

Vision for Integrated Passenger Rail/Transit in Merced County



Construction on the nation's first 200+ mph high-speed rail (HSR) system is underway in the San Joaquin Valley, and Merced County is at the nexus of an integrated passenger rail/transit network that will connect communities throughout the San Joaquin Valley and the state to this system. Enhanced public transportation, zero-emission vehicles, and transit-oriented development will be instrumental to improved mobility, equity, air quality, and economic vitality for all who live, work, and travel through Merced County.

High-Speed Rail (HSR)

Early HSR operations are expected to begin on the 171-mile Merced to Bakersfield segment between 2030 and 2033. As the backbone of the integrated passenger rail/transit vision for the San Joaquin Valley, HSR will substantially improve travel times and mobility throughout Merced County and the region.



Rendering of the new HSR station in Merced

Merced Intermodal Track Connection (MITC) Project

The MITC Project will provide a critical new track connection from the BNSF freight corridor to the proposed integrated Merced HSR Station in downtown Merced between R and O streets. This will enable the San Joaquins passenger rail service to directly connect with HSR in downtown Merced, serving passengers traveling to/from the San Francisco Bay Area and Sacramento. Once HSR operations begin between Merced and Bakersfield, the San Joaquins service will truncate at Merced.

The Bus

The Bus operates fixed routes and provides paratransit service, with customized micro bus service within the communities on the west side of Merced County. The Bus connects to the Amtrak San Joaquins, the University of California Merced, CatTracks, Greyhound, Yosemite Area Regional Transportation System (YARTS), and public transit providers in Stanislaus County. It will eventually connect to the future ACE expansion and HSR.

YARTS

YARTS provides public transportation to one of the most popular destinations in California, Yosemite National Park. The YARTS service area spans six counties to provide comprehensive transit to and from the park as an alternative to driving, thereby reducing congestion and pollution. YARTS connects to the Amtrak San Joaquins in Merced, provides seasonal connections to Mammoth Lakes, and in the future, it will link to ACE and HSR.

Transit-Oriented Development (TOD)

The downtown Merced HSR Station and Valley Rail stations in downtown Livingston and downtown Atwater will be the focal points for new TOD in Merced County. The cities of Merced, Livingston, and Atwater will be adopting plans, policies, zoning provisions, and design criteria, to encourage higher densities and incorporate a mix of urban land uses around their future passenger rail stations.



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

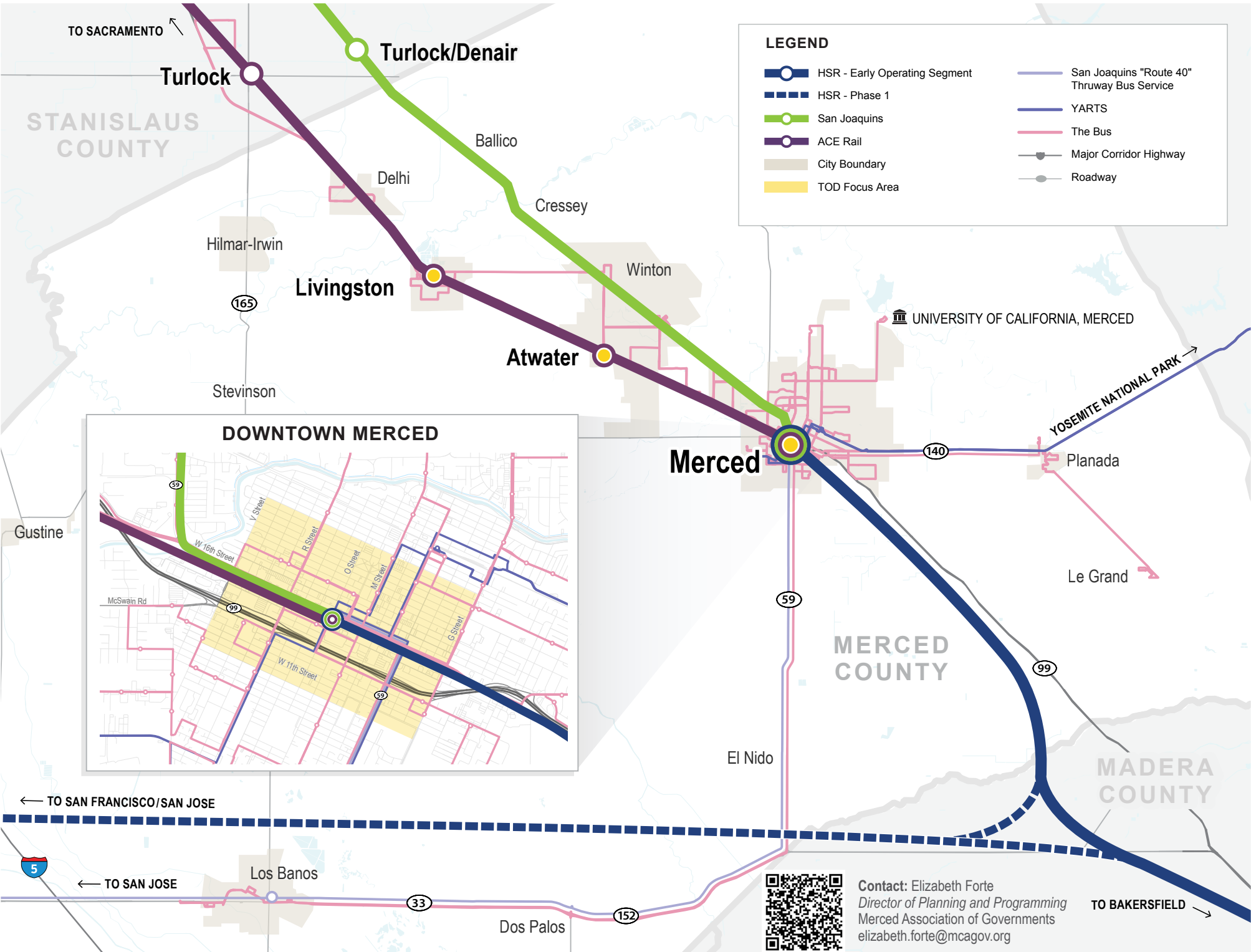
Valley Rail (San Joaquins and ACE Expansion)

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 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. A new San Joaquins Thruway Bus (Route 40) will provide connectivity between Merced and San Jose until HSR extends to the San Francisco Bay Area.

DETAILED MAP ON BACK





LEGEND

- HSR - Early Operating Segment
- HSR - Phase 1
- San Joaquins
- ACE Rail
- City Boundary
- TOD Focus Area
- San Joaquins "Route 40" Thruway Bus Service
- YARTS
- The Bus
- Major Corridor Highway
- Roadway



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