



*Office of the Mayor*

3300 Capitol Avenue, Building A | P.O. Box 5006, Fremont, CA 94537-5006

510 284-4011 *ph* | 510 284-4001 *fax* | [www.fremont.gov](http://www.fremont.gov)

January 20, 2025

Metropolitan Transportation Commission (MTC)  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

**SUBJECT: MTC Commission, January 22, 2025, Agenda Item 10A  
Plan Bay Area 2050+ Final Blueprint  
Retaining Irvington BART Station as a Near-Term Priority**

Dear Commission Members,

This to express support from the City of Fremont to retain the Irvington BART Station project as a near-term priority (for the years 2025 to 2035) in the proposed Plan Bay Area 2050+ plan, as recommended by MTC staff, and approved by the MTC Planning Committee on January 10, 2025.

The planning for a future Irvington BART Station began in 1989 and was environmentally cleared by BART as part of the BART extension to Warm Springs/South Fremont. The station construction was deferred due to funding constraints at the time the Warm Springs Extension began construction, and then it became a “named project” for partial funding in the 2014 Measure BB transportation improvement program approved by the voters of Alameda County. In partnership with BART, Alameda County Transportation Commission, MTC and Fremont, the project is at a high state of readiness with an updated environmental clearance complete, an adopted station area development plan, 80% design completion, and 14 of 17 properties already acquired. To date, the City has invested \$45 million, and the only impediment to project delivery is full funding for construction. Attached is a “Project Fact Sheet” with further information.

The Irvington BART Station is a catalyst in Fremont for transit-oriented development and affordable housing within the Irvington Transit Priority Development Area (PDA). Currently, 679 new units of affordable housing development (among 5 projects) are under construction or in the pipeline for approval that have been justified based on adjacency to the planned Irvington BART Station. This is in addition to 276 affordable housing units already occupied near the future station. A significant factor for developer and local support of these housing investments has been the current regional designation of the Irvington BART Station as a “near-term priority.”

