Approximately half way between Fremont Station and new Warm Springs Station
Located South of Washington Blvd. at Osgood Road
Utilizes Old Gallegos Winery Site (owned by BART) & former mini-storage site (owned by City)
Hayward Fault Passes through area
PLANNING FOR IRVINGTON STATION

- Station part of WSX for over 30 years
- Included as key element in Irvington Concept Plan and all City planning documents
- Expected to add 2,600 new BART trips by 2025
- 2002 Measure B reauthorization did not have sufficient funding for station as part of WSX
  - Became an “Optional” Station
- City agreed to find funding
STATION FEATURES

- Two Parking Lots
  - East of Osgood Road
    - Access from Osgood Road
  - West of UPRR Tracks
    - Access from Roberts Ave. & High/Main Street
- 925 Parking Spaces
- 5 bus bays, short term parking, drop-off area

STATION FEATURES

- Built to BART Facility Standards
- Ground level platforms
- Concourse level above
- Aerial walkways over Osgood and UPRR
- Preserves Winery Ruins and Historic Palm Trees
City’s Redevelopment Agency funded conceptual engineering and under track elements to include in WSX.
City planned to use Redevelopment funds to pay for entire station.
City was ready to sell bonds and provide funds to BART to design & construct station when state legislation/Supreme Court ended all redevelopment in CA.
IRVINGTON STATION FUNDING IN ACTC EXPENDITURE PLAN

- Funding for Irvington Station now included in the New TEP on November Ballot
- If TEP passes, City, ACTC and BART to work together to get funding to begin design as quickly as possible
- Delaying Irvington construction until after WSX trains are running, and especially after San Jose extension opens, leads to major construction difficulties
  - Single track operation needed

COMPREHENSIVE AGREEMENT BETWEEN CITY AND BART

- Comprehensive Agreement with BART was in place using RDA funds
- Need to start over to reflect Measure B funding and include ACTC as key partner
- $120 million total estimated cost
  - Includes all BART and City efforts
- BART to design, construct, operate and maintain
- BART must coordinate with WSX construction
  - and possibly with train operations
CITY’S ROLE IN STATION

- Identify and secure funding
- Help BART integrate station with community
  - Assist with community outreach
- Provide input on architectural design
- Possibly assist BART with remaining property acquisition
- Plan adjacent land use to take advantage of new station

STATION CONCEPT RENDERINGS
CONCLUSION

- Key to Irvington Station is the Passage of TEP in November
- If it’s successful, construction could start as soon as 2014 and be completed as soon as 2016 (pending ACTC funding availability)
- Questions?