

Warm Springs Extension FAQ

[What is the Warm Springs Extension Project?](#)

[Where will the new Station be located and what will it look like?](#)

[When can I reserve parking at the new Station?](#)

[When will the BART Warm Springs / South Fremont Station open for service?](#)

[What construction work remains?](#)

[What are the testing phases?](#)

[What happens during the Pre-Revenue Operations phase?](#)

[What will train service be like at the new Station?](#)

[What factors influence project schedules?](#)

[What is the relationship between the Warm Springs Extension \(WSX\) project and Alameda County Transportation Authority's \(ACTA\) authorized Measure BB funding?](#)

[Who should companies contact when seeking to make arrangements for private shuttle service to and from the BART Warm Springs / South Fremont Station?](#)

[What will the fares be at the new Station?](#)

[Will there be Valley Transportation Authority \(VTA\) bus service from the Warm Springs/South Fremont Station?](#)

[Will there be AC Transit bus service from the Warm Springs/South Fremont Station?](#)

[What's the thinking behind the design for the new station and site?](#)

[How does the WSX project relate to VTA's BART to Silicon Valley Project?](#)

[What is the latest on the Warm Springs Community Plan?](#)

[Where will the future Irvington Station be located, what will it look like and when will it happen?](#)

[Does the new subway really go under Lake Elizabeth?](#)

[How did the project affect Fremont Central Park?](#)

[How will Fremont Station be affected by WSX project construction?](#)

[What about noise and vibration impacts?](#)

[How will BART mitigate for trees which have to be removed for the project?](#)

[How will permanent impacts to wetlands and open waters \(i.e. creeks and drainages\) be mitigated?](#)

[How will special status species and sensitive habitat be protected?](#)

[How will any cultural resources discovered during construction be handled?](#)

[How does the WSX relate to the City of Fremont's Washington Boulevard and Paseo Padre Parkway Grade Separation Project?](#)

[How can I get more information about the BART WSX project?](#)

What is the Warm Spring Extension Project?

The Warm Springs Extension Project (WSX) is a 5.4-mile BART extension south from the Fremont BART Station into the Warm Springs District of Fremont. The project is being implemented via two major construction contracts, the Fremont Central Park Subway Construction Contract (Subway) and the Design-Build Line, Track, Station and Systems Contract (LTSS). The Subway contract, which constructed a cut and cover subway structure through Fremont Central Park and beneath a portion of Lake Elizabeth and the operating UPRR freight track along the park's east side, was completed in 2013. The LTSS contract, which includes the final design and construction of the Warm Springs / South Fremont Station, the remaining trackway including the tie-in at the Fremont Station, and the transit systems (traction power, electrification, train control, and communications) for the entire extension, and provisions for a future station in Irvington, is substantially complete.

[Back to Top of List](#)

Where will the new Station be located and what will it look like?

The Warm Springs / South Fremont Station will be located on Warm Springs Boulevard, between South Grimmer Boulevard and Warm Springs Court. Its address will be 45193 Warm Springs Blvd., Fremont, CA 94539. The station will feature 34-acres of an inter-modal transit hub with regional benefits featuring 7 bus bays for AC Transit, along with taxi, private shuttle and "kiss-and-ride" drop-off locations. The station will be fully

accessible with automobile and bicycle parking, plus pedestrian and bicycle pathways, including Braille signs and a tactile sight path to aid riders with disabilities. The trackway and the station's center platform will be at-grade, with an elevated concourse. BART patrons will enter the station's concourse at an iconic art glass rotunda, ascend to a pedestrian overpass walkway and then, after passing through fare gates, descend to the platform level below to board on their train. Vertical circulation elements between plaza, concourse and platform levels will include redundant escalators, elevators, and stairs. The Warm Springs / South Fremont Station will offer over 2,000 automobile parking spaces, plus bike lockers and bike racks.

[Back to Top of List](#)

When can I reserve parking at the new Station?

Parking options at the new BART station can be found by visiting: <http://www.bart.gov/guide/parking> or by calling Customer Service at (510) 464-6000 and pressing "3". Online you can join the wait list for Monthly Reserved Parking Permits, which will be made available once a date certain for opening is scheduled. Buy your Monthly Reserved Parking Permit online once they are available at <https://www.select-a-spot.com/bart/>. Also, Daily Fee parking as well as EZ-Rider parking (<https://ezrider.bart.gov/ezrider/>), Single Day and Long-term Airport parking are available for BART users.

[Back to Top of List](#)

When will the BART Warm Springs / South Fremont Station open for service?

The BART Warm Springs / South Fremont Station opened for revenue (passenger) service on March 25, 2017.

[Back to Top of List](#)

What construction work remains?