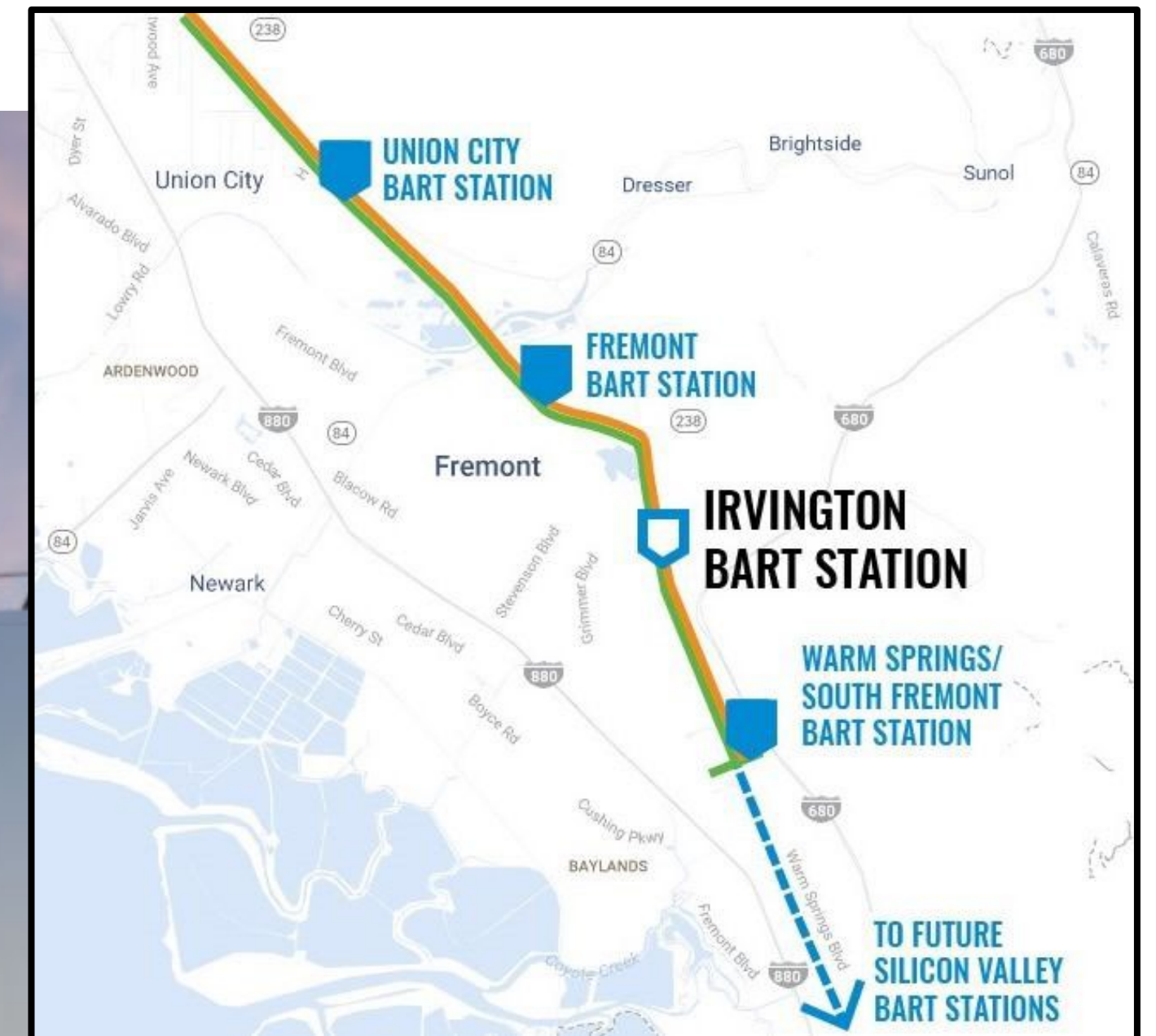
We appreciate MTC’s proposal to retain the Irvington BART Station as a near-term priority in Plan Bay Area 2050+. We look forward to continuing a partnership on the project with MTC, BART, and Alameda CTC for project funding and delivery.

Sincerely,

A handwritten signature in blue ink that reads "Raj Salwan".

Raj Salwan  
Mayor, City of Fremont  
Attachment: Irvington BART Station Project Fact Sheet





**Top Right:** BART Station map showing future Irvington BART Station location.  
**Left:** Rendering of future Eastern Plaza entrance for Irvington BART station.

