

Project Study Report Equivalent



North Valley Rail Project in Counties of Butte, Sutter, Yuba, and Sacramento

Submitted by:

Butte County Association of Governments

October 2023

California Department of Transportation – Division of Rail and Mass Transportation
Project Study Report Equivalent – North Valley Rail Project

This Project Study Report-Equivalent has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



October 18, 2023

Daniel Hartman, P.E.
Registered Civil Engineer

Date



Table of Contents

1	Agency/ies Certification/Signatures	1
2	CTC Action Requested	2
3	Agency Information	3
4	Agency Authority	4
5	Background	5
6	Corridor and System Coordination	6
7	Alternatives Analysis.....	8
8	Climate Change	9
9	Project Location	10
10	Project Description	11
11	Project Purpose/Need.....	16
12	Overall Schedule by Scope of Work Phase	18
13	Project Cost Estimate	18
14	Funding Commitments	20
15	Public Benefits.....	22
16	Environmental Clearance.....	22
17	Permit Completion.....	23

Exhibits

Exhibit A: BCAG RTIP/ITIP Resolution (forthcoming in December)

Exhibit B: SJRRC Resolution Adopting the SJRRC FY 23/24 Work Program & Budget

Exhibit C: SJJPA Resolution Adopting the SJJPA 2023 Business Plan Update

Exhibit D: BCAG Resolution Adopting the BCAG Fiscal Year 2023-24 Overall Work Program and Budget

Exhibit E: Conceptual Engineering Drawings

Exhibit F: Capital Cost Estimates Detail

Exhibit G: ACE Service Operations and Maintenance Cost Detail

Exhibit H: Sacramento Area Council of Governments Letter of Support

1 Agency/ies Certification/Signatures

To the best of my knowledge and belief, I certify that the data and information in this request are true and correct.

APPLICANT AGENCY

Name: Butte County Association Governments

Title: Chris Devine, Director of Planning

Signature: _____

Date: _____

CO-APPLICANT AGENCY

Name: San Joaquin Regional Rail Commission

Title: Michael Hanebutt, Senior Planner

Signature: _____

Date: _____

CO-APPLICANT AGENCY

Name: San Joaquin Joint Powers Authority

Title: Michael Hanebutt, Senior Planner

Signature: _____

Date: _____

2 CTC Action Requested

New STIP Project

New Other State Funded Project

Project Title: North Valley Rail

Project Type: Light Rail
 Commuter Rail
 Other: Intercity Rail

Total Project Cost

(All fund sources: State, Local, Federal, Other): \$530 Million (Year-of-Expenditure)*

Cost estimates are preliminary and subject to change given the high-level nature of the cost estimates, which were produced during the planning phase. **Additionally, the project team is prioritizing working with Union Pacific during the project approval and environmental document/preliminary engineering (PA&ED/PE) phase to determine the possibility of utilizing Capital Access Fees (CAFs) in lieu of physical track improvements where possible for the North Valley Rail Project. If it is determined that CAFs can replace all non-station track improvements, up-front capital costs are estimated to be as low as \$285 million instead of \$530 million. The higher number is based on a set of track improvements identified by the project team but is subject to change pending further coordination with Union Pacific.*

Total Amount of State Funding

(Please show one total dollar amount): \$400 Million (For Entire Project)**

This is a preliminary number is subject to change, which is based on the above project cost estimates done in 2023 and a planning-level funding strategy, as well as an assumption that some federal funds will be obtained. Initial step is to pursue environmental clearance, where more clarity on project definition and cost will be developed. **See note above about the use of possibility of utilizing CAFs to reduce upfront costs to the State, which would reduce the overall amount of upfront funding needed (see the Section 14 in this document for more details).

Total State Funds Covered by This Application

(By State Fund Source):

For PA&ED/PE:

- \$5,000,000 in State STIP Funds***
- \$6,600,000 in State TIRCP Funds****

****50% of STIP-based funds would originate from Butte County Association of Governments' allocation of Regional Transportation Improvement Program (RTIP) and 50% would originate from Caltrans District 3 Inter-Regional Transportation Improvement Program (ITIP).*

*****TIRCP funds is anticipated to be a mix of TIRCP formula funds allocated by the State to both Butte County Association of Governments and Sacramento Area Council of Governments.*

3 Agency Information

Applicant: Butte County Association Governments
Address: 326 Huss Dr. Suite 150, Chico, CA 95928
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Co-Applicant: San Joaquin Regional Rail Commission
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Co-Applicant: San Joaquin Joint Powers Authority
Address: 949 E. Channel Street, Stockton, CA 95202
Point of Contact: Michael Hanebutt, Senior Planner
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Email: dan@acerail.com

4 Agency Authority

The support for the North Valley Rail Project by the Butte County Association of Governments (BCAG) and Caltrans is reflected by the inclusion of the Project Approval and Environmental Document (PA&ED) phase in the 2024 Regional Transportation Improvement Program (RTIP) and 2024 Interregional Transportation Improvement Program (ITIP) for programming into the 2024 State Transportation Improvement Program (STIP). BCAG and Caltrans have each recommended the programming of \$2.5 million in Regional Improvement Program (RIP) and Interregional Transportation Improvement Program (ITIP) funds for the PA&ED component (\$5 million total). The adopting resolution for the 2024 RTIP will be attached as Exhibit A (see note in red below). Caltrans has included the programming recommendation of their \$2.5 million contribution as part of the Interregional Transportation Improvement Program (ITIP) and will be reflected in the draft ITIP document, which will be posted at: *(To be inserted once it is done and posted)*.

[NOTE TO CALTRANS: THE BCAG RESOLUTION IS ANTICIPATED TO BE PASSED AT THE DECEMBER 7, 2023 BCAG BOARD MEETING, AT WHICH TIME THE RESOLUTION WOULD BE ADDED TO THE PSRE AND THE PSRE WOULD BECOME FULLY FINALIZED.]

The North Valley Rail Project is included in the *SJRRRC FY 23/24 Work Program and Budget*, which was adopted by the SJRRRC Board of Commissioners. The North Valley Rail Project is referred to in the *SJRRRC FY 23/24 Work Program and Budget* as the “North Valley Rail Study” and mentions “planning studies will be completed for extending Valley Rail north to Yuba, Sutter, and Butte Counties.” In addition, the *SJRRRC FY 23/24 Work Program and Budget* lists the “North Valley Rail Environmental and Preliminary Engineering” project in the FY 23/24 SJRRRC Capital Budget table. The resolution adopting the *SJRRRC FY 23/24 Work Program and Budget* is attached as **Exhibit B**.

The North Valley Rail Project is included in the *2023 SJJPA Business Plan Update*, which was adopted by the SJJPA Board of Directors. The North Valley Rail Project is referred to as the “North Valley Passenger Rail Strategic Plan” and “North Valley Rail Study” in the *2023 SJJPA Business Plan Update*. The resolution adopting the *2023 SJJPA Business Plan Update* is attached as **Exhibit C**.

The North Valley Rail Project is included the *BCAG Overall Fiscal Year 2023-24 Work Program and Budget* under Work Elements 24-130 and 24-130.1. The North Valley Rail Project is referred to in the *BCAG Overall Fiscal Year 2023-24 Work Program and Budget* as the “North Valley Passenger Rail Strategic Plan.” The resolution adopting the *BCAG Overall Fiscal Year 2023-24 Work Program and Budget* is attached as **Exhibit D**.

5 Background

North Valley Rail Project (Project) advances the recommendations of the Draft 2023 State Rail Plan by extending passenger rail service north of the Sacramento area into the Northern Sacramento Valley (“North Valley”) to serve population centers in Yuba, Sutter, and Butte Counties. Currently, passenger rail service in these areas is provided by the *Coast Starlight*, which only operates one daily roundtrip that stops only in Chico. Outside of the *Coast Starlight*, intercity transit connections are currently provided primarily by Amtrak Thruway Buse Route 3, which connects with *San Joaquins* trains in Stockton. Privately-operated Greyhound and FlixBus intercity buses also serve the North Valley.

By building off of future planned expansions of the statewide passenger rail network being implemented as part of or in conjunction with the Valley Rail Program, the Project will improve transit connections for the underserved North Valley Region, providing direct, one-seat rides to/from Sacramento (a major shorter-distance market) and other major rail hubs across the Northern California Megaregion. In Merced, North Valley Rail trains will provide seamless connections with high-speed rail (HSR) service on the Early Operating Segment (EOS) between Merced and Bakersfield, allowing for ongoing connections to Los Angeles and the rest of 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 equity through improved access to housing, high-quality jobs, and higher education; and promoting economic development and tourism.

The Butte County Association of Governments (BCAG) is currently leading preparation of the North Valley Passenger Rail Strategic Plan (“Strategic Plan”), which will define the scope of the project in detail and develop a blueprint for its implementation and eventual operation. Development of the Strategic Plan is a multi-agency partnership with the California Department of Transportation (“Caltrans”); the San Joaquin Regional Rail Commission (SJRR) and San Joaquin Joint Powers Authority (SJJPA), which manage ACE and the *San Joaquins* services, respectively; and Union Pacific Railroad (“UP” or “UPRR”), the owner of the rail corridor.

Work on the Strategic Plan began in January 2022 and is anticipated to conclude in early 2024, after which BCAG is seeking to initiate work on the PA&ED and PE phase of project development..

6 Corridor and System Coordination

As mentioned earlier, the Strategic Plan is being developed by BCAG in partnership with Caltrans, SJRRC, SJJPA, and UP, as well as in coordination with other key stakeholders and decisionmakers along the project route, including (but not limited to) the Sacramento Area Council of Governments (SACOG), the Central Valley Rail Working Group, and the Cities of Marysville, Yuba City, Gridley and Chico.

The Project is designed to seamlessly integrate and complement existing and planned future rail service. As mentioned earlier, the Project will directly build off of future planned service expansions for ACE and the *San Joaquins*, including the following major projects and service improvements being implemented as part of, or in conjunction with other rail expansion efforts as part of the Valley Rail Program:

- Sacramento (Natomas) Extension from Stockton via the UP Sacramento Subdivision (ACE and *San Joaquins*)
- Lathrop to Ceres Extension (ACE)
- Ceres to Turlock Extension (ACE)
- Turlock to Merced Extension (ACE)
- Union City Extension (ACE), the subject of the recently completed Southern Alameda County Integrated Rail Analysis (“SoCo Rail Study”)
- Timed connections with the HSR EOS (Merced–Bakersfield) in Merced

The proposed service plan for the Project includes two daily roundtrips providing direct, one-seat rides between the North Valley and HSR, with timed connections at the future HSR station in Downtown Merced. An additional third daily roundtrip will provide timed connections in Stockton for continuing travel to/from Merced and HSR and to/from the San Francisco Bay Area. The fourth daily roundtrip will connect the North Valley with the Tri-Valley area and Southern Alameda County, terminating at the Union City Intermodal Station (which includes BART and Transbay bus services). At Gridley, buses will provide convenient connections for passengers continuing to/from Oroville, the county seat of Butte County.

While the mid-term service plan focuses on four daily roundtrips, the Project lays the groundwork for potential future service expansion beyond four daily roundtrips. Stations and other infrastructure constructed as part of the project will be the critical first step in achieving the long-term service goals envisioned in the *Draft 2023 California State Rail Plan (CSR)*, which call for hourly service or better in the North Valley corridor by 2050. The Project will also build support for potential future extensions into the North State area (e.g., Red Bluff and Redding) and open up other potential avenues for exploration, such as direct service to Sacramento Valley Station, expanded commuter service into Sacramento, and interlining with the *Capitol Corridor*.

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Project Study Report Equivalent – North Valley Rail Project**

Sites for the four planned stations—at Plumas Lake, Marysville–Yuba City, Gridley, and Chico—have been carefully selected to maximize connectivity and capitalize on local planning efforts:

- The proposed station in Plumas Lake would provide a new station to serve the growing community of Plumas Lake. The Plumas Lake Specific Plan, adopted over 30 years ago by Yuba County, calls for approximately 11,750 dwelling units and accompanying retail and other commercial uses. The Project will better link Plumas Lake with existing population centers to the north (Marysville/Yuba City) and south (Sacramento) and also provide connections to key local and regional destinations in nearby Wheatland, including the Toyota Amphitheatre and the Hard Rock Hotel & Casino Sacramento at Fire Mountain.
- The proposed stations at Marysville–Yuba City and Gridley would be centrally located in historic downtowns, promoting opportunities for economic development and neighborhood revitalization and improving transportation access and connectivity for California Climate Investments Priority Populations, including areas designated as disadvantaged and/or low-income communities. Both station locations are surrounded by multiple opportunity sites for transit-oriented development (TOD).
- The two potential station sites in Chico include one at the existing Amtrak station (which currently serves the *Coast Starlight* long-distance Amtrak service) in Downtown Chico within short walking distance of the California State University Chico (“Chico State”) campus and another adjacent to Barber Yard, a major TOD opportunity site. Expanded rail service to/from Chico via North Valley Rail would provide significant equity benefits by improving access to educational opportunities at Chico State, Butte College, and other higher-education institutions along the expanded Valley Rail network including California State University, Sacramento and University of California, Davis.

All stations will be designed in accordance with the current version of the SJRRC Valley Rail Station Design Guidelines, Design Criteria and Directive Drawings, including station access priority for active transportation (walking/biking) and connecting transit services. The Strategic Plan includes specific recommendations for improving local transit connections for all four stations. Separately, SJRRC/SJJPA has already reached out to key stakeholders in the Plumas Lake area to explore opportunities for new transit services connecting the station there with key nearby destinations such as the Hard Rock Hotel & Casino and Toyota Amphitheater.

7 Alternatives Analysis

The Strategic Plan effort included planning and analysis for two options for route alignments: the **Chico Route Option**, currently being advanced, and the **Oroville Route Option**, which would continue beyond Binney Junction along the UP Sacramento Subdivision to Oroville. After careful consideration, the Chico Route Option was selected to be the only option carried forward to PA&ED/PE, as it provides better overall coverage within the North Valley, serves more people as Chico has a higher population than Oroville, provides the opportunity for an additional station at Gridley, and offers the opportunity to extend service north to Red Bluff and Redding (whereas the Oroville Option does not). Additionally, subsequent ridership forecasts confirmed that the Chico Route Option performed substantially better than the Oroville Route Option.