In short, very little. Only a small amount of relatively minor "punch list" work remains to be completed as part of the Line, Track, Station & Systems contract.

[Back to Top of List](#)

What are the testing phases?

PRE-SYSTEM INTEGRATION TESTING

- **Factory Acceptance Testing** – This is testing at the factory, which serves as a quality control measure to ensure that the equipment has been fabricated according to design specifications and functions as intended before it is shipped.
- **Installation Verification & Quality Control Testing** – This is on-site quality control assurance of construction work to make sure the equipment is delivered undamaged and in good condition, and is installed properly.
- **Field Functional Testing** – This is functional testing of equipment in the field after installation, to demonstrate operational and functional capabilities and compliance to contract requirements.

SYSTEM INTEGRATION TESTING and DYNAMIC TRAIN TESTING

- **Phase I: System Integration Testing (Local) by the Contractor** – This is system integration testing of equipment on-site at a local level.
- **Phase II: System Integration Testing and Dynamic Train Testing by the Contractor** – This is end-to-end, inter-facility testing, using the Project Test Center located adjacent to the Warm Springs / South Fremont Station. Warm Springs Constructors, the prime contractor on the project, is in control of the project area. This phase also includes testing of “non-service” BART trains on the track. Any discrepancies require re-testing until each test passes.
- **Phase III: System Integration Testing and Dynamic Train Testing by BART** – This is end-to-end, inter-facility testing conducted from BART’s Operation Control Center, the brains of BART’s commuter transit system, located at the Lake Merritt Station in Oakland. This phase also includes testing of “non-service” BART trains on the track.

[Back to Top of List](#)

What happens during the Pre-Revenue Operations phase?

Once all three phases of System Integration testing conclude, the project moves into the Pre-Revenue Operations phase when full simulation of revenue service is performed. Pre-Revenue Operations will: A) Finalize on-site training for BART personnel, and B) Run the system through final paces in preparation for service. Concurrently, the Safety and Security Certification Program will conclude by sending a Notice of Intent to Operate to the California Public Utilities Commission (CPUC).

[Back to Top of List](#)

What factors influence project schedules?

BART's construction team strives to balance the need to complete the project on time, on budget and to meet design specifications, function and quality, while maintaining project safety standards and minimizing construction impacts to the community. Construction time varies widely from project to project. Factors that can influence the schedule of large-scale projects such as the Warm Springs Extension include:

- Stringent public and worker safety requirements;
- Technical issues related to integrating with an aging infrastructure;
- Required environmental protection of endangered species during construction;
- Keeping pace with technological advances that may change throughout the life of a project;
- Availability of trains for testing;
- Consistent power supply;
- Regulatory requirements from governing agencies;
- Fabrication issues and quality control at the factory level;
- Prolonged testing phases;
- Weather conditions such as heavy rain as well as unforeseen site conditions; and
- Availability and slow delivery of materials.

[Back to Top of List](#)

What is the relationship between the Warm Springs Extension (WSX) project and Alameda County Transportation Authority's (ACTA) authorized Measure BB funding?

The voters of Alameda County passed Measure BB in November 2014. That funding includes monies that support the development of the West Side Access Bridge project, to be located west of the new Warm Springs / South Fremont Station. This new West Side Access Bridge is envisioned to connect the new Station and the planned new Innovation District set adjacent to Tesla Motors. The Measure provides \$120 million for the development of Irvington Station, where the trackway infrastructure has already been laid as part of the WSX project. The City of Fremont is taking the lead on securing any additional funds needed to design and build the Irvington Station.

[Back to Top of List](#)

Who should companies contact when seeking to make arrangements for private shuttle service to and from the BART Warm Springs / South Fremont Station?

Companies interested in making arrangements for employer-provided private shuttle service to and from the new BART Warm Springs / South Fremont Station should contact: Jim Evans via email: jevans1@bart.gov or phone: 510-464-6156.

[Back to Top of List](#)

What will train service be like at the new Station?

The initial service plan calls for extension of the Daly City to Warm Springs / South Fremont Station (Green) Line until 6 pm weekdays only, with the last direct train for Warm Springs / South Fremont Station leaving San Francisco stations at approximately 7 pm. The Richmond to Warm Springs / South Fremont Station (Orange) Line will serve the Warm Springs / South Fremont Station on weekday evenings after 6 pm and all day Saturday and Sunday.

The Orange Line service to Warm Springs / South Fremont will have timed transfers at Bay Fair Station on nights and weekends with Dublin / Pleasanton (Blue) Line trains to provide access to San Francisco and other Transbay destinations. BART general service hours are:

Schedule	Hours of Service
Weekdays (Monday - Friday)*	4 am - Midnight
Saturdays	6 am - Midnight
Sundays	8 am - Midnight

**In many cases, BART service extends past midnight and begins before 4 am. Individual station closing and opening times are coordinated with the schedule for the first and last trains. For exact times, see the train schedules that will be published and available prior to station opening.*

[Back to Top of List](#)

What will the fares be at the new Station?