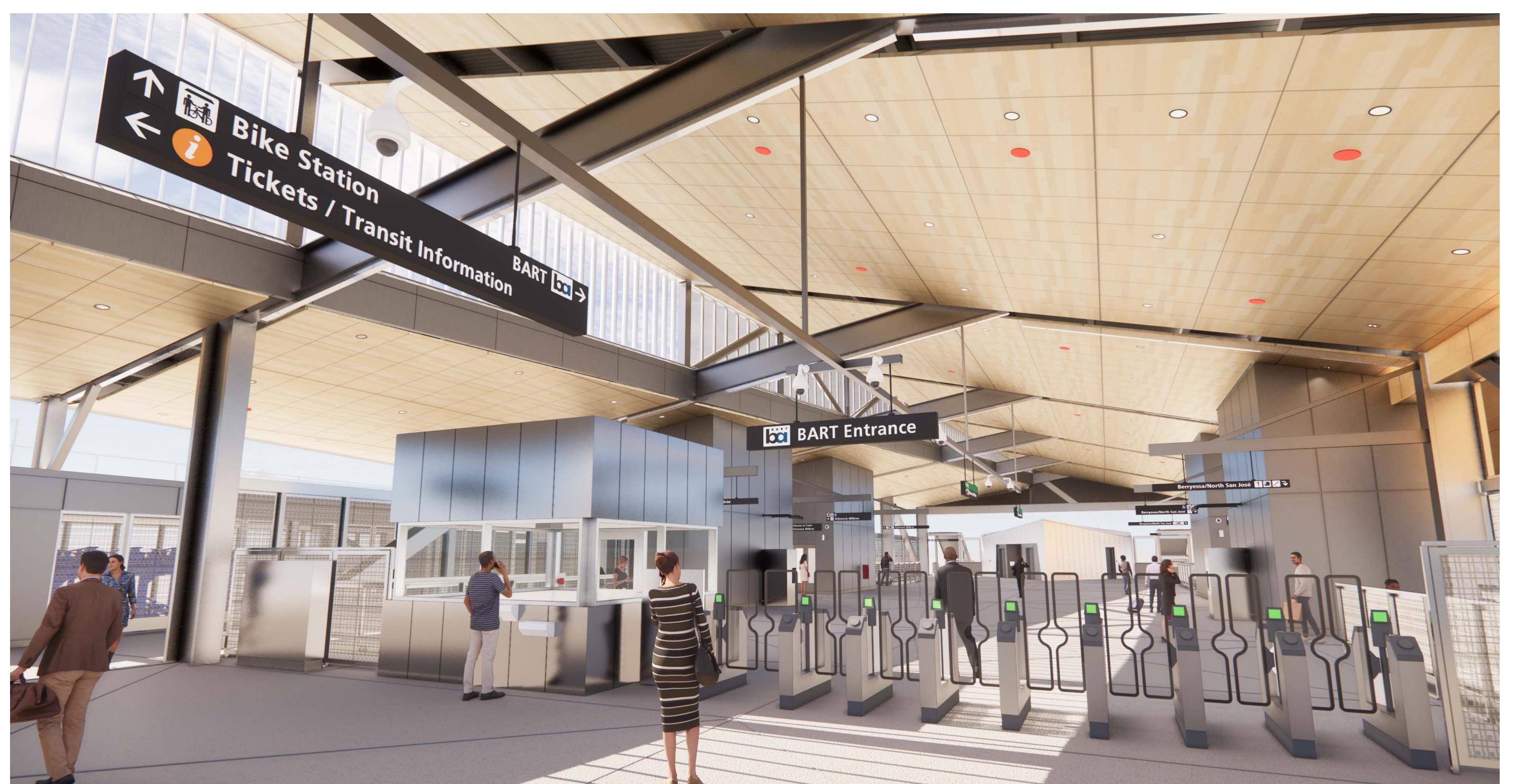
## Overview and Objectives

The future Irvington BART Station is located in the Irvington District of Fremont, one of the City’s most ethnically diverse and historically fascinating communities. The station site is located at the intersection of Washington Boulevard and Osgood Road, approximately halfway between the existing Fremont BART Station and the Warm Springs/South Fremont BART Station. The station is the “anchor infrastructure” for the transit-oriented Priority Development Area (PDA) designated by the Metropolitan Transportation Commission (MTC), known as the Irvington PDA.

The station is a “named” investment in the Measure BB transportation funding measure approved by Alameda County voters in 2014. The City of Fremont is serving as the project sponsor and is actively supporting the station with transit-oriented land uses (including affordable housing) and high-quality facilities for walking and bicycling (including development of the adjacent East Bay Greenway and Sabercat Trails). Through past efforts, Fremont has acquired 14 of the 17 properties needed for the station, and funded station construction accommodations. BART is the lead agency for project delivery and remaining land acquisition. Project design work is currently 80% complete.

The key objectives of the project are:

- Enhance the use of BART for regional access and reduce the negative impacts associated with vehicle travel related to traffic congestion, safety, affordability, and the environment.
- Support Bay Area planning goals with in-fill development and affordable housing near transit.
- Improve accessibility to nearby attractions in Fremont including Central Park; Ohlone College; historic sites [(Mission San José, Gallegos Winery ruins, Sabercat Historic Park (and a planned fossil museum)]; cultural amenities (ethnic foods and markets); and recreation opportunities (Mission Peak Trail and future extensions of the East Bay Greenway and Sabercat Trails).