Currently, there are several options under consideration for proposed station and layover facility sites. Some options for stations and the layover facility also consist of design variants. All options and variants are summarized below and discussed in more detail in Section 10.2:

- *Chico Station.* Two options are under consideration as follows: 1) **Downtown Chico Station Option**, located at the existing Amtrak station; and 2) **Barber Yard Chico Station Option**, located approximately 1.5 miles south of the downtown option and adjacent to Barber Yard future TOD opportunity site.
- *Chico Layover Facility.* Two sites are under consideration: 1) **Chico Layover Facility North Option** near Muir Avenue, which includes an East Variant and West Variant; and 2) **Chico Layover Facility South Option**, which is located immediately south of the Barber Yard Chico Station Option.
- *Marysville–Yuba City Station.* Two options are under consideration as follows: 1) **Marysville-Yuba City Station North Option**, which is located in the western side of central Marysville between 5th Street and 10th Street and has the 3 variants (Single-Side Platform Variant with the platform on the east side of the tracks, Center Platform Variant, and Two Side Platforms Variant); and 2) **Marysville-Yuba City Station South Option**, which is located in the southwestern side of central Marysville in close proximity to 3rd Street.

For all three cases above, a preliminary analysis indicated that each station and layover facility option have important positives and negatives. Therefore, all options are being considered for advancement into the PA&ED/PE phase, which would allow for the opportunity to conduct more detailed analysis.

8 Climate Change

By substantially expanding rail service in the North Valley beyond the existing once-daily *Coast Starlight*, the Project will provide an attractive and viable transit alternative in the corridor for a variety of trip purposes and ridership markets, including intercity travelers throughout the Northern California Megaregion, longer-distance intercity travelers to destinations throughout the State through connections to other services such as HSR, commuters and business travelers into Sacramento, and other passengers. By inducing mode shifts away from private automobiles, the project will generate significant benefits for climate change through reductions in VMT and associated greenhouse gas (GHG) emissions.

Based on preliminary ridership forecasts prepared as part of the Strategic Plan, the Project is expected to increase annual ridership for the expanded ACE and *San Joaquins* system by approximately 592,000 passengers in 2030 under the mid-term service plan of four daily roundtrips. This is equivalent to an annual VMT reduction benefit of approximately 40.92 million VMT.

9 Project Location

The proposed Project alignment is shown in **Figure 1** and includes segments through Sacramento, Yuba, Sutter, and Butte Counties.

Figure 1. North Valley Rail Proposed Project Alignment



Source: AECOM, 2023.

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Project Study Report Equivalent – North Valley Rail Project**

The proposed alignment follows existing rail corridors owned by UP and primarily used for freight traffic (with the exception of the single daily roundtrip on the *Coast Starlight*). Starting from the northern terminus of the Valley Rail Sacramento Extension in Natomas, the alignment would continue north along the UP Sacramento Subdivision through Marysville, transitioning to the UP Valley Subdivision at Binney Junction just north of Marysville and continuing to the project’s northern terminus in Chico.

10 Project Description

The Project would extend rail service north from Natomas into the North Valley, with four stations at Plumas Lake, Marysville–Yuba City, Gridley, and Chico and a new layover facility in Chico. The Project includes the proposed service plan of four daily roundtrips, as well as the necessary infrastructure along the corridor to accommodate this service.

10.1 Proposed Service Plan

The proposed service plan for implementation within the mid-term timeframe (i.e., by approximately 2030) is illustrated in **Figure 2** and includes the extension of four daily roundtrips north from Natomas:

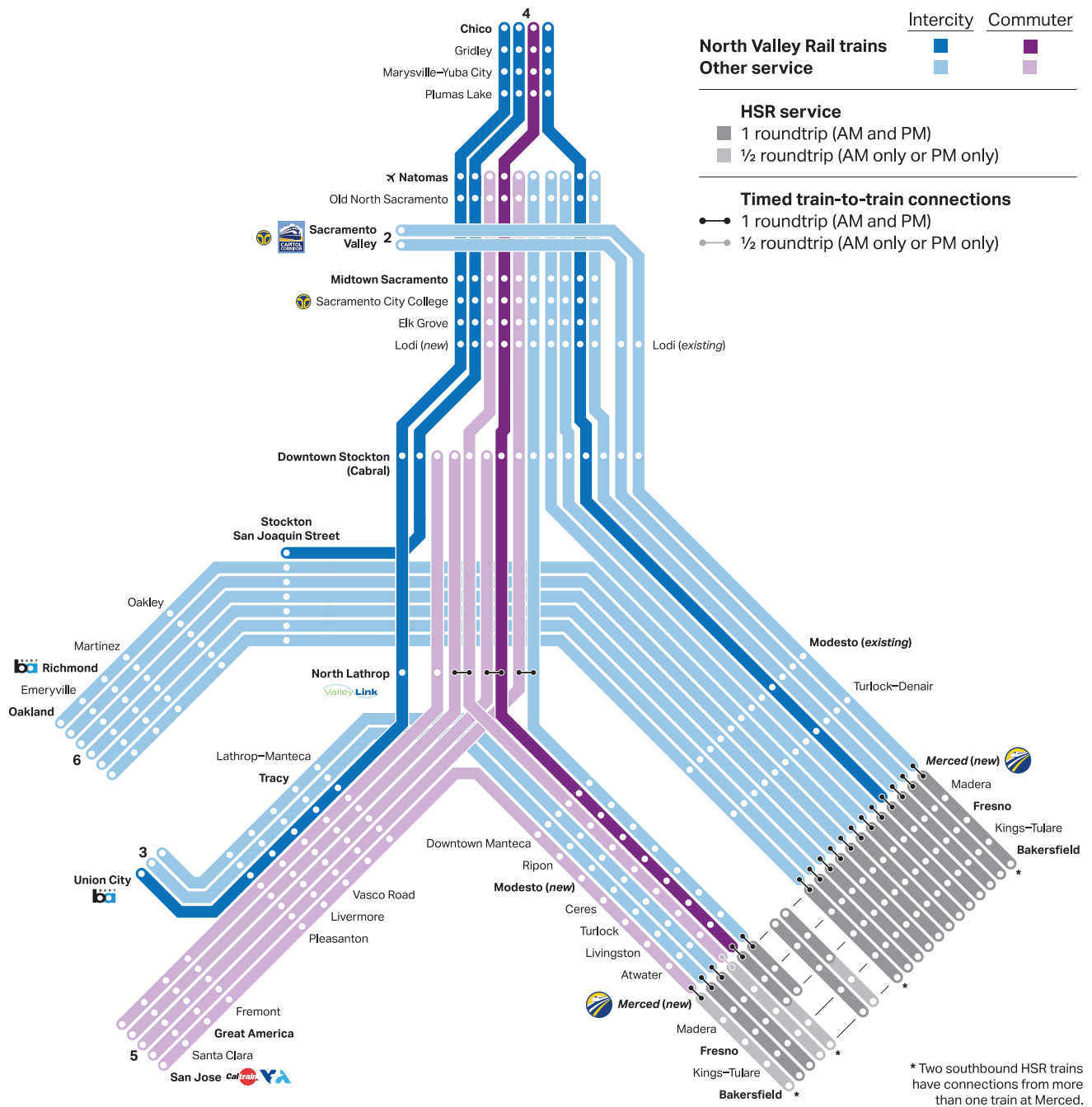
- One intercity roundtrip from Chico to Union City and back
- One intercity roundtrip from Chico to Stockton San Joaquin Street and back, with timed connections at Stockton San Joaquin Street with Oakland-branch *San Joaquins* trains in both directions (i.e., to/from Oakland and to/from Merced)
- One intercity roundtrip between Chico and Merced via the BNSF Stockton Subdivision (i.e., along the existing *San Joaquins* route south of Stockton)
- One commuter roundtrip from Merced to Chico and back via the UP Fresno Subdivision (i.e., via future ACE route between Lathrop and Merced south of Stockton)

Two of the four roundtrips would have direct, one-seat rides to/from Merced for timed connections with HSR trains, while a third roundtrip would provide an additional timed HSR connection in Merced via a transfer at Stockton San Joaquin Street.

Two of the four roundtrips would also fall in slots that would be well-positioned to capture the commuter market from the North Valley into Sacramento, arriving at the planned Midtown Sacramento Station during the morning peak period and departing back north during the afternoon/evening peak period.

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Project Study Report Equivalent – North Valley Rail Project**

Figure 2. Mid-Term Service Plan



Source: AECOM, 2023.

In addition to the four daily rail roundtrips, the project also includes connecting bus service between Gridley and Oroville, with timed connections to/from trains at Gridley. As a total of 10 daily rail roundtrips are envisioned at Natomas under the expanded Valley Rail Program (original Valley Rail Program cleared 7 roundtrips to Natomas), North Valley Rail would also include a supplementary bus service (6 daily roundtrips) within the corridor between Natomas

and Chico to provide connections for the remaining 6 rail roundtrips that would continue to start and terminate at Natomas.

10.2 Proposed Infrastructure

Stations

Initial design concepts for the four proposed stations are provided in **Exhibit E** and described below.

- **Plumas Lake:** The station would be located in unincorporated Yuba County at the northern end of the currently built-out Plumas Lake community, along the east side of State Route (SR) 70 just north of the Plumas Lake Boulevard interchange. Significantly more development in the Plumas Lake community is planned north of the station location, which will result in a station being centrally located. An 810-foot-long center loading platform would be constructed along the west edge of the existing single main track, and a new station siding would be constructed for the west platform face. Ancillary facilities (bus station, parking, and passenger pick-up/drop-off areas) would be provided on the west side of the station, between the platform and SR 70. Access to/from the platform would be provided by an underground pedestrian tunnel linking the west-side station plaza with the platform.

Station access would primarily be provided via a new access road tying into Plumas Lake Boulevard opposite the existing on- and off-ramps for northbound SR 70. This access road would continue north and tie into Algodon Road for alternative local access to/from the north.

- **Marysville–Yuba City:** Two options are under consideration for the Marysville-Yuba City Station on two separate potential station sites, as described below.

The first option is the **Marysville-Yuba City Station North Option**, which would be located on western side of central Marysville between 5th Street and 10th Street, atop the existing levee and embankment carrying the UP Sacramento Subdivision through Marysville. There are three variants for this option are currently under consideration, pending further structural analysis of the levee and embankment and are described in more detail below.

- Single-Side Platform Variant would involve construction of a single, 705-foot-long side platform, served by the existing eastern track. Platform access would be provided directly to/from the east edge of the platform.
- Center Platform Variant would involve construction of a 600-foot-long center platform between the existing western track and a realigned eastern track. Platform access would be provided by a pedestrian bridge over the eastern

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Project Study Report Equivalent – North Valley Rail Project**

track, tying in at the north end of the platform.

- Two Side Platforms Variant, which would be similar to the Single-Side Platform Variant, would include construction of a second 705-foot-long side platform for the existing western track. This variant would also provide platform access via a pedestrian bridge over the eastern track, tying in at the north end of the platform.

Access for all variants of the Marysville-Yuba City Station North Option would be provided through the existing retail center and surface parking adjacent to the proposed station site. Further analysis is needed for ancillary facilities, including station parking.

The second option is the **Marysville-Yuba City Station South Option**, which would be located on the southwestern side of central Marysville in close proximity to 3rd Street. As with the North Option discussed above, this option sits atop the existing levee and embankment carrying the UP Sacramento Subdivision through Marysville. This option was recently identified and therefore no variants have been developed to-date but there is the possibility that variants may be developed prior to the initiation of the PA&ED/PE phase, pending further site analysis and structural analysis of the levee and embankment.

An initial layout of this option would involve construction of a single, 705-foot-long side platform served by the existing eastern track. Platform access would be provided directly to/from the east edge of the platform. Further site planning will be undertaken to refine details such as platform placement, location of parking, access facilities, etc.

- **Gridley:** The station would be located just south of Laurel Street in Downtown Gridley. An 810-foot-long center loading platform would be constructed along the west edge of the existing single main track, and a new station siding would be constructed for the west platform face. Ancillary facilities would be provided on the west side of the station, with access to/from the platform provided by a pedestrian bridge over the western track, tying in near the center of the platform. Station access would be provided by existing local streets, including Virginia Street and Cedar Street.
- **Chico:** Two options are under consideration for the Chico station, as described below.

*The first option is the **Downtown Chico Station Option**, which would be located in Downtown Chico between 2nd Street and 5th Street. The existing Chico Amtrak Station, which is located at the southern portion of the proposed station footprint, would be utilized and integrated into the expanded station. A 705-foot-long side platform would be constructed along the east side of the existing single main track,*

**California Department of Transportation – Division of Rail and Mass Transportation
Project Study Report Equivalent – North Valley Rail Project**

partially replacing and extending the existing station platform. A new siding would also be constructed west of the main track to allow freight trains to bypass passenger trains stopped at the station. A potential second side platform could be constructed for the siding track in a future phase, together with a potential pedestrian grade separation at 3rd Street to provide access to/from both platforms. Station access would be provided by local streets.

This option would require the closure of 3rd Street at the UP right-of-way (ROW). 3rd Street would dead-end immediately west of the of the UP ROW. The segment of 3rd Street immediately east of the UP ROW to Orange Street would be converted into a station entrance plaza. Further analysis is needed for ancillary facilities, although some potential areas for station parking have been identified at this preliminary stage.

The second option is the **Barber Yard Chico Station Option**. In this option, the station would be located adjacent to the Barber Yard TOD opportunity site in Chico approximately 1.5 miles southwest of Downtown. A single, 705-foot-long side platform would be constructed on the east side of UP's existing Chico Yard, and the existing spur track towards Estes Road would be realigned to serve the new platform. New turnouts would be constructed to allow the realigned spur track to function as a station siding track. Platform access would be provided directly to/from the east edge of the platform. A potential second side platform and associated siding track could be constructed to the west as part of a future phase, with access to/from the second platform provided by a pedestrian grade separation.

