

NORTH VALLEY RAIL

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

What is North Valley Rail?



North Valley Rail is a proposed new passenger rail service that would transform regional and intercity transportation in the northern Sacramento Valley by offering a convenient, environmentally sustainable travel choice for residents, employees, and visitors in Butte, Yuba, Sutter, and northern Sacramento counties. With an initial service of up to 4 roundtrips per day by 2030, covering a wide range of destinations and times of day, passengers will enjoy substantial improvements over the current once-daily *Coast Starlight* service.

The project strategically builds off the larger Valley Rail program currently underway, which will expand rail service between the northern San Joaquin Valley, Sacramento, and the Bay Area. As a result, North Valley Rail would provide passengers with direct, reliable one-seat rides to Sacramento, Stockton, the Bay Area, Modesto, and Merced. In Downtown Merced, timed transfers will ensure seamless connections via high-speed rail to Fresno, Bakersfield, and Southern California. Linking North Valley communities to the Northern California megaregion and the larger statewide rail network will provide major benefits by reducing traffic congestion and greenhouse gas emissions; expanding access to housing, high-quality jobs, and higher education; and promoting economic development and tourism.

North Valley Rail also sets the stage to pursue potential additional service improvements beyond 2030:

- Direct service to Sacramento Valley Station and expanded commuter service into Sacramento
- Potential interlining with the *Capitol Corridor* for one-seat rides to and from Davis and beyond
- Future extension north to Red Bluff and Redding for expanded intercity connections
- Hourly service or better by 2050

90 minutes
Chico ↔ Sacramento
travel time

4 daily roundtrips
by 2030

4 new stations

75 miles
project
corridor







RAIL PLAN
California State
Rail Plan

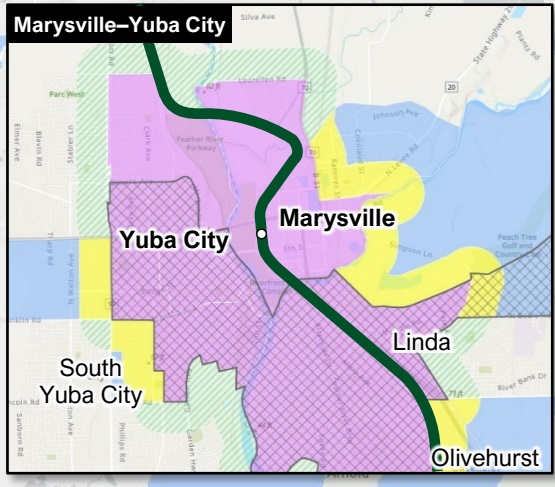
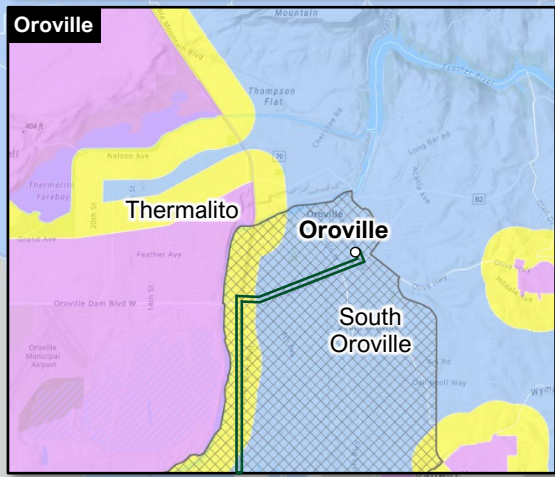
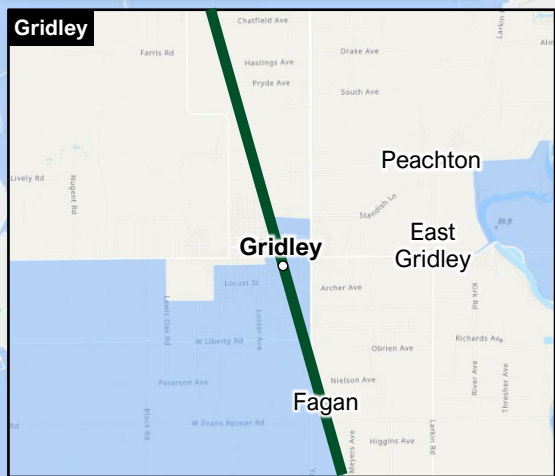
Hourly service
or better by
2050



