

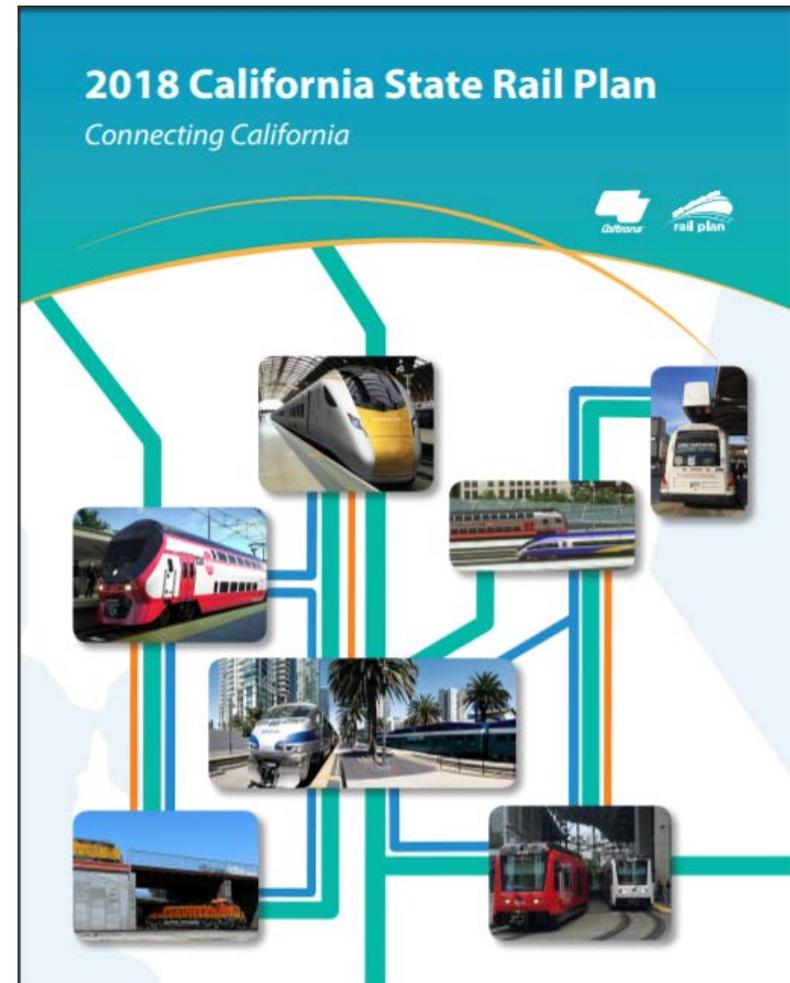


# PASSENGER RAIL SERVICE NOVATO TO SUISUN CITY FEASIBILITY STUDY

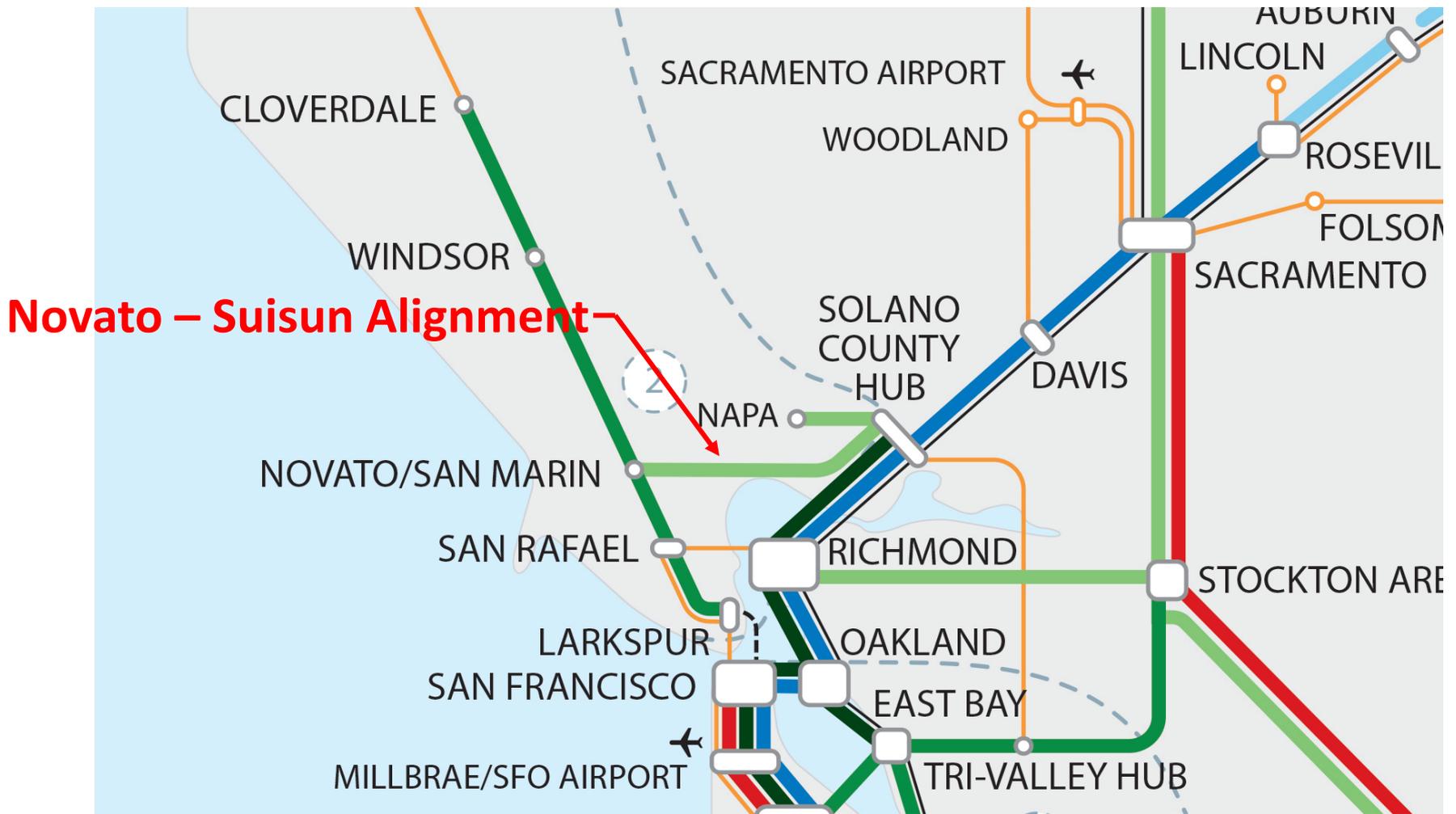
STATE ROUTE 37 POLICY COMMITTEE  
JUNE 6, 2019

# 2018 CALIFORNIA STATE RAIL PLAN

- **Published: September 2018**
- **Presented to SMART Board:**  
*November 1, 2017*



# RAIL CONNECTIVITY VISION



# PURPOSE OF REPORT

- Examine the technical feasibility of implementing passenger rail service between *Novato and Suisun City*
- Document the existing physical condition of the corridor
- Propose limited infrastructure options, and their corresponding operating characteristics
- Identify potential infrastructure and environmental challenges
- Prepare schedule and cost estimates

# PROJECT STUDY AREA



# CORRIDOR OWNERSHIP AND OPERATIONS

- **SMART:** Novato to Napa River (American Canyon)
  - *Freight Operator: Northwestern Pacific Railroad*
- **Union Pacific Railroad (UPRR):** American Canyon (Napa River) to Suisun
  - *Freight Operator: California Northern Railroad*



# IS A PASSENGER RAIL LINE FEASIBLE?

YES !

# STUDY OPTIONS

1. **Rapid Deployment – Basic Service**
2. **Higher Level of Service**



# STUDY OPTIONS

- Transportation infrastructure which can be built upon for decades to come....
- *Both Options have “scalability” to increase service with the addition of vehicles*
- Investing not just in an option but in transportation connectivity in Northern California



# OPTION 1 - DESCRIPTION

Utilizing the existing operating freight railroad...

