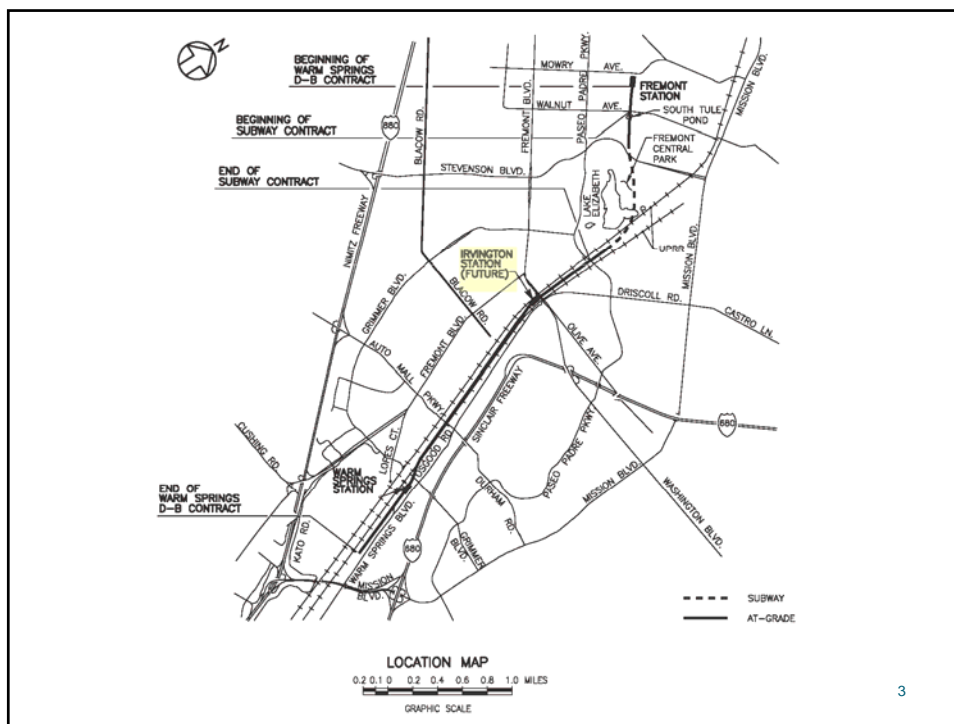


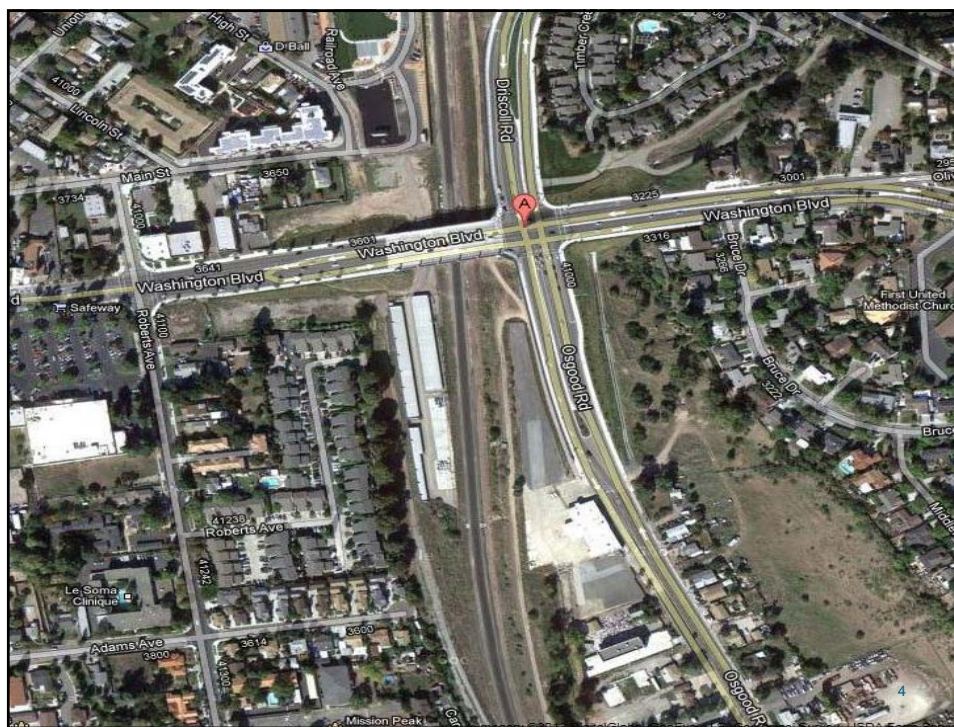
IRVINGTON BART STATION

STATION LOCATION

- 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



3



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

5



STATION FEATURES

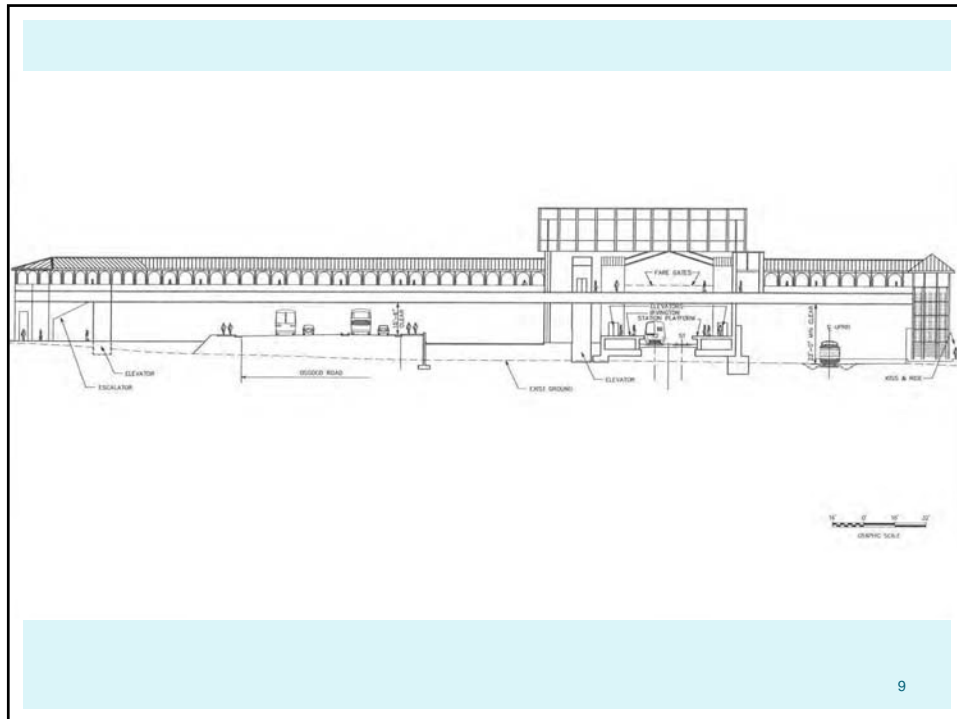
- **Two Parking Lots**
 - **East of Osgood Road**
 - **Access from Osgood Road**
 - **West of UPRR Tracks**
 - **Access from Roberts Ave. & High/Main Street**
- **925 Parking Spaces**