Priority Populations

Disadvantaged and Low-Income Communities

-  Disadvantaged and Low-Income Communities
-  Disadvantaged Communities
-  Low-Income Communities
-  Low-Income Communities within 1/2 mile of Disadvantaged Communities
-  Low-Income Households within 1/2 mile of Disadvantaged Communities
-  Opportunity Zones



Priority Populations mapping from [California Air Resources Board](#)

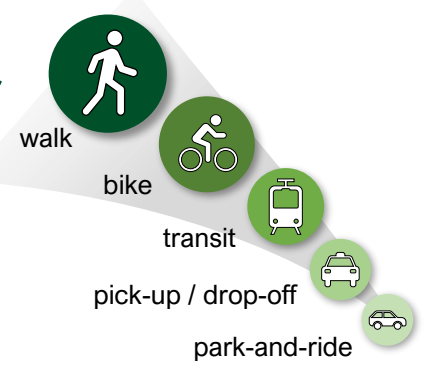


North Valley Rail passes through large swaths that have been designated as California Climate Investments Priority Populations (Disadvantaged or Low-Income Communities) by the California Air Resources Board. **Three of the four stations**, as well as the **Oroville bus stop**, are directly located in such communities. These residents will benefit from an environmentally-friendly regional and intercity transit solution that takes polluting cars off the road and improves access to **Sacramento's lucrative job market**. Younger adults both within and outside the North Valley will also benefit from improved access to **educational opportunities** at Chico State, Butte College, Sacramento State, UC Davis, and other smaller community and vocational colleges.



Equitable Mobility

Each station will be designed with **multi-modal access** from the get-go, prioritizing passengers arriving by active transportation (walking and biking) and public transit.





California State University, Chico by MARELBU // CC BY 3.0 / Cropped from original

Chico

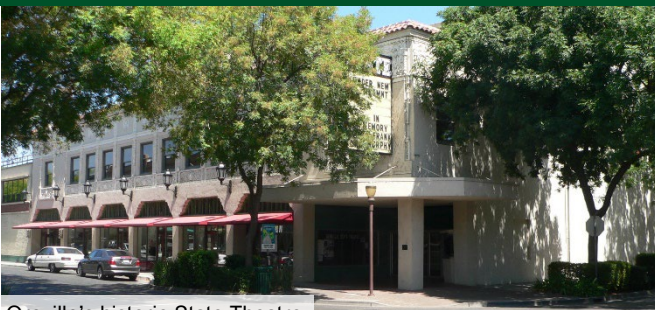
Two options are under consideration for the proposed Chico station: one at the existing Amtrak station in Downtown, and the other in the Barber Yard area south of Downtown. With **over 100,000 residents**, Chico is the **economic and cultural center** of Butte County and home to **Chico State**—with an enrollment of **over 13,800 students**, the second largest small-town campus in the California State University (CSU) system after Cal Poly in San Luis Obispo. Chico is the **quintessential college town**, with a bustling downtown area and a strong biking community.

North Valley Rail will bring visitors to Chico’s many destinations, including Bidwell Park (one of the largest municipal parks in California and the U.S.), Bidwell Mansion State Historic Park, and Sierra Nevada Brewing Company (a renowned pioneer in the craft beer movement).