*What are the minimum infrastructure improvements needed to allow passenger rail service?*



# OPTION 1 - SERVICE SCENARIO

- Start with minimum service;
  - » Two morning round trips per day
  - » Two evening round trips per day
  - » Total round trips per day: 4 (8 one-way trips per day)
- Daily capacity for the 8 trips is approximately 2100 passengers (based upon assumed length of trains)



# BACKGROUND - TRACK

- » The Federal Railroad Administration regulates allowable speed based on quality or “Class” of track:
  - *Class 1: 15 MPH maximum (for passenger trains)*
  - *Class 2: 30 MPH maximum*
  - *Class 3: 60 MPH maximum*
  - *Class 4: 80 MPH maximum*
- » Higher classes of track have more stringent geometric tolerances and require more robust infrastructure.



# OPTION 1 - INFRASTRUCTURE

- » Maximum speed: 60 MPH (Class 3 track)
- » Maximize re-use of existing infrastructure
- » Stay within existing rail embankment/prism
- » Replace Black Point bridge over the Petaluma River with used bridge
- » Replace 28 existing timber bridges



# OPTION 1 – RAILROAD SIGNALS

## » **Three types of signal systems:**

- Grade crossing signals
- Wayside signals
- Positive Train Control (PTC)

## » **PTC is a required safety overlay** working with wayside signals.

- The PTC system must be compatible with UPRR system
- New fiber optic, wayside interface, back office, and on-board systems are required

# OPTION 1- INFRASTRUCTURE

- » New signals and train control/PTC
- » Three new intermediate stations
- » Two passing Sidings
- » Shared maintenance facility
- » Shared or contracted corridor maintenance
- » Shared corridor with freight
- » New connections to SMART and Capitol Corridor



# OPTION 1 - INFRASTRUCTURE

## Two Moveable Bridges:

- » Black Point Swing Span
- » Napa River Vertical Lift

## Other Bridges:

- » Replace 28 existing timber bridges



# BLACK POINT BRIDGE OPTIONS

- Constructed in 1911
- Repairing the bridge is not a viable option
- Option 1: Assumes repurposing a used bridge (budget \$40 M)
- Option 2: New bridge (budget \$100 M)



