GILLIG

September 9, 2020

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Cutter:

Re: Support for ACTC Approval of Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

GILLIG is a 130-year-old American manufacturer of heavy-duty transit buses for cities and municipalities across the United States. We take great pride in our successful history as a US manufacturing business, and our employment of nearly nine hundred hard working Californians who are steadfast in helping our customers fulfill their duties and mission in public transit.

As a business within the jurisdiction of the Alameda County Transportation Commission (ACTC), I write to you today to strongly support approval of the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority) request to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). The TEP amendment will acknowledge the Authority as a new agency in Alameda County that can be an eligible recipient of Measure BB funds and update the TEP by adding Valley Link for the $400 million Measure BB funding identified for the BART to Livermore project. This action will fulfill a commitment made to the Tri-Valley to advance rail connectivity to Livermore and support our economy by providing our Bay Area work force with a chance to have safe and affordable choices about where they can live and work.

When GILLIG outgrew its facility in Hayward, we decided to build in the Tri-Valley because a large percentage of our workforce lived in the Northern San Joaquin County area. The length of their commutes coupled with inaccessibility to reasonable public transportation options weighed heavily on their overall quality of life. Moving to Livermore in 2017 meant shorter commute times for most employees and gave us more accessibility to high caliber talent outside our immediate area. It goes without saying that adding advanced rail connectivity, would be a huge benefit to both our employees and to GILLIG.

Valley Link will provide an estimated 33,000 daily rides on the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of an estimated 32,220 to 42,650 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

GILLIG urges approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will ensure that this vital project moves forward and that commitments to the Tri-Valley are long last met.

Sincerely,

Derek Maunus
President & CEO, GILLIG

Cc: Scott Haggerty, Alameda County Supervisor
Tess Lengyel, ACTC Executive Director
Michael Tree, Authority Executive Director