- **5 bus bays, short term parking, drop-off area**

7

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**

8



9

FUNDING

- 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

10

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

11

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

12

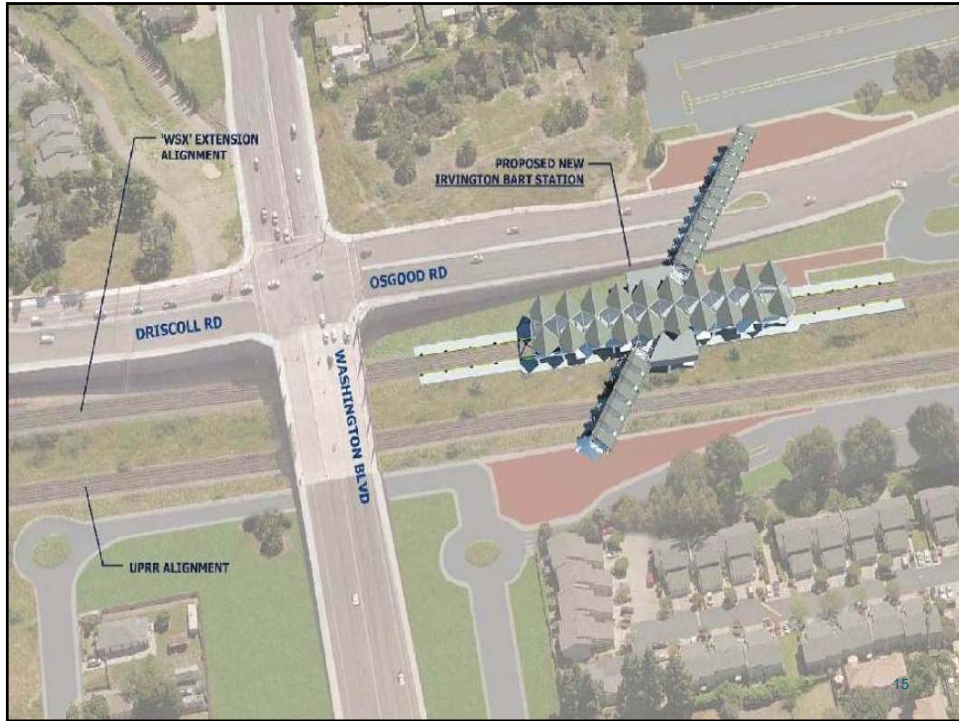
CITY'S ROLE IN STATION

- 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

13

STATION CONCEPT RENDERINGS

14





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?