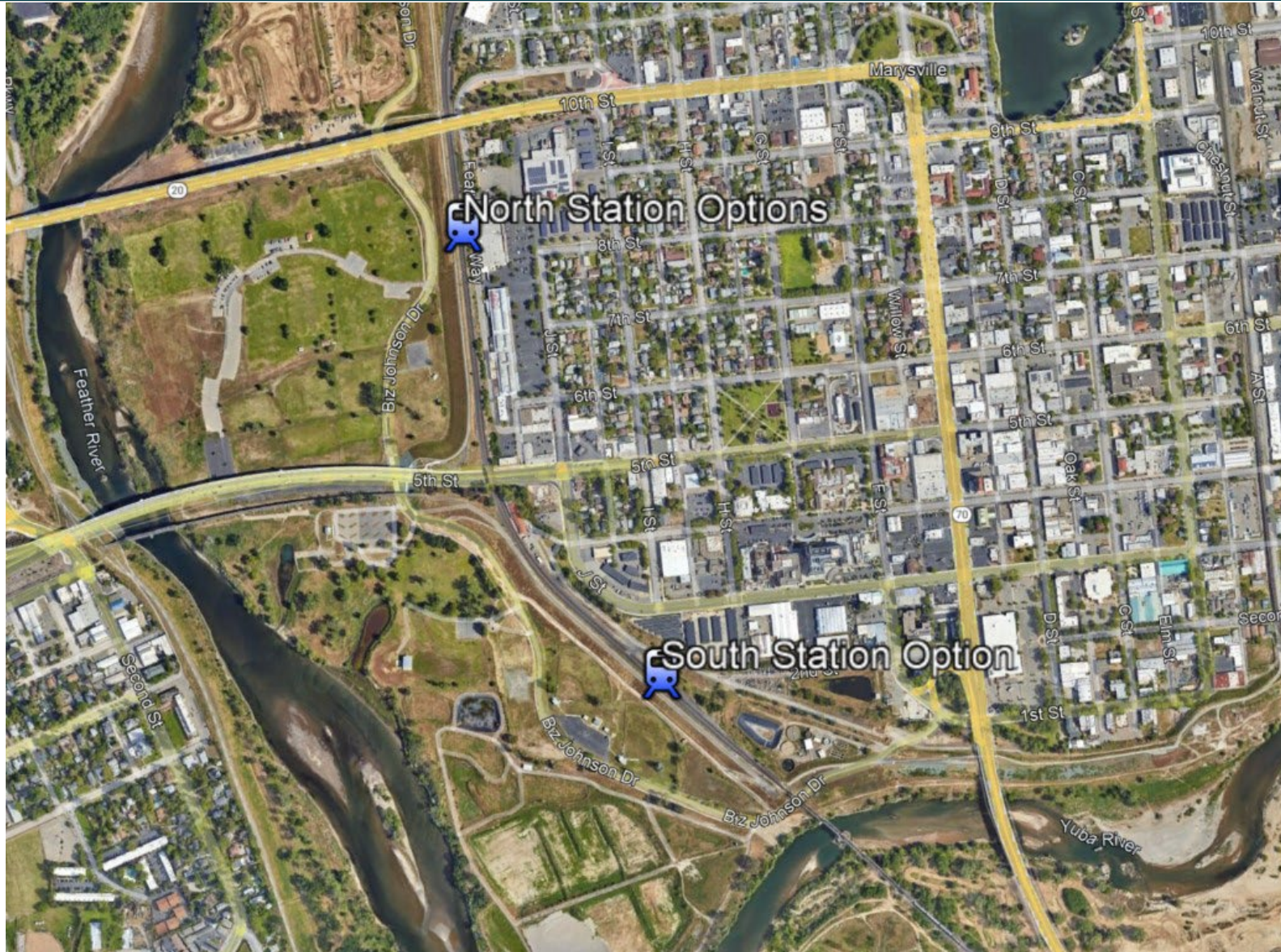
- Second and final community workshop associated with the Strategic Plan is scheduled for Wednesday, December 13, 2023 (5:00 pm – 6:00 pm)
- Community workshop will cover:
  - *Review basic facts and purpose about the North Valley Rail Project*
  - *What we have heard from the public (from previous outreach efforts, including the previous community workshop and online questionnaire)*
  - *Review service plan (including discussion of future service beyond initial start-up)*
  - *Review station layouts and station visual simulations*
  - *Provide overview and highlights of the Strategic Plan and announce that it will be ready for review starting in early January (i.e. the Public Review Draft)*
  - *Discuss next steps in terms of moving into environmental clearance and how that will be funded*
  - Q & A



# North Valley Passenger Rail Strategic Plan **Additional Marysville/Yuba City Station Site Option**

*Daniel Hartman, AECOM*

# Marysville/Yuba City Station Site Location Options





# Marysville/Yuba City Station Site – South Option





# North Valley Passenger Rail Strategic Plan **Overview of Draft Strategic Plan**

*Daniel Krause, AECOM*

# Strategic Plan Overview

Strategic Plan synthesizes all the work done and presented previously to the PDT.

