

Vision for Integrated Passenger Rail/Transit in Madera County



Construction on the nation's first 200+ mph high-speed rail (HSR) system is underway in the San Joaquin Valley. 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 Madera County.

High-Speed Rail (HSR)

Early HSR operations are expected to begin on the 171-mile Merced to Bakersfield segment between 2030 and 2033, and construction is well underway



between Madera and north of Bakersfield. As the backbone of the integrated passenger rail/transit vision for the San Joaquin Valley, HSR will be a catalyst for improving public transportation throughout Madera County and the region.

Madera HSR Station

The San Joaquin Joint Powers Authority (SJJPA) is responsible for implementing the Madera HSR Station along Avenue 12. This station will provide Madera County travelers with direct access to HSR service and better connections to Fresno, the larger Central Valley region, and the rest of California. Future transit-oriented development along Avenue 12, together with improved transit connectivity, will ensure that Madera County enjoys the full economic, environmental, and sustainability benefits of HSR. SJJPA is developing the Madera HSR Station in three phases. It has secured funding to relocate the existing San Joaquin (Amtrak) Station to the Avenue 12 location (Phase 1) and to implement the improvements needed for the Madera HSR Station to serve the HSR early operating segment between Merced and Bakersfield (Phase 2). Phase 1 construction will begin in 2025. Funding for Phase 2 includes a \$54.5 million US DOT MEGA grant which was awarded to Caltrans in partnership with SJJPA. The MEGA grant leverages \$80 million in Caltrans ITIP funding to fully fund Phase 2.

Madera County Connection

The Madera County Connection (MCC), which runs five weekday, intercity, fixed-route bus services, will connect to the future Madera HSR Station. MCC Madera and MCC Chowchilla Dial-A-Ride services provide rides beginning or ending in specific county areas. Madera County also operates demand-response bus service for seniors and disabled residents, as well as medical-related transportation in eastern Madera County. MCC Dial-A-Ride service is expected to extend to the Madera HSR Station.

Other Madera County Transit Services

The City of Madera provides four Madera Metro fixed routes, Dial-A-Ride, and paratransit services for riders throughout the City of Madera and to/from Madera Community College, and will connect to the future Madera HSR Station. The City of Chowchilla operates Chowchilla Area Transit (CATX), a local curb-to-curb, demand-response, dial-a-ride bus service in the city limits of Chowchilla.

Transit-Oriented Development (TOD)

The Madera Transit Station Specific Plan (MTSP) will re-envision more than 3,860 acres of Madera County land southeast of the City of Madera into a vibrant, mixed-use neighborhood centered around Madera Community College and the future Madera HSR Station along Avenue 12. The MTSP is being led by Madera County, which is exploring land use and transportation concepts to create a village framework for the plan area, combining various-density residential, public, commercial, and employment-generating uses. A major component of the plan area is the arrival of HSR service, which is expected to transform the area into a regional destination and transportation hub. The MTSP is being created to ensure that potential growth and development from the new HSR station will create human-scaled spaces and sustainable environments in this undeveloped area of the county. The MTSP will build off the prior 1995 Madera State Community College Specific Plan and will incorporate TOD principles, multimodal connectivity, economic development, and sustainable placemaking.



DETAILED MAP ON BACK