Ancillary facilities would be provided on the east side of the station within the Barber Yard development site, including potential parking on top of an existing asphalt cap. Station access would be provided by local streets within the future Barber Yard TOD site.

In addition to the above four stations, the North Valley Rail Project would also construct improvements at the future Natomas Station, including a second side platform on the east side of the station to allow the station to function more effectively as a through station.

Layover Facility

Two options are under consideration for the proposed Chico Layover Facility:

- The **Chico Layover Facility North Option** would construct a layover facility north of Muir Avenue, along the existing single main track. This option also includes an East Variant and West Variant, with the layover facility be located either on east side or westside of the UP mainline track.
- The **Chico Layover Facility South Option** would construct a layover facility south of Estes Road, near the Barber Yard station site.

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Project Study Report Equivalent – North Valley Rail Project**

The Chico Layover Facility would include two layover tracks, with potential expandability to a total of four layover tracks. The North Option would only be used for the Downtown Chico Station. The South Option could be utilized with either Chico Station option. If the South Option is used in conjunction with the Downtown Chico Station Option, additional coordination with UPRR would be needed to evaluate the effects of holding the train at the platform long enough to reverse direction as the yard location is to the south.

See **Exhibit E**, which includes conceptual site plans for the two layover facility options currently being explored.

Other Improvements

Other improvements, such as extended sidings or new sidings along the UP ROW between stations have not been determined at this stage, although some preliminary analysis of potential improvements has been conducted based on a general understanding of typical improvements requested by the host railroad (UP) as part of other projects (e.g., Valley Rail) for preliminary cost estimating purposes. The Strategic Plan effort has included extensive ongoing coordination with UP regarding the project, and UP expects to conduct detailed operations modeling of the corridor (to identify infrastructure improvements required for the project) later in conjunction with the project's environmental clearance and preliminary design phase.

The State is also currently working with UP separately on exploring capital access fees in lieu of some or all of the potential track improvements, which could provide reduced upfront costs and allow for faster project implementation.

Right-of-Way Acquisition

It is anticipated that any improvements to mainline tracks implemented as part of the Project would be fully within the UP right-of-way (ROW) and therefore require no ROW acquisition. It is also anticipated that new track associated with accessing platforms would be entirely within the UP ROW. Additionally, it is anticipated all platforms will be constructed within the UP ROW.

The acquisition of ROW outside of the UP ROW will be required to construct ancillary station facilities, including walkways, pedestrian ramps, pedestrian overpasses/underpasses, parking lots, bus loops/depots, bicycle lockers/parking and plaza spaces.

The proposed layover facility will also require the acquisition of ROW outside of UP ROW.

11 Project Purpose/Need

11.1 Expand Rail Connectivity

The primary purpose of the project is to bring substantially expanded passenger rail service to

**California Department of Transportation – Division of Rail and Mass Transportation
Project Study Report Equivalent – North Valley Rail Project**

an underserved region of California and link it with the rest of the Northern California Megaregion and the larger statewide rail network. The new service will be tailored to North Valley’s unique needs, with intercity and 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 HSR in Merced, and two of the four roundtrips will have convenient connections to and from the Bay Area. North Valley Rail also lays the groundwork for achieving the longer-term service targets established in the Draft 2023 CSRP, which call for hourly service in the corridor between Chico and Sacramento.

11.2 Support Housing and Climate Goals

The project also supports the State’s housing and climate goals by providing an environmentally friendly and reliable transit-based travel option within the North Valley. 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 roads and reducing VMT and GHG emissions. Building off of ACE’s pioneering milestone of being one of the first passenger rail service in Northern California to fully switch to renewable diesel operations, North Valley Rail is expected to be operated with a 100-percent zero-emissions fleet, in alignment with state goals to decarbonize rail and other transportation by 2035.

11.3 Improve Equity and Social Mobility

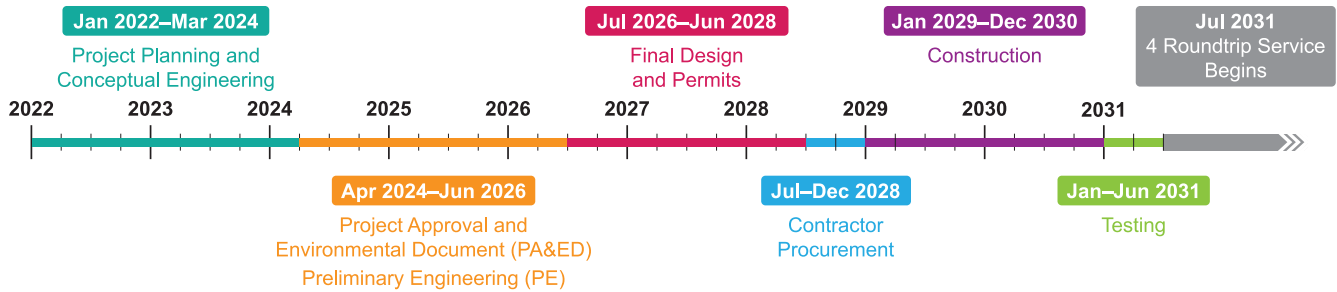
Lastly, the project also advances equity and social mobility through transportation investments. The project will provide a critical lifeline for transit-dependent riders and improve access to employment and educational opportunities for disadvantaged populations, including the many low-income and minority communities that are located along the project corridor. Prospective students across the Central Valley and state will benefit from better access to Chico State, as well as other higher-education institutions along the expanded future ACE and *San Joaquins* networks. For example, Chico State’s enrollment of over 13,000 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

12 Overall Schedule by Scope of Work Phase

Figure 3 summarizes the overall schedule for project implementation by major phase. Confirmation of schedule durations and milestones is subject to additional coordination with project stakeholders during project development. Based on current knowledge, the expected service start date is sometime around July 2031.

Figure 3. Project Schedule by Phase



Source: AECOM, 2023.

13 Project Cost Estimate

Cost estimates – for Capital and Operations and Maintenance – are preliminary and subject to change given the high-level nature of the cost estimates, which were produced during the planning phase.

13.1 Capital Costs

In terms of capital costs, the Project team is prioritizing working with Union Pacific during the PA&ED/PE phase to determine the possibility of utilizing Capital Access Fees (CAFs) in lieu of physical track improvements where possible for the North Valley Rail Project. If it is determined that CAFs could replace all non-station track improvements, up-front capital costs are estimated to be \$285 million instead of \$530 million. The higher number is based on a set of track improvements identified by the project team but is subject to change pending further coordination with Union Pacific. See **Table 1** for a cost breakout by project phase.

See **Exhibit F** for a breakout of capital costs by component.

Table 1. Preliminary Project Capital Cost Estimates by Phase

Phase	Activities	Capital Cost Estimates
PA&ED/PE (30%)	Conduct EIR/EIS process including preliminary engineering at a 30% level of design	\$11.6 million
PS&E	Develop plans, specifications, & engineering (PS&E) package for construction	\$26.4 million
ROW	Purchase ROW	\$30.0 million

**California Department of Transportation – Division of Rail and Mass Transportation
Project Study Report Equivalent – North Valley Rail Project**

Construction	Project Construction	\$462 million
Total Estimated Preliminary Project Capital Costs		\$530 million

13.2 O&M Costs

Regarding Operations and Maintenance (O&M), two sets of O&M estimates were conducted, one for the ACE Service and one for the San Joaquins Service. Please note, O&M cost are still be examined and could potentially be refined from the estimates provided in this document.

For ACE Service, the current ACE four round trips between Stockton and San Jose on weekdays generated 174,064 annual train-miles and an annual O&M cost of \$33.1 million. In **Table 2**, incremental and total train-miles and incremental and total O&M costs are identified for the Merced, Sacramento Extensions & Union City Service (Base) and the North Valley Rail Project. The O&M cost estimate for the additional ACE service associated with the North Valley Rail Project is \$13,625,471 for Fiscal Year 2023-24. A more detailed breakdown is provided in **Exhibit G**.

Table 2. Train-Miles and O&M Cost Totals for ACE Service Expansions (\$-million)

Metrics	Stockton – San Jose (Existing)	With Merced, Sacramento Extensions & Union City Service (Base)	With North Valley Rail Service (Project)
Pre-Extensions Train-Miles	174,064	174,064	174,064
Incremental Train-Miles for Base	0	494,824	494,824
Incremental Train-Miles for Proposed Project	0	0	149,416
Total Train-Miles	174,064	668,888	818,304
Pre-Extensions O&M Cost (\$-2023)	\$33,061,847	\$33,061,847	\$33,061,847
Incremental O&M Cost for Base (\$-2023)	0	\$54,115,683	\$54,115,683
Incremental O&M Cost for the Project (\$-2023)	0	0	\$13,625,471*
Total O&M Cost (\$2023)	\$26,710,062	\$87,177,530	\$100,803,001

*Note: If CAFs are implemented, the annual fees would be added to the operations budget.

Regarding the San Joaquins Service, SJJPA’s 2023/2024 budget was used to determine the baseline O&M costs, which included five daily round trips between Oakland and Bakersfield and two daily round trips between Sacramento and Bakersfield. The San Joaquins budget cited an O&M cost of \$110.8 million for the inter-city rail operation generating 1,512,688 annual train-miles. The figure included:

- \$3.8 million in administrative expenses;

**California Department of Transportation – Division of Rail and Mass Transportation
Project Study Report Equivalent – North Valley Rail Project**

- \$2.2 million in marketing expenses;
- \$102.0 million in contract expenses for Amtrak contract, and
- \$2.9 million in contract expenses for other contracts.

The O&M cost estimate for the additional San Joaquins Service associated with the North Valley Rail Project is \$4,300,926 for Fiscal Year 2023-24. Calculations of how this estimate was arrived at are summarized in **Table 3**.

Table 3. Train-Miles and O&M Cost Totals for San Joaquins Service Changes (\$-million)

Metrics	Oakland & Sacramento to Bakersfield (Existing)	With Service to Merced High Speed Rail Station (Base)	With North Valley Rail Service (Proposed Project)
Existing Train-Miles	1,512,688	1,512,688	1,512,688
Incremental Train-Miles for Base	0	-362,792	-362,792
Incremental Train-Miles for Proposed Project	0	0	55,626
Total Train-Miles	1,512,688	1,149,896	1,205,522
Existing O&M Cost (\$-2023)	\$110,810,086	\$110,810,086	\$110,810,086
Incremental O&M Cost for Base (\$-2023)	0	-\$16,709,211	-\$16,709,211
Incremental O&M Cost for Proposed Project (\$-2023)	0	0	\$4,300,926*
Total O&M Cost (\$2023)	\$110,810,086	\$94,100,875	\$98,401,800

*Note: If CAFs are implemented, the annual fees would be added to the operations budget.

14 Funding Commitments

As part of the ongoing planning work, BCAG, SJRRC, and SJJPA are working to develop a funding strategy for inclusion on the Strategic Plan document that will be released in late 2023/early 2024. While this funding strategy is still being refined, the next phase of project development (PA&ED/PE) is well developed and described further below. The overall approach to identifying funding sources is based on the estimated \$530 million capital cost estimate (as shown in Section 2 above). The goal of the funding strategy is to produce an approach that can fully fund this capital budget. However, it is the goal of the Project Team and the State to look at the opportunity to reduce the upfront costs of the Project and speed up project implementation by exploring the utilization of Capital Access Fees with UP. It is estimated that if all track improvements could be replaced by CAFs, the upfront capital costs could be reduced significantly, with preliminary estimates as low at \$285 million. Further coordination with UP is required to understand if CAFs can be implemented in lieu of all track improvements within the North Valley Rail Project corridor, or a portion of track

**California Department of Transportation – Division of Rail and Mass Transportation
Project Study Report Equivalent – North Valley Rail Project**

improvements, or if it is determined that no CAFs are possible. Given the uncertainty of this situation, the funding strategy assumes the worst-case scenario of a funding need of \$530 million to fully implement the North Valley Rail Project.

This funding strategy relies on state-based funding sources exclusively for PA&ED/PE phase so work can continue rapidly following the completion of planning, while then seeking federal funds for a portion of all following phases (PS&E, permitting and ROW acquisition, and construction). The overall split envisioned between state-based funding sources and federal funds is approximately 75% state funds and 25% federal funds.

In terms of committed funding to-date, no specific funding has been fully committed to the Project beyond state grant funds and other local/regional funds for the development of the Strategic Plan (planning phase currently in progress). Looking forward, BCAG and its partners are working to identify candidate funding sources for the PA&ED/PE, PS&E, Permitting/ROW Acquisition, and Construction phases, with a solid plan for the full funding already in place for the PA&ED/PE phase.

The current funding strategy by phase are summarized below.

Funding Strategy for PA&ED/PE

BCAG is pursuing full funding for the estimated \$11.6 million next phase of project development – PA&ED (which would include CEQA and NEPA documents) and PE (30% level of design) – through two State funding sources:

- 1) **State Transportation Improvement Program (STIP)** in the form of \$2.5 million in Regional Transportation Improvement Program (RTIP) funds, as well as an additional \$2.5 million in Interregional Transportation Improvement Program (ITIP) funds being pursued in coordination with Caltrans District 3, for a total of \$5 million; and
- 2) **Transit and Intercity Rail Capital Program (TIRCP) Formula Funds**, which is anticipated to be derived from a mix of BCAG and SACOG allocations to cover the remaining needed (\$6.6 million).