# NAPA RIVER VERTICAL LIFT BRIDGE

- Would only require minor upgrades
- Constructed in 1979
- Excellent Condition



# OPTION 1 - VEHICLE ASSUMPTIONS

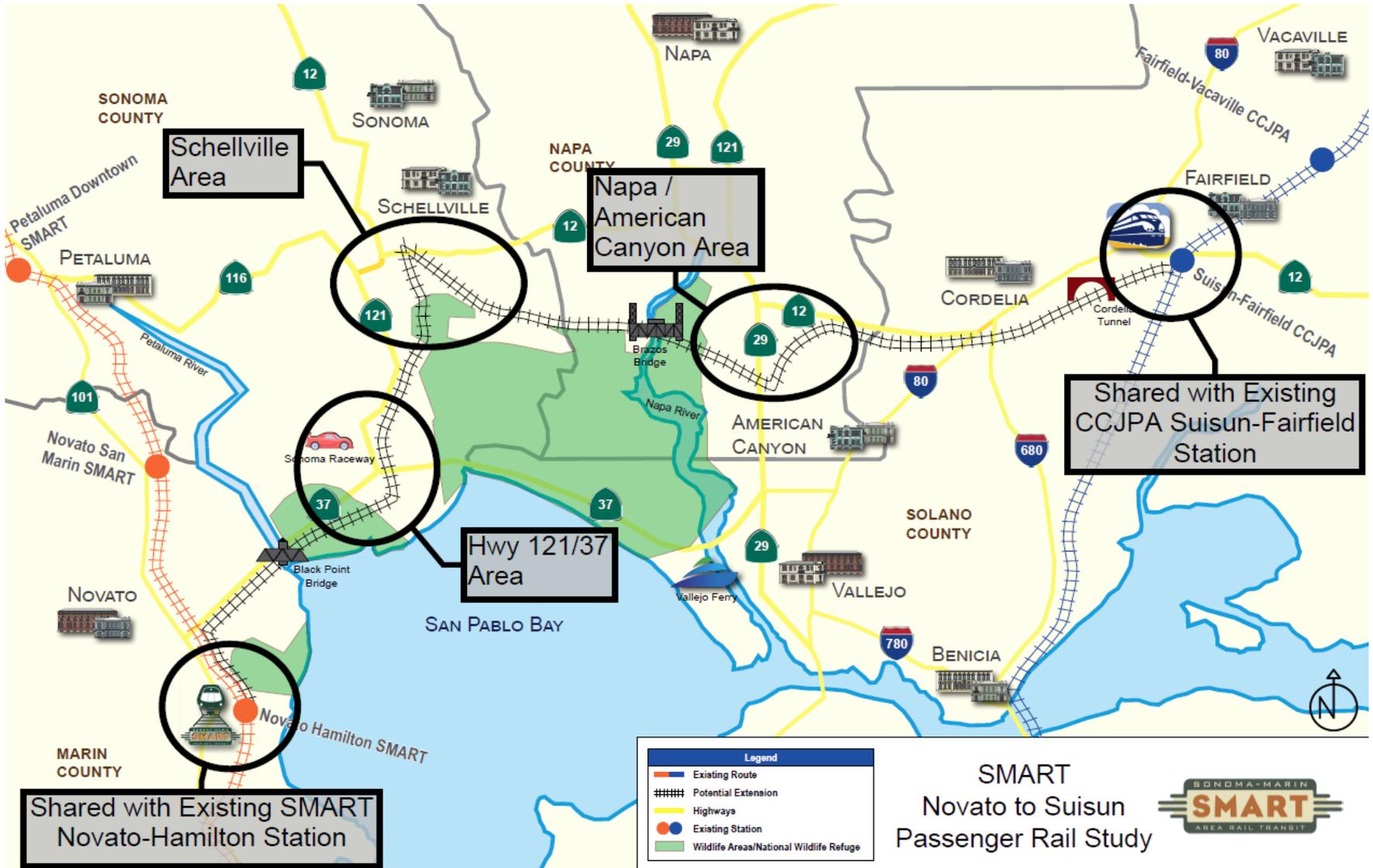
## Pre-Owned locomotives & coach cars

The minimum required fleet would be:

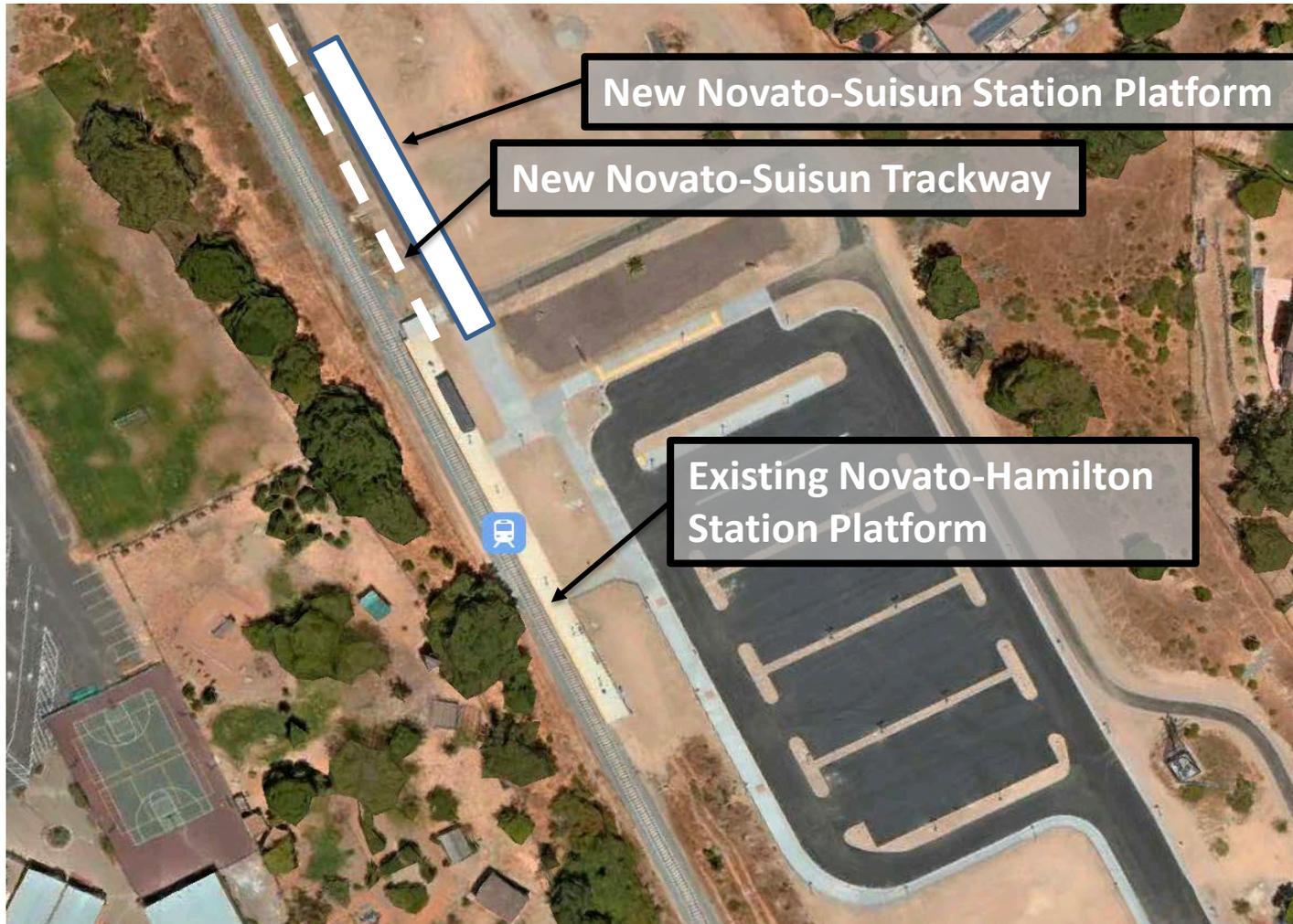
- » Three (3) **pre-owned** locomotives (one spare)
- » Six (6) **pre-owned** high platform coaches (includes two spares)
- » Three (3) **pre-owned** Cab coaches (includes one spare)