BART uses its regular distance-based fare structure to determine fares to each station. Fares to the Warm Springs / South Fremont Station will range from \$1.95 for a trip to Fremont Station and up to \$12.05 for a trip to San Francisco International Airport.

[Back to Top of List](#)

Will there be Valley Transportation Authority (VTA) bus service from the Warm Springs / South Fremont Station?

No, there will not be VTA service from the new Warm Springs / South Fremont Station. At this time, VTA will continue service from the Fremont BART Station only with the following bus lines:

Line 120 (Fremont BART - Lockheed Martin)

Line 140 (Fremont BART - Mission College & Montague)

Line 180 (Great Mall Transit Center - Fremont BART)

Line 181 (San Jose Diridon Transit Center - Fremont BART)

For more information, visit the VTA website: www.vta.org/getting-around/Schedules/Bus-Rail

[Back to Top of List](#)

Will there be AC Transit bus service from the Warm Springs / South Fremont Station?

Yes, there will be AC Transit service from the new station.

Lines 215 (Fremont BART - Warm Springs Boulevard & Lippert Avenue) and 232 (Fremont BART to NewPark Mall), which currently stop at the intersection of Grimmer and Warm Springs Boulevard, will pull into the Warm Springs / South Fremont Station when it is open. Bus headways will remain the same.

[Back to Top of List](#)

What's the thinking behind the design for the new Station and site?

The Warm Springs / South Fremont Station and parking lot were planned, designed and constructed with both the near and long term future in mind. Emphasis has been placed on safety, capacity, multi-modal access, energy efficiency, future expandability and on-site storm water treatment and management as well as renewable energy generation.

[Back to Top of List](#)

How does the WSX project relate to VTA's BART to Silicon Valley Project?

The WSX project is intended to extend BART service closer to the Alameda/Santa Clara County Line. VTA's BART to Silicon Valley Project is intended to extend seamless BART service southward from the Warm Springs / South Fremont Station to new stations in Milpitas and further south to San Jose/Santa Clara County. There will be no need to change trains to go south from (or north to) the Warm Springs / South Fremont Station. The first 10 miles of the planned 16-mile extension into Santa Clara County is being constructed by the Santa Clara Valley Transportation Authority (VTA), which is responsible for its implementation under an agreement with BART. For more information on the BART to Silicon Valley Project visit www.vta.org/bart.

[Back to Top of List](#)

What is the latest on the Warm Springs Community Plan?

The best way to keep up with developments on the City of Fremont's Warm Springs Community Plan is to visit: www.fremont.gov/1515/Warm-SpringsSouth-Fremont-Community-Plan.

[Back to Top of List](#)

Where will the future Irvington Station be located, what will it look like and when will it happen?

The future Irvington Station will be located just south of Washington Boulevard along Osgood Road. This future station has been cleared environmentally as part of the WSX project as an "optional" station, pending funding to be arranged by the City of Fremont. The Irvington Station has been planned to be a side platform station with the trackway level at-grade and the concourse level situated above. Station access would be from pedestrian overpasses built over Osgood Road to the east and the UPRR track to the west. As a result of the passage of Measure BB by Alameda County voters in November of 2014 there is \$120M in funding earmarked for the Irvington

Station. Recently, the City of Fremont's Planning Commission established the "Irvington Station Study Area" in anticipation of the project. However, an exact date for development and opening of this new station is still TBD as of this time. For more information, visit: www.fremont.gov.

[Back to Top of List](#)

Does the new subway really go under Lake Elizabeth?

Yes. As part of the Warm Springs Extension (WSX) project, BART has constructed a one-mile long cut and cover subway through Fremont Central Park, including beneath the eastern portion of Lake Elizabeth. A temporary cofferdam was constructed through the lake and the portion of the lake on the eastern side was dewatered. When subway construction was complete the cofferdam was removed and the lake restored to its original condition.

[Back to Top of List](#)

How did the project affect Fremont Central Park?

Despite being the site of a major construction project for approximately three and a half years, the park remained open and all facilities were maintained for public use during construction. Some park facilities were relocated prior to subway construction, including the dog park, basketball courts and associated parking. The tennis center parking was expanded as well to offset the loss of public parking during subway construction. A temporary cofferdam was constructed to allow for the de-watering of the eastern lobe of Lake Elizabeth and to provide continuity in the lake's perimeter walking path during subway construction. Other key pedestrian pathways were maintained, albeit occasionally detoured, during subway construction. Construction of the subway included installation of an extensive ground treatment program and construction of two ventilation structures. These ventilation structures, one located near the softball four-plex and the other south of Lake Elizabeth, received landscape planting treatments consistent with their surroundings to reduce their visual impacts. Additional public parking was provided near the northern ventilation structure as part of the project. Major construction in Fremont Central Park was completed in late 2012.