Stations and Communities

Gridley



Oroville’s historic State Theatre

Downtown Gridley by GridleyCity // CC BY-SA 4.0

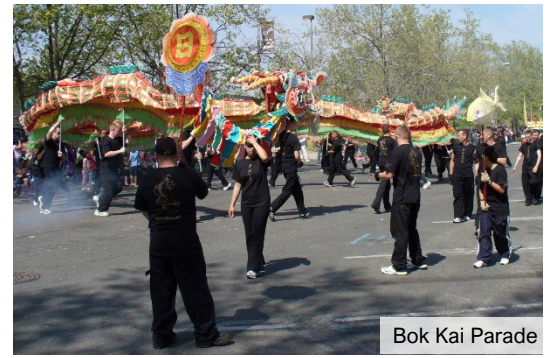


Located in the heart of Downtown Gridley just south of Laurel Street, this station would serve southern Butte County, including Gridley and Oroville, the **county seat and second largest city** of Butte County. The proposed station offers a unique opportunity to re-energize Gridley’s **historic downtown** and bring visitors to enjoy this charming “small town that loves company”.

Buses would provide convenient connections to / from Oroville, the “City of Gold” and gateway to the rich **outdoor recreational resources** of Lake Oroville and the Feather River. Like so many cities and towns dotting the Central Valley, Oroville is and has been home to strong **ethnic communities**, including Chinese and Hmong. Much of Oroville and surrounding areas including Thermalito and South Oroville are **Disadvantaged and Low-Income Communities**. North Valley Rail would bring unique opportunities for tourism and recreation and improve access to education, employment, housing, and health care and enhance overall social mobility.



Yuba City and Feather River aerial by Dicklyon // CC BY-SA 4.0 / Cropped from original



Bok Kai Parade



Punjabis Americans and Yuba City agriculture

Marysville–Yuba City

Located in Downtown Marysville near the Yuba County Government Center, this station would serve the primary population centers of Yuba and Sutter counties. These twin cities on the Feather River have a rich **historical and cultural heritage** that includes the last “Gold Rush Chinatown” in California—with its 143-year-old Bok Kai Festival—and one of the largest Sikh communities outside of Punjab, India—itsself known for hosting the annual Nagar Kirtan festival, one of the largest South Asian festivals outside of the Indian subcontinent.

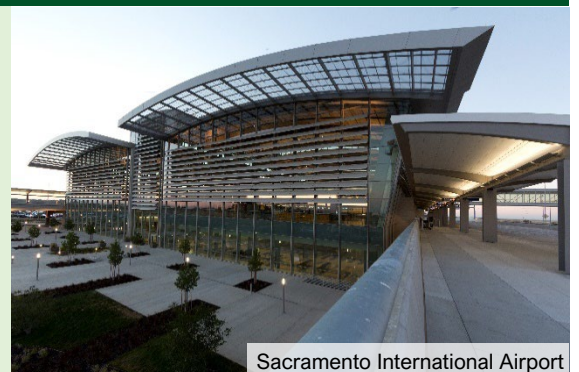
The project would return rail service to this area for the first time in over 25 years after the *Coast Starlight* began skipping Marysville. Improved opportunities for **tourism and economic development** will help diversify the economy of the area, which has historically been very dependent on agriculture and related industries. Virtually all of Marysville and the entire eastern half of Yuba City are designated as both **Disadvantaged and Low-Income Communities**.

Plumas Lake

Located next to the Plumas Lake Boulevard interchange, this station would serve the **5,200-acre master-planned community** of Plumas Lake and the smaller city of Wheatland. Besides being the epicenter of much of Yuba County’s projected future growth, Plumas Lake is already a **major commuter town** for Sacramento (30 miles south), and will eventually include **11,750 dwelling units**, a future medical center, and a community shopping center at full build-out. The station would be just a few miles from **Toyota Amphitheatre** (a state-of-the-art, 18,500-seat outdoor concert venue), the **Hard Rock Hotel & Casino**, and similar future development in the **Yuba County Sports & Entertainment Zone**.