Funding Strategy for PS&E

For the PS&E phase (currently estimated at cost of \$26.4 million), further utilization of **TIRCP Formula Funds** is being considered, along with other state funding sources, including the **Solutions for Congested Corridors Program (SCCP)** and the **Trade Corridor Enhancement Program (TCEP)**. Additionally, it is during the PS&E phase that federal funding sources are being considered, with the **RAISE Discretionary Grant Program (RAISE)** is being targeted by BCAG as a high priority given the agency already applied for a RAISE grant for the Project. While BCAG was not successful in receiving a RAISE grant in their first application, it did perform well and has been encouraged to re-apply by officials at the US Department of

Transportation. Other federal funding sources that may be considered are the **Consolidated Rail Infrastructure and Safety Improvements (CRISI)** Program and **Multimodal Project Discretionary Grant (MPDG) Program**.

Funding Strategy for Permitting, ROW Acquisition and Construction

Following PS&E, the remaining phases of the Project include Permitting, ROW Acquisition and Construction. Taken together the capital costs for these phases are estimated at \$492 million. In term of state funding, applying for a statewide TIRCP grant will be pursued. If TIRCP formula fund are renewed beyond the current allocations, this source will also be considered. Other funding sources will likely be needed. State funds to be considered at during these phases include TCEP and SCCP, while federal funds could include RAISE, CRISI and if still available at the time MPDG grants. Additionally, FTA's **Capital Investment (CIG) Grants Small Starts** could also be considered if CAFs can bring the upfront cost down under the \$400 million project cost cap for the program.

15 Public Benefits

As described earlier, the Project will build off of the larger Valley Rail Program to bring expanded passenger rail service to underserved communities in the North Valley. Aside from the four daily rail roundtrips serving Chico, Marysville/Yuba City, and Natomas and destinations throughout the Northern California Megaregion, the Project also includes connecting bus service (via Gridley) to/from Oroville and supplemental bus service within the project corridor to provide integrated rail–bus service linking the North Valley to Sacramento, the Northern California Megaregion, and the rest of the state.

The Project will create a new transit-based travel option for the North Valley and will capture a variety of ridership markets, including the intercity and commuter markets into Sacramento. Mode shifts induced by the Project will result in reduced traffic congestion, VMT, and GHG emissions, which will benefit the overall efficiency of the multi-modal transportation system and provide numerous public benefits in transportation safety, air quality, and climate response.

While the project is primarily a passenger rail project, infrastructure improvements implemented by the project will also directly benefit freight rail operations through new or expanded sidings, grade crossing safety upgrades, and other improvements.

16 Environmental Clearance

As mentioned earlier, environmental clearance is currently being considered under both CEQA and NEPA in order to allow for use of both State and Federal funding sources for project

**California Department of Transportation – Division of Rail and Mass Transportation
Project Study Report Equivalent – North Valley Rail Project**

implementation. The expected CEQA and NEPA documentation requirements are summarized in **Table 4**.

Lead Agency: San Joaquin Regional Rail Commission
Responsible Agency: San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority

Table 4. CEQA and NEPA Requirements

CEQA (Check all that apply)	NEPA (Check all that apply)
<input type="checkbox"/> Negative Declaration	<input checked="" type="checkbox"/> Finding of No Significant Impact
<input checked="" type="checkbox"/> Draft EIR	<input checked="" type="checkbox"/> Draft EIS (<i>IF NECESSARY</i>)
<input checked="" type="checkbox"/> Final EIR	<input checked="" type="checkbox"/> Final EIS (<i>IF NECESSARY</i>)
<input type="checkbox"/> Supplemental EIR	<input type="checkbox"/> Supplemental EIS
<input checked="" type="checkbox"/> EIR Certification	<input checked="" type="checkbox"/> Record of Decision (<i>IF NECESSARY</i>)
<input checked="" type="checkbox"/> Notice of Determination	

17 Permit Completion

No major permits have been identified to-date for North Valley Rail Project. Specific permits will be identified during the NEPA/CEQA process.

California Department of Transportation – Division of Rail and Mass Transportation
Project Study Report Equivalent – North Valley Rail Project

Exhibit A: BCAG RTIP/ITIP Resolution (forthcoming in December)

**Exhibit B: SJRRC Resolution Adopting the SJRRC FY 23/24 Work Program
& Budget**

SJRRC RESOLUTION 22/23-75

RESOLUTION ADOPTING THE SJRRC/ACE COMBINED FISCAL YEAR 2023/2024 WORK PROGRAM AND OPERATING BUDGET IN THE AMOUNT OF \$43,139,466 AND ADOPTING SJJPA FISCAL YEAR 2023/2024 OPERATING BUDGET OF \$80,640,442 AND A COMBINED CAPITAL BUDGET IN THE AMOUNT OF \$392,561,718

WHEREAS, the San Joaquin Regional Rail Commission Joint Powers Agreement requires approval of an operating and capital budget each year; and

WHEREAS, the adoption of an operating and capital budget is necessary for obtaining Federal, State and Local funds to support the Rail Commission; and

WHEREAS, the Rail Commission budget incorporates the operating, shuttle, and capital budget for the Altamont Corridor Express (ACE) Service and the San Joaquin Intercity Service (San Joaquins); and

WHEREAS, the Rail Commission, ACE and San Joaquins service projects and programs have separate revenue and expense accounts; and

WHEREAS, the Executive Director has prepared and presented the SJRRC/ACE operating budget of \$43,139,466, SJJPA operating budget of \$80,640,442 and a combined capital budget of \$392,561,718 which sets forth the projected revenues and expenses associated with the San Joaquin Regional Rail Commission for Fiscal Year 2023/2024 (hereinafter collectively "2023/2024 Budgets"); and

WHEREAS, as part of the budget approval process, the Executive Director is responsible for, and authorized to implement, the adopted budget; and

WHEREAS, there are many business expenses that are routine in nature and are required to conduct the ordinary day-to-day activities of the Rail Commission, ACE and the Authority; and

WHEREAS, the Executive Director is authorized to make these ongoing expenditures within the approved levels of the adopted budget; and

WHEREAS, all budget increases, amendments, or transfers between operating and capital budgets will be submitted to the Board for approval, and the Executive Director has the authority to transfer funds within the operating or capital budget category; and

WHEREAS, revenue and expense reports comparing the cumulative revenue receipts and expenses to the approved budget are submitted to the Commissioners as part of the monthly meeting packets; and

WHEREAS, these reports provide the Commissioners an opportunity to monitor the budget status regularly throughout the fiscal year and make recommended adjustments when necessary;

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission Adopts the SJRRC/ACE Combined Fiscal Year 2023/2024 Work Program and Operating Budget in the amount of \$43,139,466 and Adopting SJJPA Fiscal Year 2023/2024 Operating Budget of \$80,640,442 and a Combined Capital Budget in the amount of \$392,561,718 (hereinafter collectively "2023/2024 Budgets").

FURTHERMORE, BE IT RESOLVED that in the event there is a delay in the timely adoption of the budgets for the 2024/2025 fiscal year, the 2023/2024 budgets shall be renewed and carry over into 2024/2025 until such time as the 2024/2025 budgets are adopted.

PASSED AND ADOPTED, by the Board of Commissioners this 2nd day of June 2023, by the following vote:

AYES: 4 Nuño, Villapudua, Vice Chair Young, Chair Zuber

NOES: 0

ABSENT: 4 Hernandez, Mei, Craig, Warmsley

ABSTAIN: 0

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION


STACEY MORTENSEN, Secretary


LEO ZUBER, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of June 2, 2023

STAFF REPORT

Item 14

ACTION

Public Hearing: Presentation and Approval of a Resolution Adopting the SJRRC/ACE Combined Fiscal Year 2023/2024 Work Program and Operating Budget in the amount of \$43,139,466 and Adopting SJJPA Fiscal Year 2023/2024 Operating Budget of \$80,640,442 and a Combined Capital Budget in the amount of \$392,561,718

Background:

On an annual basis, the Rail Commission adopts a Work Program that serves to communicate the planned activities of the agency in the coming fiscal year, as well as outlines the Operations and Capital Project Budget. Since the Rail Commission also serves as the Managing Agency for the San Joaquin Joint Powers Authority, a brief description of the Work Program and Budget for the San Joaquins Intercity Rail Service is included. The San Joaquin Joint Powers Authority secures its own funding and directs spending on the San Joaquin service and programs, but the Rail Commission Budget must include these expenses and revenues on behalf of the Authority. In addition, the Authority designated the Rail Commission as the lead agency to implement all the shared Valley Rail Program stations and facilities.

The theme of the Work Program for the upcoming year is “Laying the Groundwork for More Connected Communities.” This includes a continued focus on the existing ACE trunkline service, restoring the San Joaquins to full pre-Covid services levels, and forming new partnerships for project delivery within the various communities slated for Valley Rail expansion.

The following Work Program and Budget includes expenditure authority for each of these efforts. The San Joaquin Joint Powers Authority 2023/2024 Business Plan is also attached for more detail on the Planning, Operations, Marketing and Capital programs in support of the San Joaquins.

Exhibit C: SJJPA Resolution Adopting the SJJPA 2023 Business Plan Update

SJJPA RESOLUTION 22/23-29

RESOLUTION OF THE GOVERNING BOARD OF THE SAN JOAQUIN JOINT POWERS AUTHORITY ADOPTING THE FINAL 2023 SAN JOAQUIN JOINT POWERS AUTHORITY BUSINESS PLAN UPDATE AND AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS ASSOCIATED WITH THE MASTER FUND TRANSFER AGREEMENT SUPPLEMENTS FOR OPERATIONS, ADMINISTRATION, AND MARKETING BUDGETS FOR FISCAL YEAR 2023/2024

WHEREAS, the Intercity Passenger Rail Act of 2012 provides for the creation of a San Joaquin Joint Powers Authority (SJJPA) which, if certain requirements are met, will manage the San Joaquin Intercity Rail Service; and

WHEREAS, ten (10) Member Agencies have approved a Joint Exercise of Powers Agreement to form the SJJPA and have appointed Board Members and Alternates; and

WHEREAS, the SJJPA was required to submit the final Business Plan to the Secretary of the California State Transportation Agency by April 1 each year, it is now required to be submitted to the Secretary of CalSTA in draft form by April 1 of each year, and final form by June 30 of each year to allow Amtrak time to finalize operating cost estimates; and

WHEREAS, in order to continue with the administrative responsibilities of the San Joaquins, the SJJPA must develop and approve a Draft Business Plan to be submitted to the Secretary of the California State Transportation Agency by April 1 each year; and

WHEREAS, the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024 must be executed; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority hereby Adopting the Final 2023 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024.

PASSED AND ADOPTED, by the SJJPA on this 19th day of May 2023, by the following vote:

AYES: 8 Alternate O'Brien, Gonzalez, Alternate Burgis, Quintero, Shuklian, Young, Vice Chair
 Espinosa, Vice Chair Verboon
NOES: 0
ABSTAIN: 0
ABSENT: 2 Haubert, Chair Hume

ATTEST:

SAN JOAQUIN JOINT
POWERS AUTHORITY



STACEY MORTENSEN, Secretary



RODRIGO ESPINOSA, Vice Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Meeting of May 19, 2023

STAFF REPORT

Item 5

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2023 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024

Background:

In order to continue the administrative responsibilities of the San Joaquins, the San Joaquin Joint Powers Authority (SJJPA) must develop an Annual Business Plan during the term of the ITA as required by AB 1779 and submit the Plan by April 1 of each year to the Secretary of the California State Transportation Agency (CalSTA). The Annual Business Plan must be submitted to the Secretary of CalSTA in draft form by April 1 of each year, and final form by June 30 of each year. The purpose of establishing the later date for the final version is to allow Amtrak time to finalize operating cost estimates. The final version of the Annual Business Plan is then reviewed and approved by the State and used to develop an annual appropriation request to the State Legislature.

Staff is recommending board action to “adopt” the Final 2023 SJJPA Business Plan Update. Section 7.1(d) of the SJJPA Joint Exercise of Powers Agreement (JEPA) requires adoption of the Business Plan by two-thirds vote of the SJJPA Board Membership. The Draft 2023 SJJPA Business Plan Update was unanimously approved at the March 24, 2023, SJJPA Board Meeting.

On April 11, 2023, Kern COG requested SJJPA edit page 67 “to add four free EV charging stations as station amenities”. Kern COG state it believes it is important for other stations to consider offering EV charging stations (free or metered) to encourage first and last-mile zero-emission connections. Page 66 of the Final 2023 SJJPA Business Plan includes new text acknowledging the four free EV charging stations at the Bakersfield Station. The SJJPA FY 2023/24 and 2024/25 Action Plan, page 46 of the Final 2023 SJJPA Business Plan includes the following action for SJJPA: “Identify locations and funding for electric car charging stations at San Joaquins stations”.

On May 5, 2023, Caltrans Division of Rail and Mass Transportation (DRMT) provided comments on the Draft 2023 SJJPA Business Plan. Please see the Caltrans comments attached and the SJJPA responses to each comment, including the various minor edits made to the Draft 2023 SJJPA Business Plan based on these comments.

Please see the Final 2023 SJJPA Business Plan at the end of this packet.

Key Updates of the Final 2023 SJJPA Business Plan Update:

- Updated cost for Railroad Liability Insurance Premiums
 - Annual Business Plan Other Operations request increase from \$800,000 to \$900,000
- Addition of Zero Emission Multiple Unit Study for Stockton Rail Maintenance Facility
 - Annual Business Plan Other Operations request of \$1,240,000

Fiscal Impact:

Adoption of the 2023 SJJPA Business Plan is required for the SJJPA to continue managing the San Joaquins and receive funding from the State for the administration, marketing, and operations for the San Joaquins.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2023 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024.