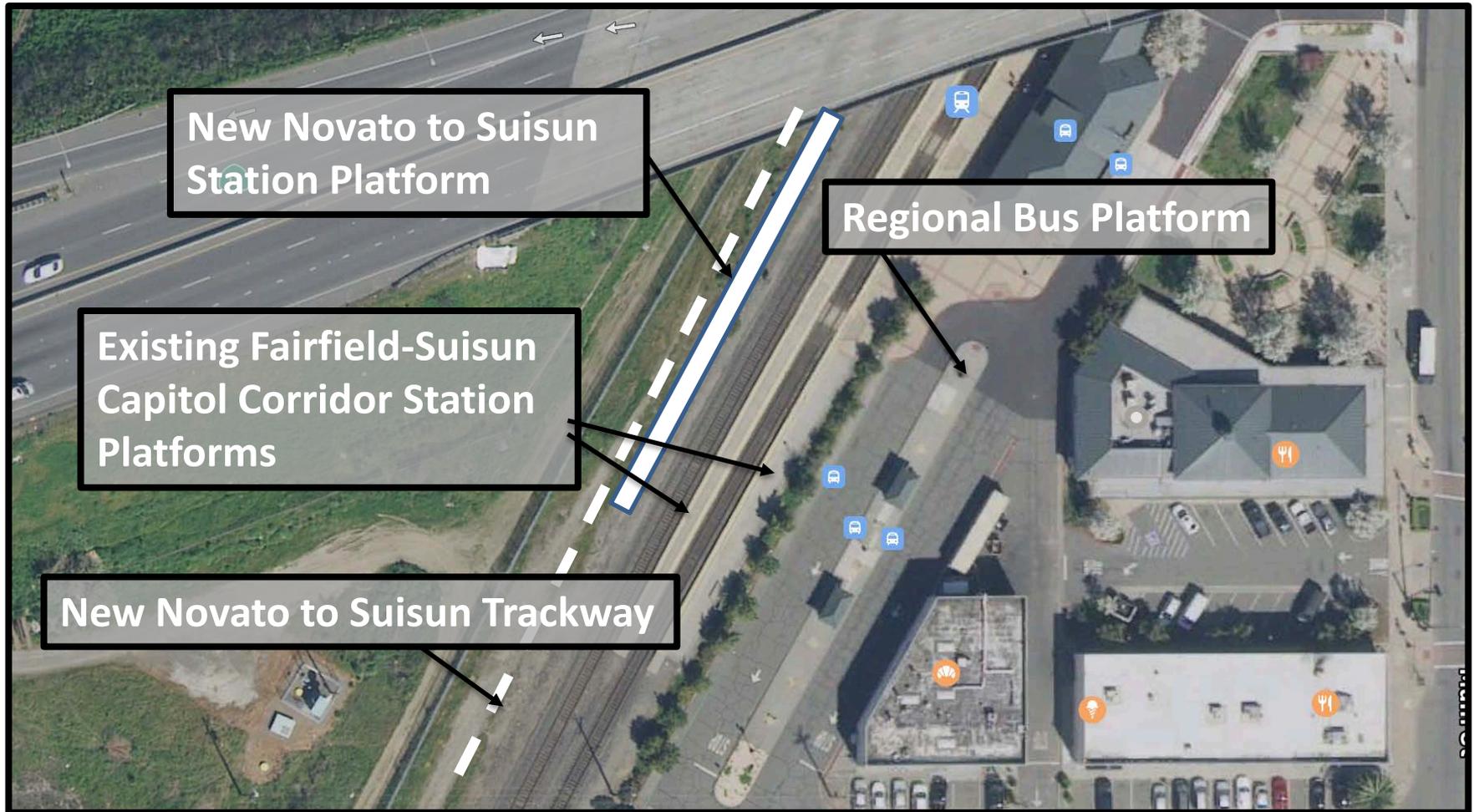
# STATION OPPORTUNITIES



# NOVATO-HAMILTON STATION CONCEPT



# SUISUN/FAIRFIELD STATION CONCEPT



# OPTION 1 - ENVIRONMENTAL

- For Option 1, by staying within the railroad envelope, and because it is already an operating railroad, it is assumed that an appropriate level of environmental/permitting review will be conducted.
- Range of Environmental Documentation Cost:  
\$10M to \$15M depending on level of requirements



# SCHEDULE—OPTION 1

ACTIVITY	YEAR 1	YEAR 2	YEAR 3	YEAR 4
<i>Environmental/Public Participation</i>	[Yellow bar]			
<i>Design</i>	[Orange bar]			
<i>Permitting</i>	[Green bar]			
<i>Construction</i>	[Blue bar]			
<i>Testing/Start-Up</i>				[Purple bar]
<i>Revenue Operation</i>				◆

# CAPITAL COST – OPTION 1

<b>OPTION 1 CONCEPTUAL CAPITAL COST SUMMARY</b>	
<b>COST CATEGORY</b>	<b>Cost</b>
Track & Signal Construction	\$332M
Sitework, Structures, & Maintenance Facility	\$171M
Environmental Mitigation, Site Restoration, & Station ROW	\$25M
Mobilization, Bonds, & Insurance	\$36M
Rail Vehicles	\$30M
Project Development, Support, and Start-up	\$52M
Contingency	\$194M
<b>Conceptual Cost Total</b>	<b>\$840M</b>
<b>Low Range of Conceptual Costs (-7% of Total)</b>	<b>\$780M</b>
<b>High Range of Conceptual Costs (+7% of Total)</b>	<b>\$898M</b>
(Totals may vary slightly due to rounding)	

# OPTION 2 - DESCRIPTION

## Option 2 :

What infrastructure improvements would be required to allow for a *higher* level of service, compared to Option 1?