## Topics Covered

- Project Background and Overview
- Community and Stakeholder Engagement
- Service and Operations Planning (including rail alignment, station and layover facility locations, rolling stock, bus connections, O&M costs, etc)
- Infrastructure Improvements (for stations, layover facility, rail corridor/track improvements, and capital cost estimates)
- Ridership Forecasts
- Funding and Implementation Strategy
- Fare Strategy
- Next Steps

## Service and Operations Planning Findings

- Alignment that service Chico was selected over an alignment to Oroville due to higher population, the presence of Chico State, higher ridership potential, and to preserve the ability extend service farther north.
- In the mid-term (within the next 10 years) it was determined that an initial “starter” service of 4 round trips was realistic in terms of what can be accomplished and funded.
- The 4 round trips are building off the service already being implemented to Natomas as part of the Valley Rail Program by extending trains to North Valley.
- Commitment to grow service over time to within the North Valley to Chico beyond the initial 4 round trips and to establish service from the North Valley to Sacramento Valley Station (SVS). Caltrans will be examining this potential service to SVS shortly.



## Service and Operations Planning Findings (continued)

- Four station locations selected:
  - *Chico\*: Terminal station with largest population in the corridor plus has Chico State.*
  - *Gridley: While a smaller community, this is natural connection point for riders originating in the Oroville area.*
  - *Marysville/Yuba City\*: Significant population area given the two adjacent cities*
  - *Plumas Lake: Will service this rapidly growing community and other nearby communities. It is also in close proximity to regional entertainment amenities.*
  - *\*Note: Chico and Marysville still have two sites being considered*
- Two sites are being explored for a layover facility within Chico.

# Strategic Plan Highlights

## Infrastructure Improvements and Capital Cost Estimates Findings Refresh

- Capital infrastructure improvements are associated with stations, the layover facility, and the rail corridor (including potential track improvements)
- Strategic Plan has identified improvements for the 4 stations (plus modifying the Natomas Station) and a layover facility, which are detailed on initial site plans.
- Capital cost estimates (not including the application of capital access fees)\*:

Project component	Estimated <u>cost</u> (millions, 2022 dollars)	Escalation range (millions)	Total cost range (millions, YOE dollars)
<b>Stations and layover facility</b>	<b>\$205.0</b>	<b>\$65.0 – \$80.0</b>	<b>\$270.0 – \$285.0</b>
Stations	\$151.2	\$48.0 – \$59.0	\$199.2 – \$210.2
Station track improvements	\$23.8	\$7.5 – \$9.3	\$31.3 – \$33.1
Layover facility	\$30.0	\$9.5 – \$11.7	\$39.5 – \$41.7
<b>Corridor improvements</b>	<b>\$177.0</b>	<b>\$53.0 – \$68.0</b>	<b>\$230.0 – \$245.0</b>
<b>Total</b>	<b>\$382.0</b>	<b>\$118.0 – \$148.0</b>	<b>\$500.0 – \$530.0</b>

- *\*Note: If capital access fees (CAFs) are applied, cost could be reduced significantly, potentially as low as a \$270-\$285 million range. CAFs will be explored further with UP.*

# Strategic Plan Highlights

## Ridership Forecasts Refresh

### – Forecasted Annual Ridership

	2030 No Build	2030 Build	
		Total	Change (relative to No Build)
<b>Annual ridership</b>	<b>7,883,100</b>	<b>8,475,200</b>	<b>592,100</b>
Train-only (non-transfers)	5,777,600	6,204,200	426,600
Transfers with HSR	1,984,500	2,056,900	72,400
Transfers between ACE and <i>San Joaquins</i>	91,100	108,200	17,100
Transfers with Thruway bus	29,900	105,900	76,000
<b>Average daily ridership</b>	<b>21,598</b>	<b>23,220</b>	<b>1,622</b>

### – Forecasted Annual Ridership – Station Level Detail

Station	2030 No Build	2030 Build
Chico	—	198,400
Gridley	—	91,900 (a)
Marysville–Yuba City	—	201,700
Plumas Lake	—	113,900

## Funding Strategy

- Explore the utilization of CAFs to reduce up front funding needs.
- Since the utilization of CAFs are not confirmed, the funding plan is built around the estimated costs to construction the project with potential track improvements.
- The overall split between State and Federal funding sources is assumed to be approximately 75% State funds and 25% Federal funds for all future phases.
- Funding sources identified for the next phase of project development – environmental clearance/preliminary engineering (i.e. PA&ED) – are as follows:
  - *State Rail Assistance Program (SRA)*
  - *SB 125 Formula Funds*

# North Valley Passenger Rail Strategic Plan

## **Next Steps**

*Chris Devine, BCAG*

## Upcoming Work

- Conduct Community Workshop #2 (*Dec. 13th*)
- Develop public draft of the Strategic Plan document (based on comments from the PDT) (*early Jan. 2024*)
- Provide public review period (*through January 31, 2024*)
- Develop final Strategic Plan (*February 2024*)
- Present final Strategic Plan to BCAG Board of Directors (*late February 2024*)
- Initiate work on developmental phases of project (*April 2024*)
- Explore potential RAISE grant application (*January/February 2024*)
- Continue engaging the PDT (*ongoing*)
- Continued coordination with Caltrans and UP



# Questions

**You can also email with your questions or comments at any time to:**  
**Chris Devine, BCAG Planning Director, at [cdevine@bcag.org](mailto:cdevine@bcag.org)**