**Exhibit D: BCAG Resolution Adopting the BCAG Fiscal Year 2023-24
Overall Work Program and Budget**

**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2022/2023-12**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
APPROVING THE ADOPTION OF THE 2023/2024 OVERALL WORK PROGRAM &
BUDGET; AND ANNUAL CERTIFICATION THAT THE BCAG PLANNING PROCESS
IS IN ACCORDANCE WITH ALL APPLICABLE SECTIONS OF 23 U.S.C. 134 and
135, 49 U.S.C. 5303 through 5307 and 5310 and 5311 and 5323(1) and 5339**

WHEREAS, the Butte County Association of Governments is the designated Metropolitan Planning Organization for Butte County in accordance with 23 U.S.C. 134 and 135, (b);

WHEREAS, the Butte County Association of Governments as the Metropolitan Planning Organization has developed an annual Overall Work Program and Budget for the 2023/2024 Fiscal Year in compliance with the 23 U.S.C and Section 5303 of the Federal Transit Act;

WHEREAS, in conjunction with the 2023/24 Overall Work Program Agreement and Master Fund Transfer Agreement, the 2023/24 Overall Work Program (OWP) constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and BCAG for Consolidated Planning Grant (CPG) funding;

WHEREAS, the Butte County Association of Governments as the designated Metropolitan Transportation Planning Organization certifies that a comprehensive, cooperative, and continuous transportation planning process is being implemented in accordance with 23 CFR 450.334 and 450.220, and Fixing America's Surface Transportation (FAST) Act;

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments as the designated Metropolitan Planning Organization does hereby adopt the Fiscal Year 2023/24 Overall Work Program & Budget and certifies that a planning process will be implemented through this document in accordance with:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5307 and 5310 and 5311 and 5323(1) and 5339, and 23 CFR part 450.220;
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d));
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Public Law 109-59, Fixing America's Surface Transportation (FAST) Act, regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded project, Pub. L. 059.109 Page 119 STAT. 1156 and;

- (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT implementing regulations (49 CFR Parts 27, 37, and 38).

BE IT FURTHER RESOLVED that the Butte County Association of Governments by this resolution approves the Fiscal Year 2023/24 Overall Work Program & Budget in accordance with 23 U.S.C and Section 5303 of the Federal Transit Act, FTA Section 5311 & 5311(f) (49 U.S.C), FTA Section 5339 (49 U.S.C), FTA Section 5310 & 5310 Expanded (49 U.S.C – Chapter 53), FTA Section 5307 (49 U.S.C), and all applicable requirements and authorizes its Executive Director to execute all fund transfer agreements, master agreements, grants, program supplements, contracts, Caltrans cooperative agreements and all other documents necessary to receive funding for transportation planning, and implementation of projects and programs contained in the 2023/24 Overall Work Program and Budget.

PASSED AND ADOPTED by the Butte County Association of Governments on the 27th day of April 2023 by the following vote:

AYES:

Ritter, Calderon, Reynolds, Teeter, Nuchols, Pittman
Kimmelshue, Tryon,

NOES:

None

ABSENT:

Connelly, Durfee

ABSTAIN:


None

APPROVED:



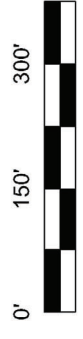
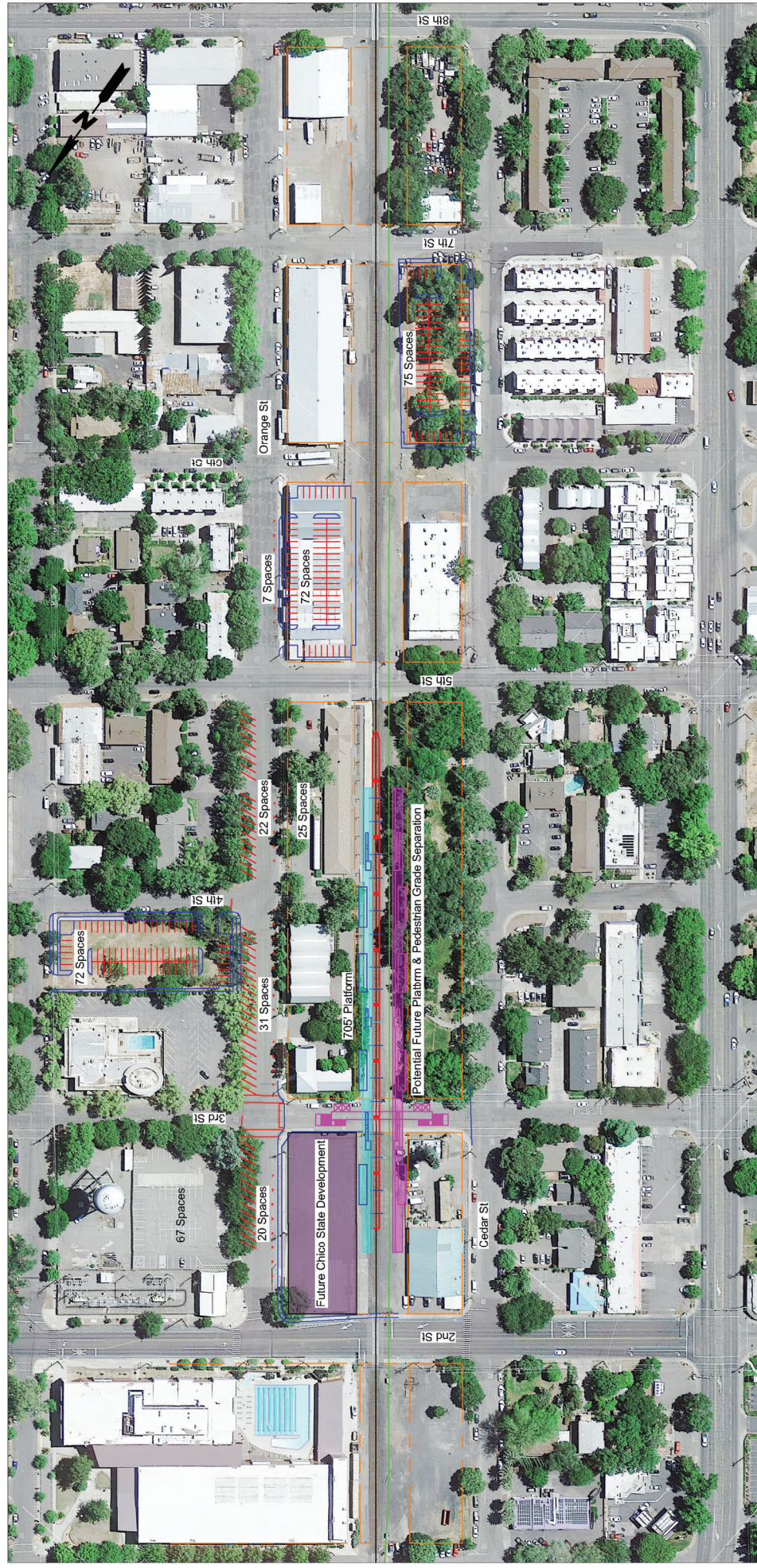
BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:



JON CLARK, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

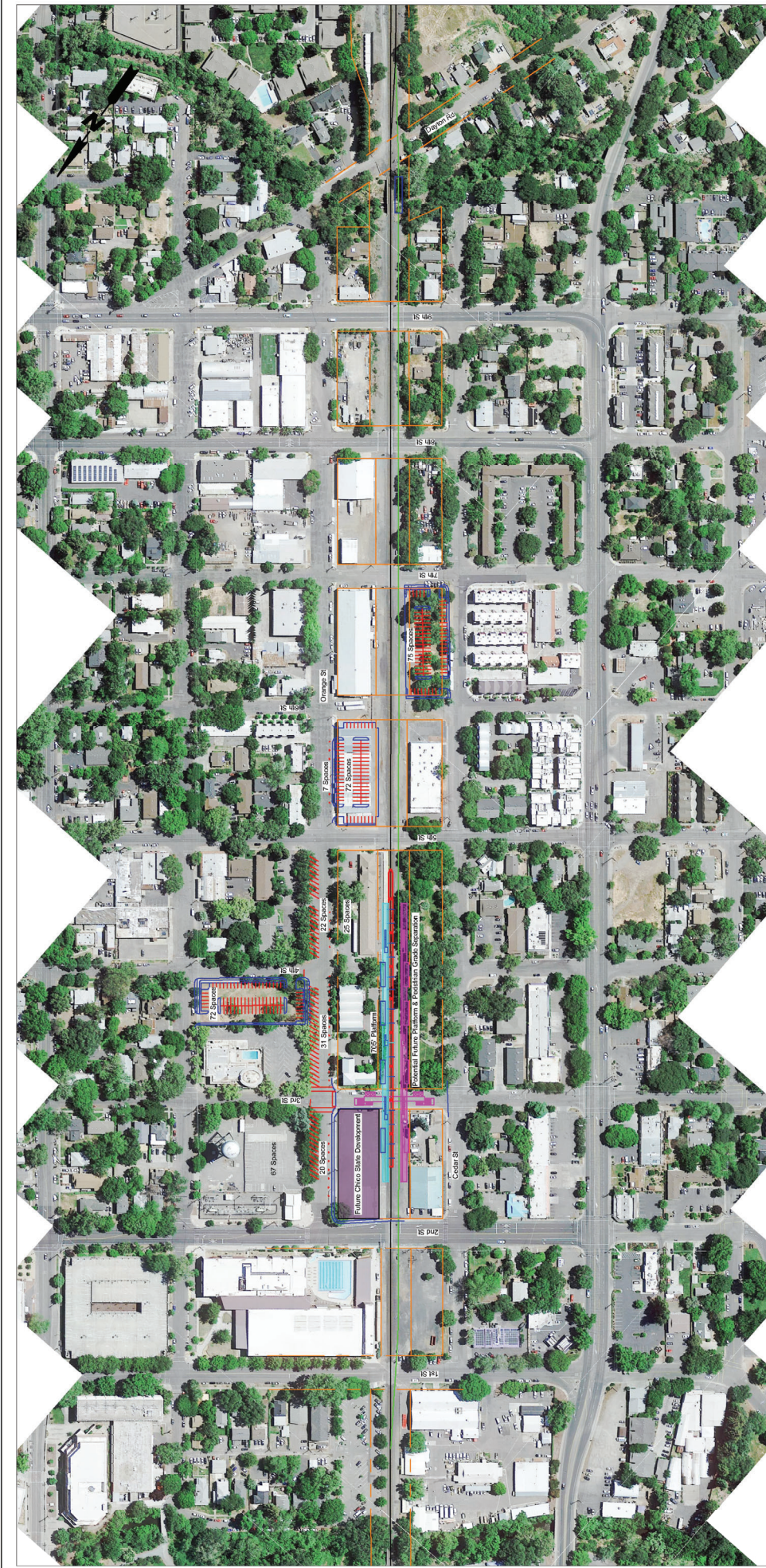
Exhibit E: Conceptual Engineering Drawings