Natomas

Situated along Elkhorn Boulevard, this station is where North Valley Rail would tie into the already planned Sacramento Extension for ACE and the San Joaquins. Natomas is one of Sacramento’s **fastest growing communities** and is also home to over **2.8 million square feet** of local-serving and regional retail. A dedicated bus service will connect the station with the region’s nearby air hub, **Sacramento International Airport** (SMF). North Valley Rail will provide a convenient, environmentally-friendly option for ground transportation into and out of SMF and create stronger ties between the North Valley and **42 nonstop destinations** across the United States, Canada, and Mexico.



Sacramento International Airport

Project Benefits



Expands rail connectivity

The project will create a new passenger rail service tailored to the North Valley's unique needs, with commuter service into Sacramento and intercity connections to the San Francisco Bay Area, the rest of the Central Valley, and Southern California. Three of the four roundtrips will have convenient connections with high-speed rail in Merced, and two of the four roundtrips will have convenient connections to and from the Bay Area. A potential first phase with two daily roundtrips and supplemental Thruway buses can also be fast-tracked prior to 2030 to get trains up and running as quickly as possible and build the ridership markets for later service expansion.



Supports housing and climate goals

Proposed stations will become new transit hubs, creating opportunities for transit-oriented development and downtown revitalization to bolster the state's supply of transit-accessible housing. At the same time, the project will promote independence from automobiles and fossil fuels, taking traffic off of roads and reducing vehicle miles traveled and greenhouse gas emissions. Building off of ACE's pioneering milestone in becoming the first commuter rail service in Northern California to fully switch to renewable diesel operations, North Valley Rail will be operated with a 100-percent zero-emissions fleet, in alignment with state goals to decarbonize rail and other transportation by 2035.



Improves equity and social mobility

The project will provide a critical transportation lifeline and improve access to employment and educational opportunities for disadvantaged populations, including the many low-income and minority communities along the project corridor. Prospective students across the Central Valley and state will benefit from better access to Chico State University. Supported by over 900 faculty and over 1,000 staff, Chico State's enrollment of over 13,800 students comes from all over California:

- 26.5% from Chico State's service area
- 10.3% from the Sacramento area
- 22.3% from the San Francisco Bay Area
- 20.9% from the Los Angeles area
- 17% from the rest of California
- 3% from out-of-state or international



By the Numbers



Ridership forecasts coming soon!



Travel times

minutes from Chico

All four roundtrips will serve intercity passengers, but two roundtrips will also be timed to capture the commute market, taking passengers between Chico and Midtown Sacramento in **90 minutes**.

Congestion relief

SR 99 north of Sacramento carries an average of over **50,000 vehicles daily**, much of that being commuter traffic into the state capital from the North Valley. A 10-car ACE train can carry over **1,300 passengers** at any one time and can take up to approximately **2,000 vehicles off the road**.

Timetable

The preliminary train schedule below illustrates the key concepts driving the service:

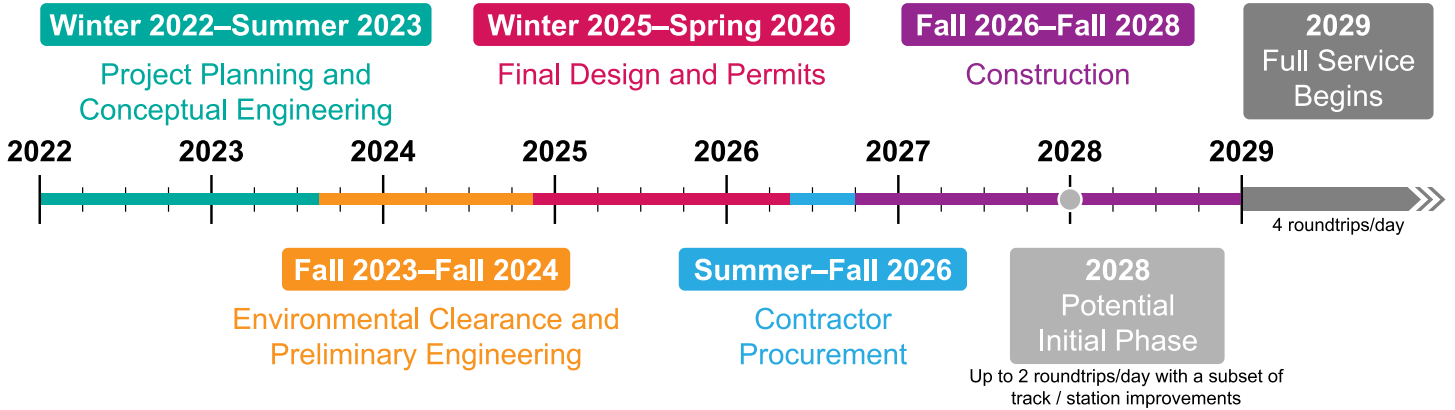
- Commuter service into Sacramento
- Timed transfers in Stockton to maximize connections
- Timed transfers in Merced with high-speed rail (HSR)

Southbound (read down)				Northbound (read up)				
6:02	7:02	10:30	17:03 ▼	Chico	▲ 9:43	15:15	18:28	19:49
6:26	7:26	10:54	17:27 ▼	Gridley	▲ 9:19	14:51	18:04	19:25
6:44	7:44	11:11	17:45 ▼	Marysville–Yuba City	▲ 9:00	14:34	17:45	19:06
6:54	7:54	11:21	17:55 ▼	Plumas Lake	▲ 8:51	14:24	17:36	18:57
7:17	8:17	11:44	18:18 ▼	Natomas	▲ 8:28	14:02	17:13	18:34
7:39	8:39	11:58	18:33 ▼	Midtown Sacramento	▲ 8:13	13:48	16:58	18:19
8:34	9:34	12:51	19:28 ▼	Downtown Stockton	▲ 7:18	12:55	16:03	17:24
	9:38 → 9:48	9:53	▼	Stockton San Joaquin St.	▲		15:48	15:53 → 15:58
10:09			▼	Union City	▲			15:40
		11:23	▼	Richmond	▲		14:21	
		11:34	▼	Emeryville	▲		14:10	
		11:43	▼	Oakland	▲		13:59	
		20:10	▼	Downtown Modesto	▲ 6:35			
10:20		13:20	▼	Modesto (existing)	▲	12:26	15:26	
11:00		14:00	20:56 ▼	Merced	▲ 5:50	11:46	14:46	
11:41		14:41	21:41 ▼	Fresno	▲ 5:09	11:09	14:09	
12:30		15:30	22:30 ▼	Bakersfield	▲	10:19	13:19	

Project costs

The initial estimate of project cost is on the order of \$350-500 million (in year-of-expenditure dollars) to provide the necessary **infrastructure and right-of-way improvements** for the proposed service. The project corridor consists of single-track freight mainlines owned entirely by Union Pacific Railroad, and improvements are generally needed to allow passenger trains to operate in mixed traffic with longer, slower freight trains.

Project Timeline



North Valley Rail is a multi-agency partnership.

Project Lead Agency



Partners



Local and Regional Partners



Contact

Chris Devine

Planning Director
Butte County Association of Governments
cdevine@bcag.org
(530) 809-4616

Dan Leavitt

Manager of Planning Initiatives
San Joaquin Regional Rail Commission
San Joaquin Joint Powers Authority
dan@acerail.com
(209) 944-6266

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, visit us at:

<http://www.northvalleyrail.org/>

Stay connected

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



NORTH VALLEY RAIL
CHICO • GRIDLEY • MARYSVILLE/YUBA CITY
PLUMAS LAKE • SACRAMENTO