



March 28, 2017

Jim Stallman
19740 Braemar Drive
Saratoga, CA 95070

Mr. Stallman,

This is to address the concern you raised at the January 11, 2017 Citizens Advisory Committee/Citizens Watchdog Committee meeting regarding the use of 2000 Measure A revenues to fund the construction of the Santa Clara Pocket Tracks project. The following information is intended to explain the reasons why the pocket track project was eligible for Measure A funding.


Measure A, approved by Santa Clara County voters in November 2000, listed 14 projects or programs, including "Extending BART from Alameda County to the cities of Milpitas, San Jose and Santa Clara with a major connection to the Tasman Light Rail line at the Milpitas BART Station." Furthermore, Measure A permits funding for "at least two new future light rail corridors" as determined by transit studies.

In order to accommodate the dramatic increase in public transit ridership into our county when BART service begins, the VTA Board of Directors approved certain light rail improvements necessary to ensure that BART has a major connection into VTA's light rail system as contemplated by Measure A. The VTA Board authorized the construction of Light Rail Efficiency Project - Tasman Drive Pocket Track ("Project") in January of 2014, as specifically recommended by the Light Rail Transit System Analysis ("Analysis") completed in spring 2010. This 16-month study focused on making the light rail system as productive and efficient as possible given existing and potential travel markets, and positioning the system to capture projected and latent passenger growth to the year 2035. The Analysis identified and placed high priority on the need for a productive feeder service to the Montague Station at the Milpitas BART Station.

In addition to bolstering the Milpitas BART Station connection to the Tasman Light Rail Line, the Project allows VTA to, as recommended by the Analysis, establish a new light rail corridor running in the northern part of VTA's service area. Specifically, the Tasman Pocket Track allows VTA to store trains and change their direction, thus enabling a new light rail corridor from Mountain View to Alum Rock that allows for express service. In light of these factors, the Pocket Track Project was deemed to be eligible for Measure A funding.

I hope that this information provides a clear understanding of why the Tasman Pocket Track Project was funded by Measure A revenues. If you have any additional questions, please feel free to contact me at aaron.quigley@vta.org.

Sincerely,


Aaron Quigley
Senior Policy Analyst, Government Affairs