

NORTH VALLEY RAIL

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



Project Overview

■ What is the North Valley Rail?

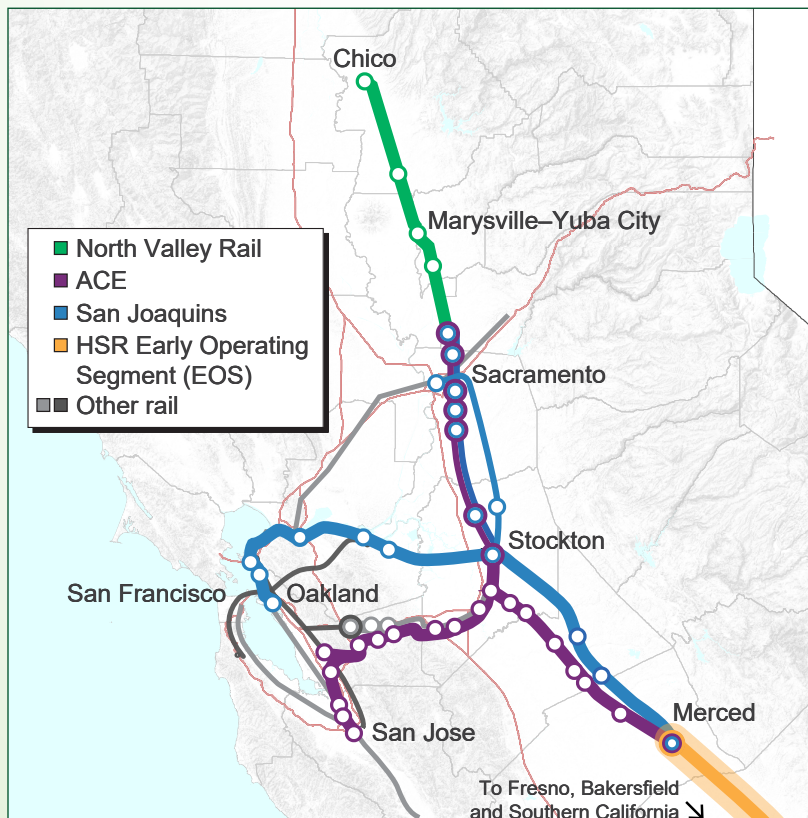
Currently, the North Valley region is only served by the once-daily Coast Starlight train between Seattle and Los Angeles. Without a dedicated passenger service, the region relies primarily on Thruway buses for transit connections to the rest of California. North Valley Rail will bring new passenger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

■ What has been completed to date?

Work on a strategic plan to guide the development, design, and implementation of the project began in early 2022. Initial service planning—including identifying preferred station locations, assessing key ridership markets, and developing a conceptual timetable—has already been completed.

■ Who is the lead agency?

The Butte County Association of Governments (BCAG) is a Joint Powers Agency of the County of Butte; the cities of Biggs, Chico, Gridley, and Oroville; and the Town of Paradise. Its primary responsibility is to prepare state and federally mandated plans and programs to secure transportation funding for the county. For North Valley Rail, BCAG is working closely with Caltrans, local governments, and other stakeholders along the corridor.



Proposed service levels

Up to 4 roundtrips a day

Estimated start of service

2031

Total annual ridership effect of project

+592,100 passengers/year

Forecasted annual ridership by station

• Chico:	198,400	<i>*Buses at Gridley</i>
• Gridley*:	91,900	<i>will provide timed</i>
• Marysville–Yuba City:	201,700	<i>connections to and</i>
• Plumas Lake:	113,900	<i>from Oroville.</i>

Regional and intercity connections

- Greater Sacramento
- San Francisco Bay Area
- San Joaquin Valley
- Southern California

Order-of-magnitude cost (2022 dollars)

Approximately \$285 million* to \$530 million**







** Assumes capital access fees in lieu of all non-station track improvements.*

*** Based on preliminary track improvements identified by the project team (assumes no capital access fees are implemented).*

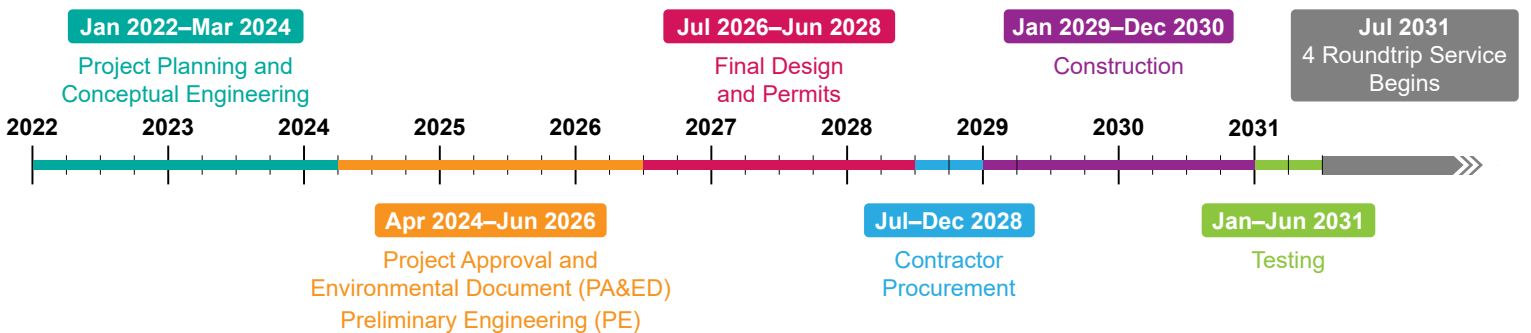
All costs subject to change pending further coordination with Union Pacific Railroad.

Over the next several years, the larger Valley Rail program will bring Altamont Corridor Express (ACE) and San Joaquins 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 working in close coordination with the San Joaquin Regional Rail Commission (SJRR) and the San Joaquin Joint Powers Authority (SJPPA), the managing agencies for both of these train services.

Project Benefits

-  Provides rail service connectivity from North Valley to Bay Area and Central Valley destinations
-  Provides train service tailored to the North Valley's needs, including commute options into Sacramento
-  Supports transit-oriented development and furthers California's climate goals by reducing greenhouse gas emissions
-  Creates new local transit hubs centered at train stations along the corridor
-  Provides service for Chico State University students, faculty, staff, and visitors
-  Provides direct link to California's High-Speed Rail System
-  Improves equity by providing access to jobs and educational opportunities for disadvantaged populations

Project Timeline



We want to hear from you!

For more information on the project, to view past presentation materials, to provide input, and to sign up for our email list, please visit the project website:

<https://northvalleyrail.org/>

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Join us on Twitter for the most up to date information.

 @ButteCAG

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