GRAPHIC SCALE

Chico - Downtown Station Option
 Station Area - 10-17-2023





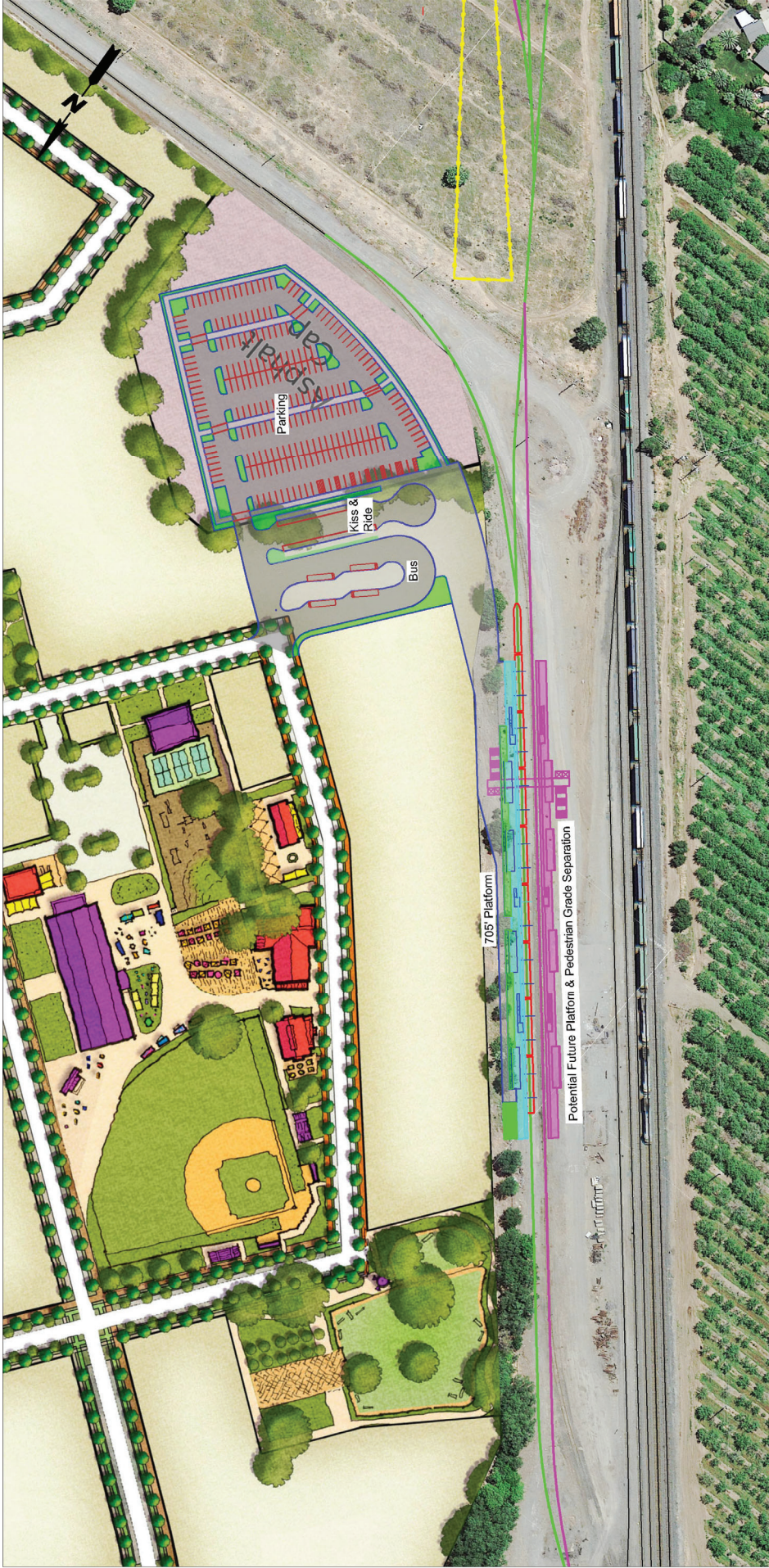
GRAPHIC SCALE



BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

Chico - Downtown Station Option Full Site - 10-17-2023





GRAPHIC SCALE



Chico - Barber Yard Station Station Area - 10-17-2023



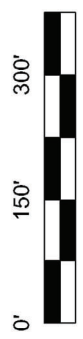
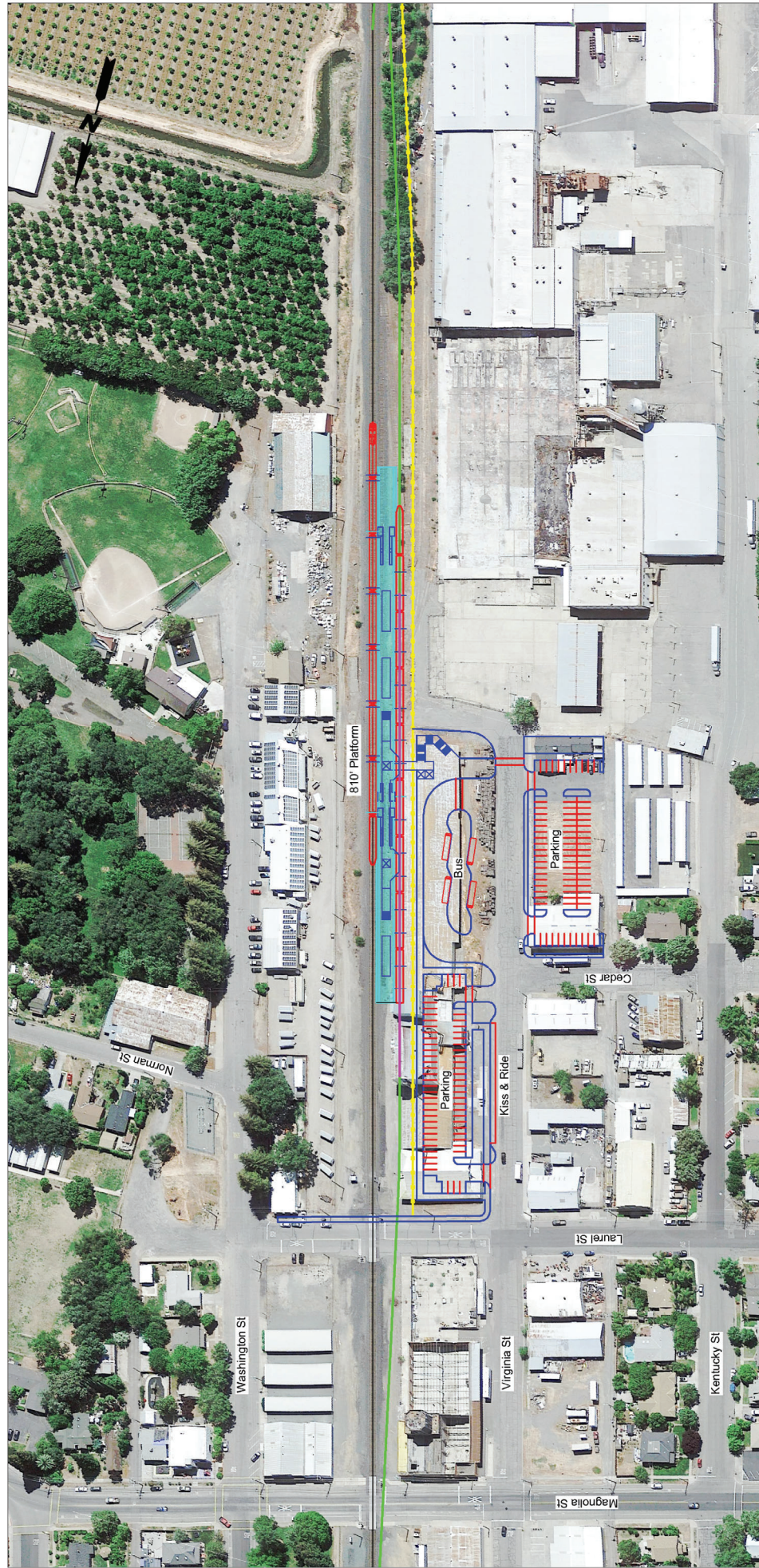


GRAPHIC SCALE



Chico - Barber Yard Station Option Full Site - 10-17-2023



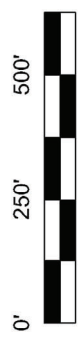
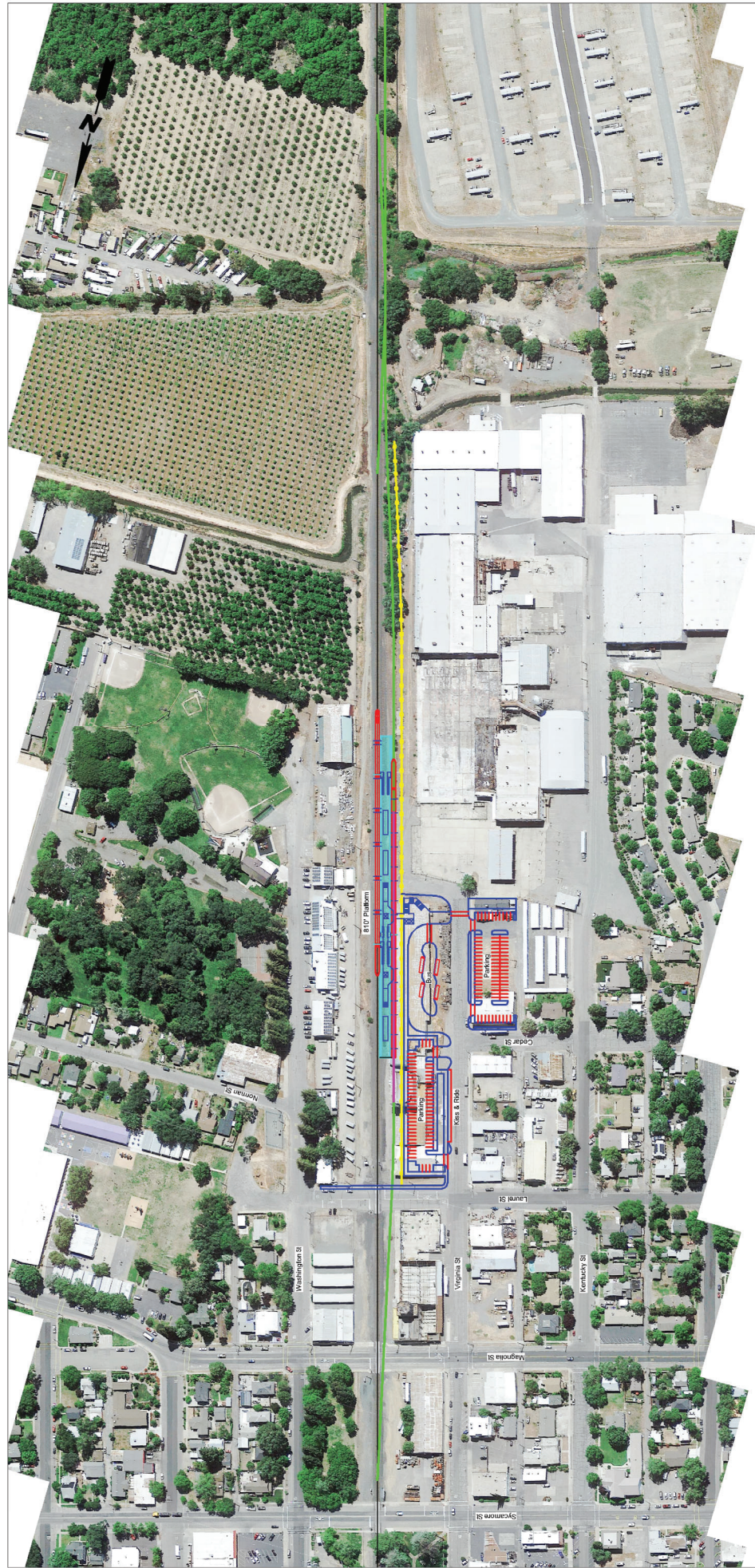


GRAPHIC SCALE

AECOM

Gridley Station
Station Area - 10-17-2023



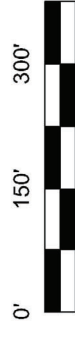
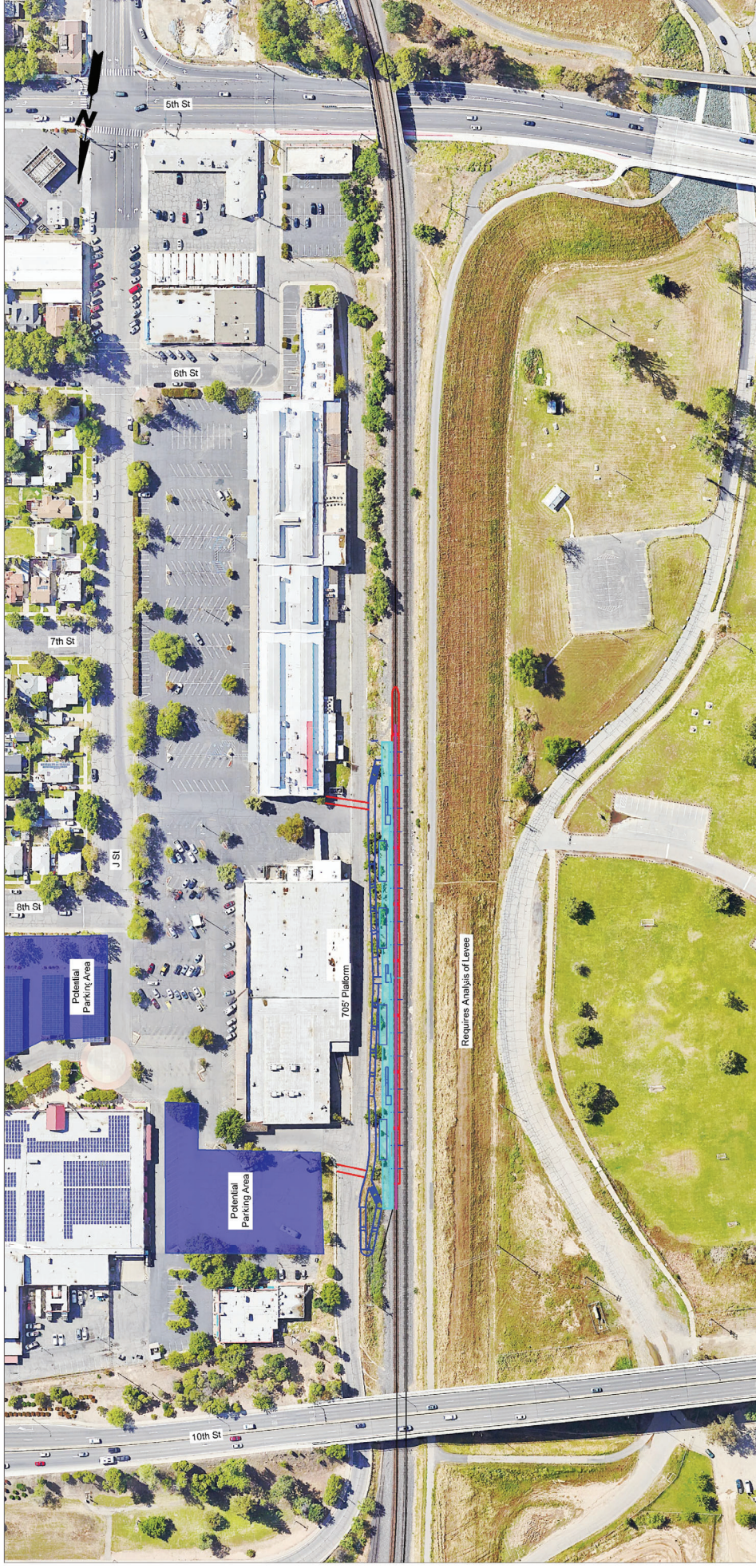


GRAPHIC SCALE

AECOM

Gridley Station
Full Site - 10-17-2023





GRAPHIC SCALE



Marysville/Yuba City Station North Option Single-Side Platform Variant Station Area - 10-17-2023





GRAPHIC SCALE



Marysville/Yuba City Station North Option Single-Side Platform Variant Full Site - 10-17-2023





GRAPHIC SCALE



Marysville/Yuba City Station North Option

Double-Sided Platform Variant

Station Area - 10-17-2023



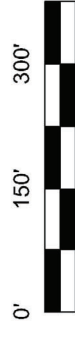


Marysville/Yuba City Station North Option
Double-Sided Platform Variant
Full Site - 10-17-2023



GRAPHIC SCALE





GRAPHIC SCALE



Marysville/Yuba City Station North Option
Center Platform Variant
Station Area - 10-17-2023





GRAPHIC SCALE

AECOM



Marysville/Yuba City Station North Option Center Platform Variant Full Site - 10-17-2023



Potential Station Area (Plaza, Parking and Access)