[Back to Top of List](#)

How was the Fremont Station affected by WSX project construction?

The WSX project includes extension of the trackway embankment south of the Fremont Station platform to the Walnut Avenue Overpass, the addition of a new traction power substation along the west side of the new embankment, and the re-configuration of customer parking and bus circulation routes in the southern portion of the parking lot. During construction parking impacts were mitigated by the operation of a remote lot and shuttle. Permanent parking impacts were mitigated in advance by capacity improvements within the lot and the addition of on-street parking along nearby Civic Center Drive. The project also improved pedestrian access from and along Walnut Avenue. In the Station's West Plaza, covered seating areas received art tile treatment to improve their appearance.

[Back to Top of List](#)

What about noise and vibration impacts?

Construction and operational noise and ground borne vibration will be mitigated consistent with the project's environmental documents and applicable FTA Guidelines. In certain areas sound walls have been constructed as part of the project to mitigate anticipated operational noise impacts.

[Back to Top of List](#)

How will BART mitigate for trees which have to be removed for the project?

During the course of WSX project construction it will be necessary to remove a certain number of existing trees. Prior to completion of the project, BART will provide replacement trees within the project corridor for all removed "landscape" trees (those not part of riparian or wetland vegetation) six inches or greater in diameter at 4.5 feet above ground on a one for one basis if replaced with a 24-inch box size tree, or a three for one basis if replaced with 15 gallon size trees. Impacted trees associated with riparian habitat will be mitigated in terms of acreage rather than number of trees, in accordance with the requirements of the San Francisco Regional Water Quality Control Board, California Department of Fish and Game, and the United States Army Corps of Engineers. As a result, the number of trees restored at Mission Creek for temporary construction impacts will be slightly greater than one to one. For mitigation of permanent impacts to riparian vegetation, which cannot be restored on site, BART will compensate for the loss of these trees at an off-site location adjacent to the project site at a ratio of 3.5 acres for every 1 acre impacted.

[Back to Top of List](#)

How will permanent impacts to wetlands and open waters (i.e. creeks and drainages) be mitigated?

BART has created a 13-acre wetland mitigation site to offset impacts to existing habitat from construction of the new trackway. Located just east of Fremont Central Park's Lake Elizabeth near Paseo Padre Parkway, the new wetland site features some 40,000 native tree clippings and plants, and receives stormwater run-off from the neighboring residential area.

Due to the unique characteristics of wetlands, only plants from the particular watershed can be used to restore the wetland habitat. To restore the wetland area, qualified plant biologists collected clippings from native plants and cultivated them at an offsite greenhouse until they were large enough to be transported and replanted in the wetland. Large equipment was utilized to create a series of levies and earthen mounds that act as native berms to keep the area soil and hydrology properly balanced. Many of the tree plantings have a fast maturity rate and are expected to grow to approximately 10-15 feet in height in five years.

This new wetland creates a beautiful esthetic adjacent to the BART trackway.

[Back to Top of List](#)

How will special status species and sensitive habitat be protected?

As part of the WSX project, BART will mitigate impacts to potential habitat for special status species such as the California Tiger Salamander, the California Red Legged Frog and the Western Burrowing Owl. A comprehensive biological monitoring program is in effect during project construction and all project staff and construction personnel will receive environmental awareness training.

[Back to Top of List](#)

How will any cultural resources discovered during construction be handled?

As part of the project, sensitive cultural resources will be treated in accordance with approved plans and applicable laws.

[Back to Top of List](#)

How does the WSX relate to the City of Fremont's Washington Boulevard and Paseo Padre Parkway Grade Separation Project?

Completed in 2010, the City's Grade Separation project separated automobile, bicycle and pedestrian traffic from the active UPRR railroad track and eliminated multiple grade crossings by building a vehicular overpass on Washington Boulevard and a vehicular underpass at Paseo Padre Parkway. The Grade Separation project also relocated a portion of the active UPRR track and numerous utilities through the project area. The Grade Separation project was carefully planned by the City and BART to accommodate the WSX project as well.

[Back to Top of List](#)

How can I get more information about the BART WSX project?

You can visit the project website at www.bart.gov/wsx, or call our project information line at 510.476.3900, or email: bartwarmingextension@bart.gov.

[Back to Top of List](#)