



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2026

January 28, 2026

Melissa Hernandez
PRESIDENT

Edward Wright
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

The Honorable Aisha Wahab
California State Senate
1021 O Street, Suite 8530
Sacramento, CA 95814

Dear Senator Wahab,

DIRECTORS

Matthew Rinn
1ST DISTRICT

Mark Foley
2ND DISTRICT

Bamali Ghosh
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

Melissa Hernandez
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Victor Flores
7TH DISTRICT

Janice Li
8TH DISTRICT

Edward Wright
9TH DISTRICT

The San Francisco Bay Area Rapid Transit (BART) Board of Directors is in receipt of your letter regarding the development of an Irvington BART Station and pursuit of state funding from the Transit Intercity Rail Capital Program (TIRCP).

BART has a long history partnering with our local jurisdictions and pursuing TIRCP funding to support various high priority capital projects. From the past seven TIRCP funding cycles, BART has been awarded grants in five cycles and is programmed to receive funding from SB 125 (Chapter 54 of the Statutes of 2023), which consists of General Fund dollars allocated to TIRCP and disbursed by regional transportation planning agencies.

Since 2018, BART has been awarded/programmed over \$1 billion in TIRCP funds for the Transbay Corridor Core Capacity Program. The centerpiece of BART's Core Capacity Program is the full replacement of its 50+ year old legacy fixed block train control system with a new, modern communications-based train control system that will improve service reliability and will enable shorter headways. Other received TIRCP funding supported transit-oriented development (TOD) mobility enhancements at several East Bay BART stations.

In the Bay Area, project selection is governed by the Metropolitan Transportation Commission (MTC) and their adopted Cap and Trade Funding Framework (Attachment 1). This framework was first established in 2013 and guides the pursuit of TIRCP funds for the region. It identifies high priority projects for significant grant awards and limits all other TIRCP applications to \$25 million. The framework was most recently revised in October 2023 and does not list Irvington Station.

Nonetheless, we acknowledge the project is a near-term priority in MTC's Plan Bay Area 2050+ and is seen as a catalyst for continued transit-oriented development and affordable housing within the Irvington Transit Priority Development Area. BART in partnership with the City of Fremont are moving forward to advance TOD at Fremont Station, and on January 22 the Board unanimously approved goals and objectives for the project. Phase 1 developer solicitation is proceeding for a mixed-use project on the current northeast parking lot, and BART aims to select a development partner by this summer.

The Board also acknowledges your desire to see BART as the lead agency in pursuing funding for the Irvington Station. In November 2017, the City of Fremont provided BART a Letter of Intent (LOI) regarding development of the station. The LOI (Attachment 2) states the City is responsible for taking the lead to secure funding for station construction that is in excess of the amount provided by Alameda County Transportation Commission.

BART agreed in the LOI to cooperate in that effort, but the responsibility ultimately is with the City of Fremont.

In August 2019, the Board adopted a revised station plan and California Environmental Quality Act (CEQA) addendum for the Irvington station as part of the BART extension to Warm Springs/South Fremont. Led by BART, and funded by ACTC and MTC, design of the station is less than 80% complete, and the City of Fremont has acquired 14 of the 17 properties needed for the station. BART is the lead agency for project delivery and remaining land acquisition, but the City of Fremont remains the project sponsor.

In 2021, the cost estimate for the Irvington Station was \$282 million. The project has \$122 million secured - \$120 million in Measure BB funds and \$2 million from Regional Measure 2. Federal capital grant programs could be pursued to help close this gap, provided the project obtained required NEPA clearance. We recommend the City of Fremont seek a revised cost estimate conducted by an independent third party and an updated ridership forecast reflecting current economic conditions prior to pursuing any additional funding.

The California State Transportation Agency recently released draft 2026 Cycle 8 guidelines for TIRCP and will publish a call for projects next month. In the Bay Area, Cycle 8 will fund some projects identified in MTC's TIRCP framework. However, the program remains oversubscribed. To include Irvington Station within the regional framework, MTC would need to revise its priorities through a public process and Commission vote.

At this time, due to BART's prolonged financial shortfalls of approximately \$350M annually, BART is unable to commit to funding this project. Furthermore, BART is currently preparing for a scenario where a potential regional transportation revenue measure is not approved by voters in November of this year. If that occurs, BART estimates, during 2027, service would need to be reduced by nearly 70% and 15 stations would have to be closed. Proceeding with efforts to construct Irvington Station given the uncertainty and risks related to BART's future is not prudent and we see significant risk to include the Irvington Station in an upcoming TIRCP application.

TIRCP funds have also been identified by the Administration and Department of Finance as a potential source for state operating loans to Bay Area transit operators. BART and MTC have worked collaboratively to provide feedback on the state's proposed use of TIRCP funds. We continue to be concerned that any reallocation or supplanting of TIRCP funds could jeopardize the schedules and federal matching of projects currently underway.

The Board appreciates your support of the Irvington Station project and commitment to identifying potential state funding. As Board President, I, along with BART's Executive Team are available to discuss your request further. Rodd Lee, Assistant General Manager of External Affairs, can assist with scheduling a meeting and can be reached at rlee@bart.gov or 510-301-0485.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Hernandez", is written over a rectangular box.

Melissa Hernandez
President

cc: Bay Area Legislative Caucus
Metropolitan Transportation Commission and Executive Director
Mayor and Council, City of Fremont
Alameda County Transportation Commission and Executive Director
BART Board of Directors
BART General Manager