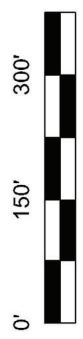
705 Platform



GRAPHIC SCALE

Marysville/Yuba City Station South Option Station Area - 10-17-2023

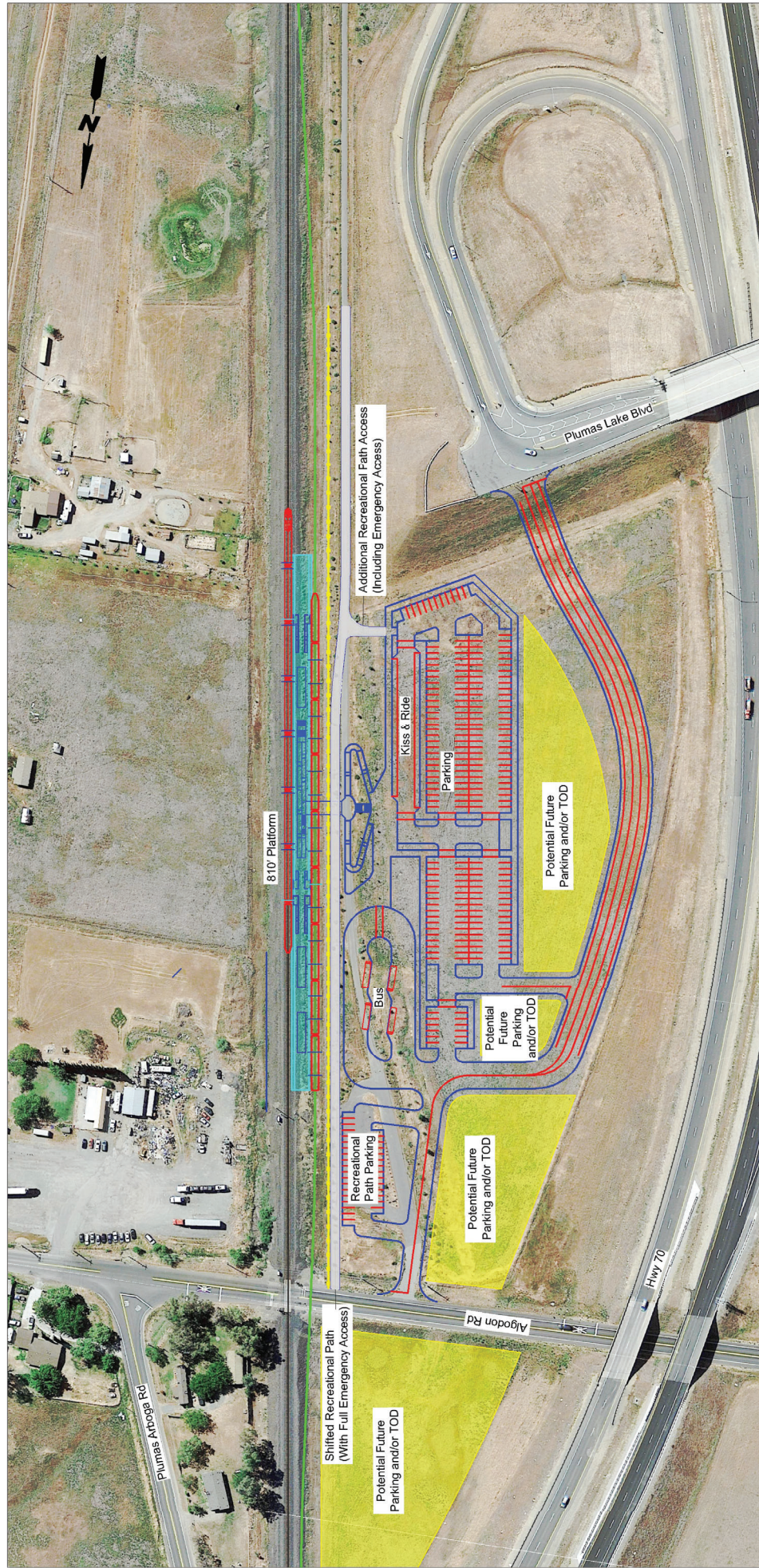




GRAPHIC SCALE

Marysville/Yuba City Station South Option
 Full Site - 10-17-2023

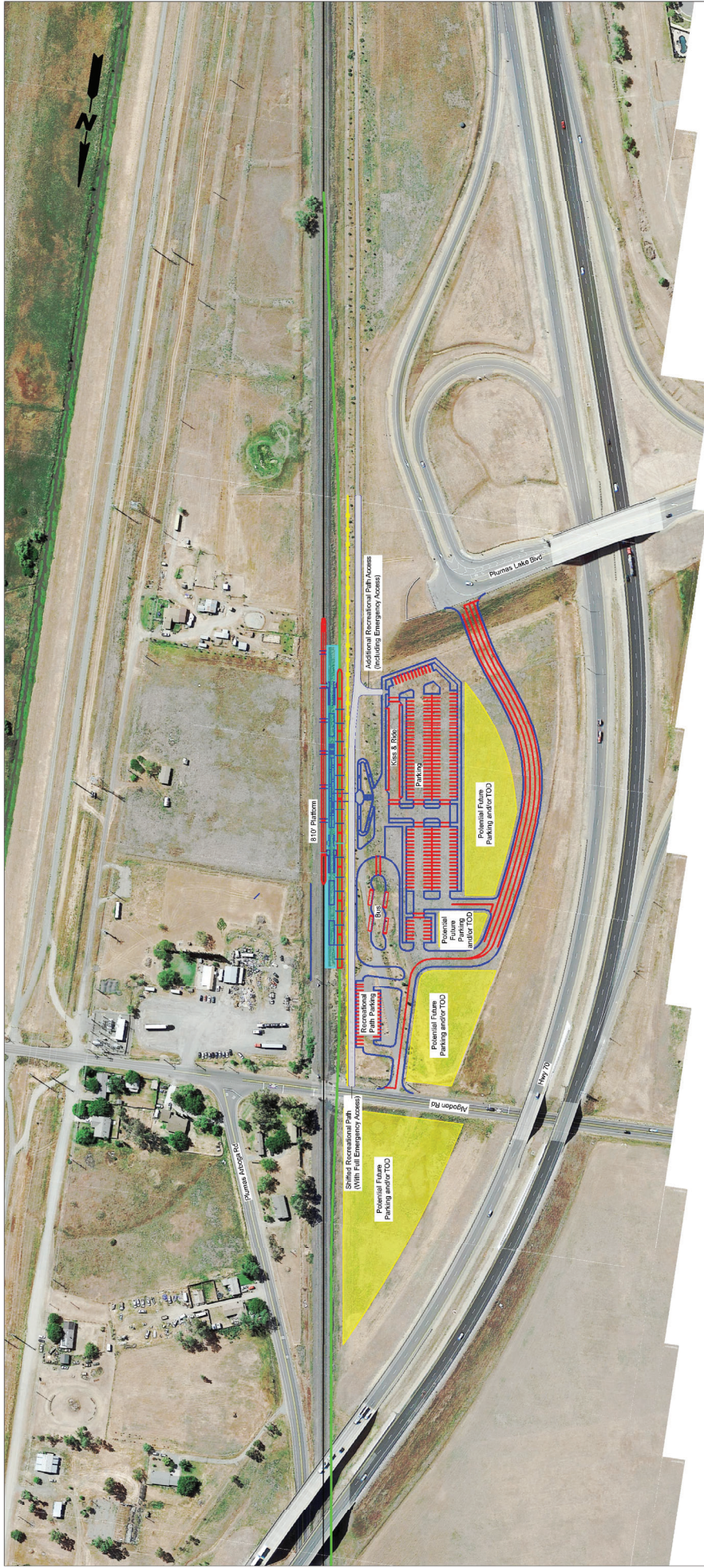




GRAPHIC SCALE

Plumas Lake Station Station Area - 10-17-2023



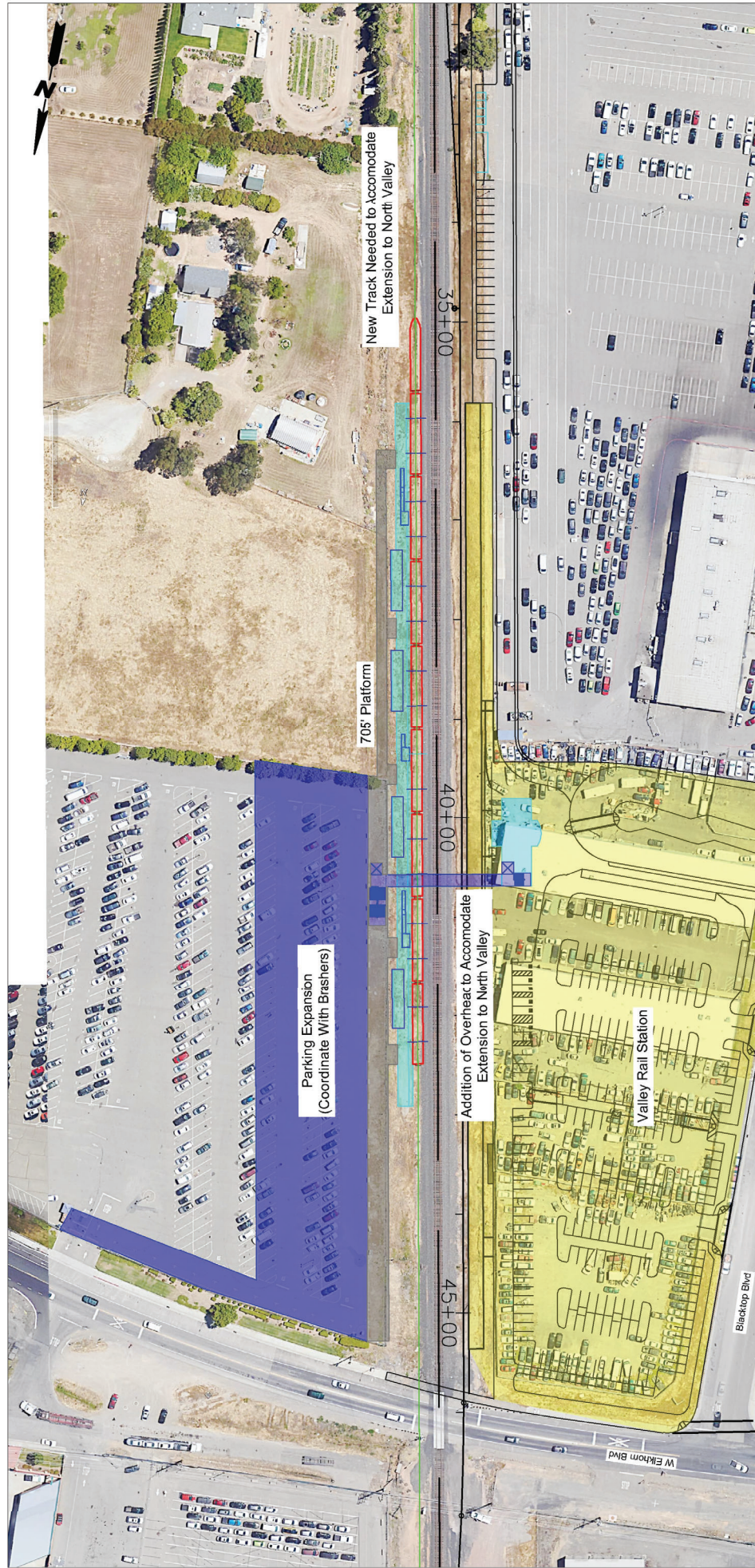


GRAPHIC SCALE



**Plumas Lake Station
Full Site - 10-17-2023**





GRAPHIC SCALE

Natomas / Sacramento Airport Station Expansion
 Station Area - 10-17-2023





GRAPHIC SCALE

AECOM

Natomas / Sacramento Airport Station Expansion Full Site - 10-17-2023





GRAPHIC SCALE



Chico Layover Facility North Option
East Variant
Layover Area - 10-17-2023



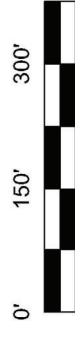
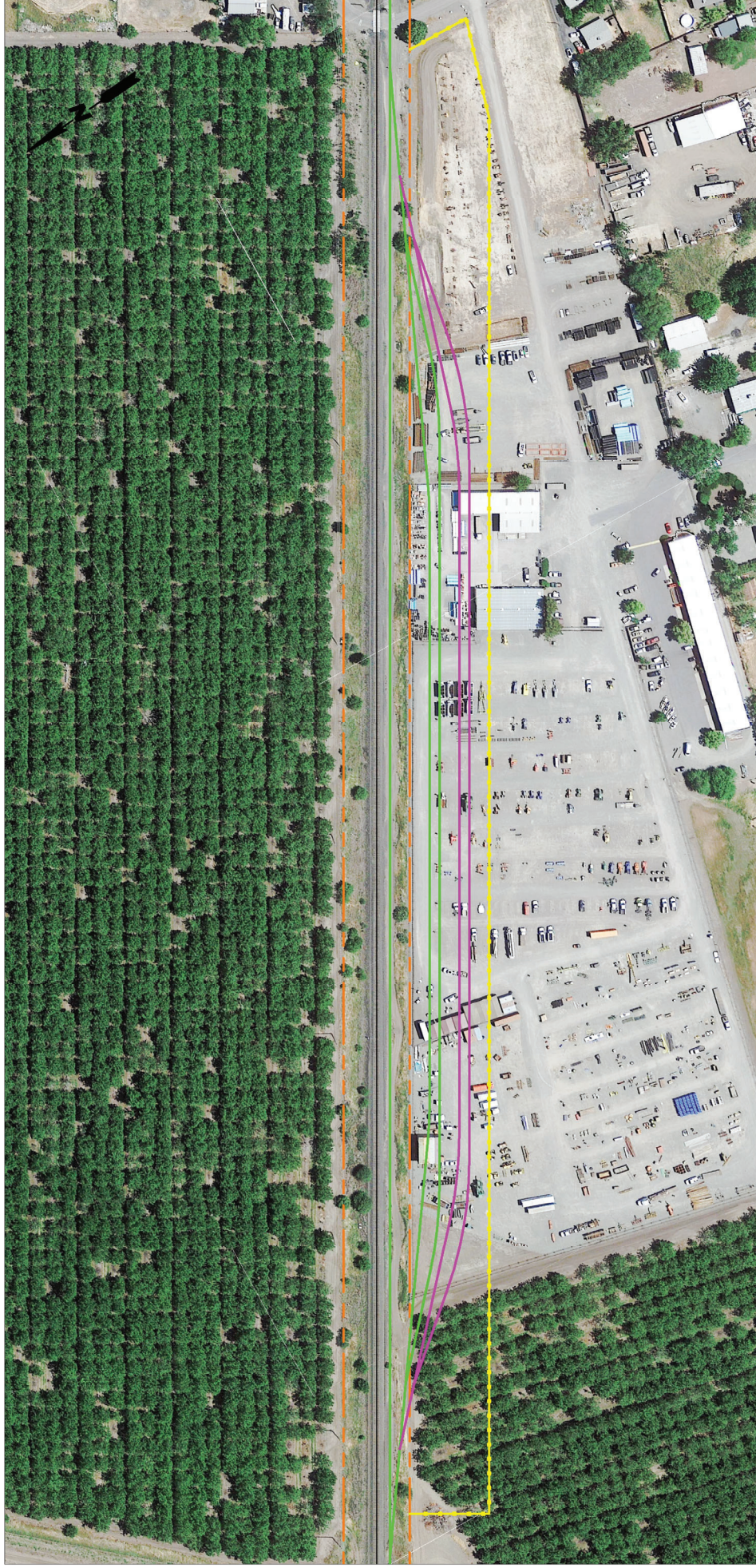