# OPTION 2 - SERVICE SCENARIO

- Five morning round trips per day
- Five evening round trips per day
- Total round trips per day:  
10 (20 one-way trips)
- Daily capacity:  
approximately 5400 passengers  
(based upon assumed length of  
trains)



# OPTION 2 - INFRASTRUCTURE

- » Maximum speed: 79 MPH
- » Reconstruct existing infrastructure
- » Replace Black Point Bridge
- » Replace 28 existing timber bridges
- » Four Passing Sidings
- » New signals & train control/PTC



# OPTION 2 INFRASTRUCTURE ASSUMPTIONS

- » Three intermediate stations
- » New maintenance facility
- » Four passing sidings
- » Shared corridor with freight
- » New connections:  
SMART & Capitol Corridor



# OPTION 2 VEHICLE ASSUMPTIONS

**New** locomotives and new coach cars or Diesel Multiple Units (DMU's)

- » Six (6) **new** Tier 4 compliant locomotives, includes one spare
- » Twelve (12) **new** high platform coaches, includes two spares
- » Six (6) **new** Cab coaches, includes one spare

**OR...**

- » Twelve (12) **new** DMU's, includes two spares



# OPTION 2 STATIONS

- Same end stations as Option 1
- Three or more intermediate stations



# OPTION 2 - ENVIRONMENTAL

- Option 2 would likely require a more extensive environmental review because it will have greater impacts.
- Range of Environmental Documentation Cost:  
\$20M to \$25M depending on level of requirements



# SCHEDULE—OPTION 2

ACTIVITY	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6
<i>Environmental/Public Participation</i>	■					
<i>Design</i>	■					
<i>Permitting</i>		■				
<i>Construction</i>		■				
<i>Testing/Start-Up</i>					■	
<i>Revenue Operation</i>						◆

# COST – OPTION 2

OPTION 2 CONCEPTUAL CAPITAL COST SUMMARY	
COST CATEGORY	COST
Track & Signal Construction	\$364M
Sitework, Structures, & Maintenance Facility	\$310M
Environmental Mitigation, Site Restoration, & Station ROW	\$49M
Mobilization, Bonds, & Insurance	\$50M
Rail Vehicles	\$96M
Project Development, Support, and Start-up	\$69M
Contingency	\$281M
<b>Conceptual Cost Total</b>	<b>\$1.22B</b>
<b>Low Range of Conceptual Costs (-7% of Total)</b>	<b>\$1.13B</b>
<b>High Range of Conceptual Costs (+7% of Total)</b>	<b>\$1.30B</b>
(Totals may vary slightly due to rounding)	

# CONCEPTUAL RUNNING TIMES

- **Option 1:** 75 mins – 90 mins
- **Option 2:** 60 mins – 75 mins



# ALTERNATE VEHICLE TECHNOLOGY

- Hydrogen Fuel Cell
- Battery
- Electric Multiple Unit



# COMPARISON

Item	Option 1	Option 2
Start of Service	4 years from funding available	6 years from funding available
Service frequency	3-car trains; 4 Round Trips/day	3-car trains; 10 Round Trips/day
Stations	2 end; 3 along corridor	2 end; 3 or more along corridor
Max Speed	60 MPH	79 MPH
Travel Time (Conceptual)	75-90 minutes	60-75 minutes
Daily Capacity	2100 total seats available	5400 total seats available
Operating costs	Lower	Higher
Maintenance costs	Relatively high compared to Option 2	Significantly lower than Option 1

# NEXT STEPS

- » *Evaluate Operating Plan*
- » *Refine Project Scope*
- » *Explore Station locations* in cooperation with stakeholders: Solano, Napa, Sonoma, and Marin transportation agencies and affected cities/counties
- » *Investigate shared track/corridor opportunities* with track owners
- » *Prepare Environmental Report & Preliminary Engineering*





## Connect with us:

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