View of station concourse looking south.

## Partnership Agencies





## Project Features

- A new BART station with three access points: 1) south of the east plaza is a transit center for bus transfers and pick up/drop off; 2) to the west is a BART parking lot and the Irvington Town Center business district; and 3) to the east is the Osgood/Washington intersection with connections to separated bikeways and the Sabercat Trail. In 2022, Fremont constructed a protected intersection at Osgood/Washington.
- The station interior includes a bicycle parking station and public art reflecting the idea of time, discovery and movement incorporating the fascinating mid-20<sup>th</sup> century fossil recovery project (including sabercat specimens) in Irvington by a group of boy paleontologists.
- The project includes an extension of the East Bay Greenway through the station connecting with neighborhoods to the north and Fremont’s Central Park, and ultimately to the south along Osgood Road. Also included is the stabilization and improvements to the adjacent Gallegos Winery ruins site, location of the largest winery in California prior to being damaged by the 1906 earthquake.

## Project Status

The Irvington BART Station was initially planned as part of the Warm Springs Extension (WSX) project in 1979.

Environmental clearance was approved by the BART Board in 2003. However, insufficient funding for the station delayed its development until Alameda County voters passed Measure BB in 2014, which specifically included funding for the station. A more compact and urban station design, with a focus on multimodal station access and less parking, was approved by the Fremont City Council and BART Board in 2019.

Led by BART, and funded by Alameda CTC and MTC, design of the Irvington Station is 80% complete, and 14 of the 17 properties needed for the station have been acquired. Subject to funding availability, construction could start as early as mid-2026 with the station opening in 2031.

## Related Projects

- **City of Fremont Affordable Housing** - Affordable housing in the Irvington BART station area includes approximately 200 existing units and nearly 700 additional units approved or in the planning stage. Learn more by visiting the City’s [Affordable Housing webpage](#).
- **Sabercat Trail Extension Project** - An extension of the Sabercat Trail across I-680 will provide a direct connection between the Irvington community and BART station to the Mission San José community and Ohlone College. Environmental clearance is complete, and the project is fully funded for final design and land acquisition. Additionally, a nationally significant fossil museum, similar to the La Brea Tar Pits in Los Angeles, is planned in the area. Learn more by visiting the [project website](#).



Project location and scope of improvements.

## Cost (\$x1000)

Updated Planning/Environmental	\$ 2,760
Final Design	\$ 25,950
Remaining Right of Way	\$ 10,000
Construction	\$250,790
<b>Total Cost</b>	<b>\$289,500*</b>

Pre-2012 Activities Land acquisition and early station construction funded by Fremont**	\$45,000 (current value)
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\*June 2021 60% Estimate

\*\*Not currently included in Total Cost

## Funding (\$x1000)

Alameda CTC	\$120,000
MTC (RM2)	\$ 2,000
TBD*	\$167,500
<b>Total Funding</b>	<b>\$289,500</b>

City of Fremont Prior Contribution**	\$ 45,000
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\*Project is seeking funding from Regional and State sources.

\*\*Total funding does not include Fremont’s prior contribution.

## Schedule

Environmental Clearance	Completed 2003; Updated 2019
Final Design*	In progress; Complete 2025
Right of Way*	Complete 2025
Construction*	2026 – 2031
Station Opening*	2031

\*Schedule is subject to funding availability.

## Contact

**Mirabel Aguilar**, Senior Civil Engineer  
 City of Fremont, Public Works Department  
 510-494-4761 | [Maguilar@Fremont.gov](mailto:Maguilar@Fremont.gov)

## Project Webpage

<https://www.fremont.gov/government/departments/public-works/public-works-projects/irvington-bart-station-project>