GRAPHIC SCALE



Chico Layover Facility North Option
East Variant
Full Site - 10-17-2023





GRAPHIC SCALE



Chico Layover Facility North Option
West Variant
Layover Area - 10-17-2023



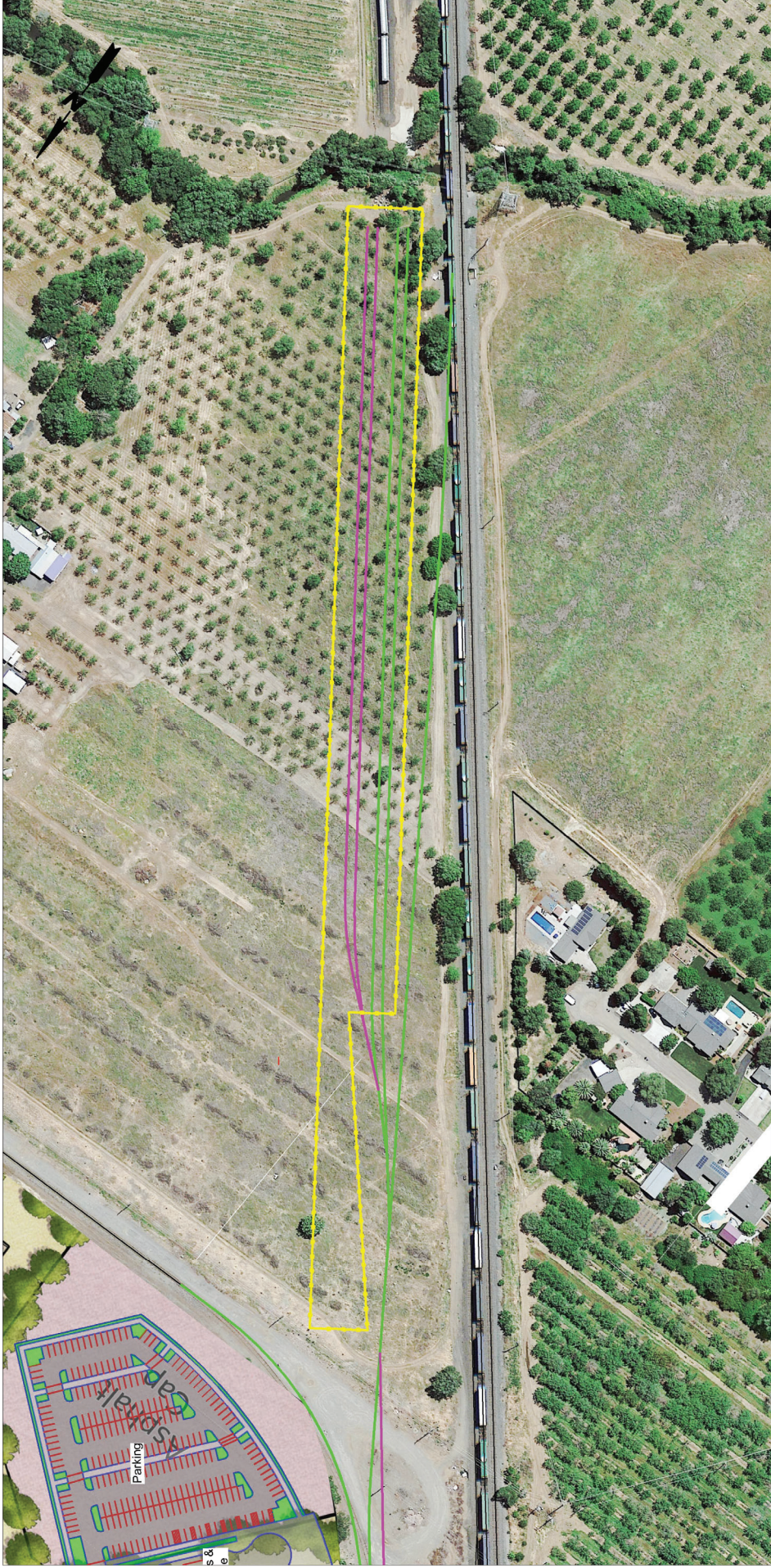


GRAPHIC SCALE

AECOM

Chico Layover Facility North Option
West Variant
Full Site - 10-17-2023





GRAPHIC SCALE

Chico Layover Facility South Option Station Area - 10-17-2023



Exhibit F: Capital Cost Estimates Detail

North Valley Rail - Project Study Report Equivalent

Preliminary Cost Estimate

Project Specific Costs (2022\$):

New Track	\$15.0M per mile
Station	\$33.6M each
Layover	\$30.0M each

Station & Layover

Item	Description	Quantity	Unit	Unit Cost	Subtotal (\$M)
Track Improvements	Natomas Station Expansion	0.3	miles	\$15.0	\$4.5
Stations	Natomas Station Expansion	0.5	each	\$33.6	\$16.8
Stations	Plumas Lake Station	1	each	\$33.6	\$33.6
Track Improvements	Marysville/Yuba City Station	0.25	miles	\$15.0	\$3.8
Stations	Marysville/Yuba City Station	1	each	\$33.6	\$33.6
Stations	Gridley Station	1	each	\$33.6	\$33.6
Track Improvements	Chico Siding Extension	0.7	miles	\$15.0	\$10.5
Bridge	Chico Siding Extension	1	LS	\$1.0	\$1.0
At-Grade Crossings	Chico Siding Extension	1	LS	\$4.0	\$4.0
Stations	Chico Station	1	each	\$33.6	\$33.6
Layover	Chico	1	each	\$30.0	\$30.0
Total					\$205.0

Track Improvements

Item	Description	Quantity	Unit	Unit Cost	Subtotal (\$M)
Track Improvements	Pleasant Grove Siding Extension	1.7	miles	\$15.0	\$25.5
Track Improvements	Mounkes Siding Extension	2.4	miles	\$15.0	\$36.0
Track Improvements	Berg Siding Extension	1.3	miles	\$15.0	\$19.5
Track Improvements	Fagan Siding Extension	2.1	miles	\$15.0	\$31.5
Track Improvements	Richvale Siding Extension	1.4	miles	\$15.0	\$21.0
Track Improvements	New Durham Siding	2.9	miles	\$15.0	\$43.5
Total					\$177.0

Station & Layover Cost Summary with Escalation

Item	Improvement Costs (2022\$ M)	Escalation	Total Range YOE (\$M)
Station	\$151.2	\$59.0	\$210.2
Track at Station	\$23.8	\$9.3	\$33.1
Track at Station	\$30.0	\$11.7	\$41.7
Total	\$205.0	\$80.0	\$285.0

Track Improvement Cost Summary with Escalation

Item	Improvement Costs (2022\$ M)	Escalation	Total Range YOE (\$M)
Track Improvements	\$177.0	\$68.0	\$245.0
Total	\$177.0	\$68.0	\$245.0

Exhibit G: ACE Service Operations and Maintenance Cost Detail

				ACE Operating Budget		
				Existing (FY23/24)	No Project (FY 23/24)	Project (FY 23/24)
Project Management, Services, and Supplies						
	Salaries/Benefits/Contract Help	\$	4,327,168	\$	4,327,168	\$ 4,327,168
	Additional Office Staff (Extension)	\$	-	\$	370,900	\$ 370,900
	Additional PSA Staff (Extension)	\$	-	\$	1,112,700	\$ 1,112,700
	Additional Ticket Agents (Extension)	\$	-	\$	370,900	\$ 370,900
	Office Expense Postage	\$	21,154	\$	25,808	\$ 26,231
	Subscriptions/Periodicals/Memberships	\$	13,400	\$	16,348	\$ 16,616
	Office Equipment/Furniture	\$	27,700	\$	33,794	\$ 34,348
	Computer Systems	\$	2,000	\$	2,440	\$ 2,480
	Communications	\$	24,050	\$	29,341	\$ 29,822
	Motor Pool	\$	60,612	\$	73,947	\$ 75,159
	Transportation/Travel	\$	42,000	\$	51,240	\$ 52,080
	Training	\$	52,500	\$	64,050	\$ 65,100
	Training—Security Grant Funded			\$		\$
	Audits Regulatory Reporting	\$	61,085	\$	74,524	\$ 75,745
	Professional Services Legislative	\$	-	\$	-	\$
	Professional Services Legal	\$	88,086	\$	107,465	\$ 109,227
	Professional Services General	\$	310,952	\$	379,361	\$ 385,580
	Publications/Legal Notices	\$	12,363	\$	15,083	\$ 15,330
	Taxes Assessments	\$	-	\$	-	\$
Project Management, Services, and Supplies Subtotal		\$	5,043,070	\$	7,055,069	\$ 7,069,387
Contracted Services						
	Maintenance of San Joaquin County Facilities	\$	-	\$	-	\$
	Maintenance and Improve System Wide ACE Stations	\$	42,420	\$	121,958	\$ 143,168
	Maintenance of Headquarters Structures/Grounds	\$	128,647	\$	156,949	\$ 156,949
	ACE Operations & Maintenance	\$	8,939,361	\$	25,984,372	\$ 30,588,484
	Contracted Services*			\$		\$
	Positive Train Control	\$	353,700	\$	707,400	\$ 707,400
	Consumables/Repair Parts	\$	1,500,000	\$	5,764,154	\$ 7,051,749
	Operating Leases	\$	88,695	\$	108,208	\$ 108,208
	Fuel	\$	2,700,000	\$	10,375,477	\$ 12,693,149
	RR Maintenance, Oversight/Dispatching	\$	3,166,267	\$	12,167,234	\$ 14,885,148
	Insurance	\$	4,655,466	\$	8,627,506	\$ 8,902,506
	Insurance Management Fees	\$	170,000	\$	207,400	\$ 207,400
	Security Services/Safety Programs	\$	591,471	\$	1,719,251	\$ 2,023,881
	FRA/FTA Drug Testing Program	\$	5,500	\$	6,710	\$ 6,710
	Community Engagement & Marketing	\$	920,292	\$	1,122,756	\$ 1,122,756
	Special Trains	\$	165,000	\$	165,000	\$ 165,000
	Passenger Services			\$		\$
	Ticketing Services	\$	530,331	\$	1,541,533	\$ 1,814,673
	Professional Services Operations	\$	328,433	\$	954,668	\$ 1,123,824
	Communications, Operations	\$	246,650	\$	716,947	\$ 843,981
	Communications, Wi-Fi	\$	406,000	\$	1,560,164	\$ 1,908,673
	Emergency Ride Home Emergency Bus Bridges	\$	60,000	\$	230,566	\$ 282,070
	Rail Maintenance Facility	\$	1,198,005	\$	1,461,566	\$ 1,461,566
	Merced Layover (Extension)	\$	-	\$	600,000	\$ 600,000
	Chico Layover (Extension)	\$	-	\$	-	\$ 175,000
	Natomas Layover (Extension)	\$	-	\$	175,000	\$ 175,000
	Union City Layover (Extension)	\$	-	\$	350,000	\$ 350,000
Contracted Services Sub-Total		\$	26,196,238	\$	74,824,819	\$ 87,497,295
Shuttle Services			\$1,822,539		\$5,297,642	\$6,236,319
TOTAL OPERATING EXPENSES						
		\$	33,061,847	\$	87,177,530	\$ 100,803,001

Exhibit H: Sacramento Area Council of Governments Letter of Support



1415 L Street,
Suite 300
Sacramento, CA
95814

916.321.9000
sacog.org

October 16, 2023

Butte County Association of Governments
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG’s Project Study Report Equivalent for North Valley Passenger Rail Extension to Butte County

Dear Mr. Jon Clark:

The Sacramento Area Council of Governments (SACOG) supports the Butte County Association of Governments’ (BCAG) Project Study Report Equivalent document for North Valley Passenger Rail extension to Butte County. BCAG will partner with the San Joaquin Joint Power’s Authority to complete the required environmental analysis and 15% preliminary engineering.

This program meets SACOG’s 2020 MTP/SCS policy priority of building and maintaining a safe, reliable, equitable, and multimodal transportation system. The project will fulfill the California State Transportation Agency’s (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI) by building towards an integrated, statewide rail and transit network and Executive Order N-79-20 by investing in clean transportation options in urban, suburban, and rural northern California communities.

The proposed project would also remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful passenger rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and connecting the state’s high-speed rail system. In addition to providing daily opportunities for access to Butte, Yuba, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State.

SACOG supports the proposed project as it will create a critical passenger rail connection between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

Kristina Svensk
Director of Transportation Services

- Auburn
- Citrus Heights
- Colfax
- Davis
- El Dorado County
- Elk Grove
- Folsom
- Galt
- Isleton
- Lincoln
- Live Oak
- Loomis
- Marysville
- Placer County
- Placerville
- Rancho Cordova
- Rocklin
- Roseville
- Sacramento
- Sacramento County
- Sutter County
- West Sacramento
- Wheatland
- Winters
- Woodland
- Yolo County
- Yuba City
- Yuba County