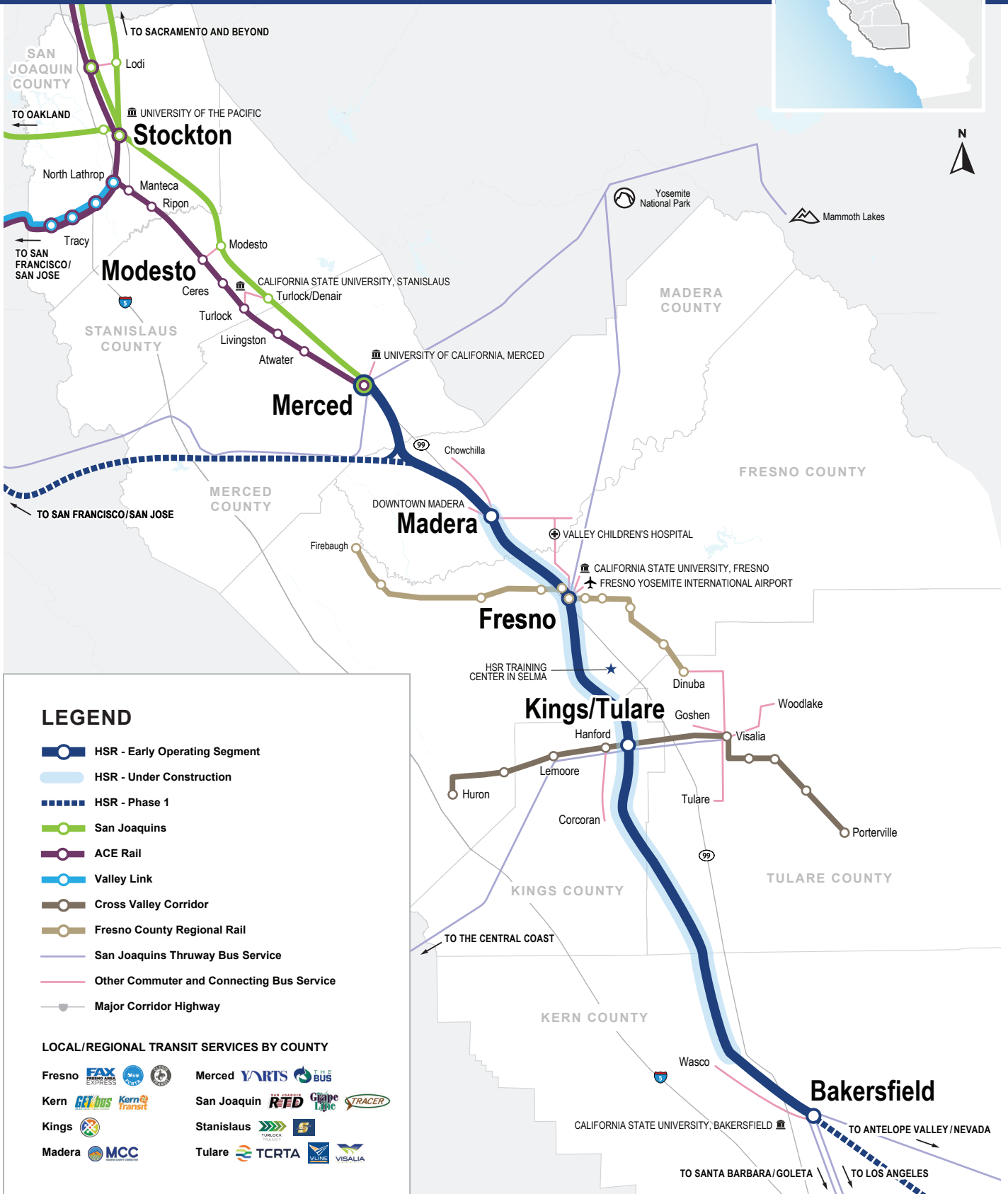


# Vision for Integrated Passenger Rail/Transit in the San Joaquin Valley



# Vision for Integrated Passenger Rail/Transit in the San Joaquin Valley



As construction on the nation’s first 200+ mph high-speed rail (HSR) system moves forward in the San Joaquin Valley, an integrated passenger rail and transit network is envisioned to connect HSR to communities throughout the San Joaquin Valley and California. Using zero-emission vehicles and promoting sustainable transit-oriented development, this network will deliver enhanced mobility, economic opportunities, greater equity, and better air quality and other environmental benefits for San Joaquin Valley residents.

## High-Speed Rail (HSR)

HSR will be the backbone of the integrated passenger rail and transit vision for the San Joaquin Valley. Early operations are expected to begin on the 171-mile Merced to Bakersfield segment between 2030 and 2033. Initial HSR service will substantially improve passenger rail travel times and frequency in the San Joaquin Valley.



Rendering of the new HSR station in Merced

## Valley Rail (San Joaquins and ACE Expansion)

The Valley Rail Program includes improvements and expansions of both the intercity San Joaquins (Amtrak) and ACE commuter rail, which will result in increased passenger rail services between



Service on the San Joaquins will expand as part of the Valley Rail program.

the San Joaquin Valley, Sacramento, and the San Francisco Bay Area. Valley Rail will add daily roundtrips for both services between Sacramento and Merced, and they will link directly to HSR at the new Merced HSR Station.

## Valley Link

Valley Link is a 42-mile passenger rail service over the Altamont Pass, providing a new, zero-emission transit alternative to congested Interstate 580. The 22-mile initial operating phase, which could break ground as early as 2026, will provide all-day, bi-directional service between the Dublin/Pleasanton BART Station in the San Francisco Bay Area and a new Valley Link



Valley Link will use zero-emission hydrogen trainsets.

station in Mountain House in San Joaquin County. Service will ultimately extend to the North Lathrop Transfer Station, where it will connect with ACE service.

## Cross Valley Corridor (CVC)

This planned passenger rail service will use an existing freight rail corridor from Huron to Porterville, roughly paralleling state routes 198 and 65. Destinations along the corridor include Naval Air Station (NAS) Lemoore, Hanford, the HSR Kings/Tulare Station, Visalia, and Porterville, with additional transit connections to Corcoran, Tulare, Dinuba, and Woodlake. Initially, the CVC will be served by expanded and improved express buses connecting key markets along the corridor to the Kings/Tulare HSR Station.

## Fresno Regional Rail

Planning will be initiated for a new passenger rail service that uses existing freight rail corridors in Fresno County between Firebaugh, San Joaquin, Dinuba, Kingsburg, and Fresno. Regional service would connect with the Fresno HSR Station and to future light rail service being planned for downtown Fresno.

## Thruway and Local Transit Buses

Longer-distance Thruway buses will continue to bring San Joaquin Valley travelers to destinations throughout California. At the Bakersfield HSR Station, these buses will meet every HSR round-trip for connections to major travel markets in Southern California, as well as Las Vegas. Local transit and on-demand services will also link to HSR, Valley Rail, Valley Link, Cross Valley Corridor, and Fresno Regional Rail, allowing car-free travel to destinations within and outside San Joaquin Valley.



Contact: Michael Hanebutt, Senior Planner  
San Joaquin Joint Powers Authority  
mhanebutt@sjjrc.com

DETAILED MAP ON BACK

