

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

*****This form is a public record*****

MEETING DATE: 12/22/16

AGENDA # R.2 OR NON-AGENDA SUBJECT: _____

FOR: AGAINST: _____

NAME: JOHN CARR

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ EMAIL: _____

IF YOU WISH TO ADDRESS THE BOARD IN PERSON:

1. Fill out this form and submit to the Board Clerk.
2. Non-Agenda items will be called immediately after the vote on the Consent Agenda.
3. Agenda items will be called during that item's presentation, before the vote is taken.
4. Presenters are called to testify in the order forms are received. The Presiding Officer may rearrange the order testimony is given or ask Invited Guests or Elected Officials to speak first.
5. Public testimony is limited to **3 minutes or less** per person unless otherwise directed by the Chair, who is the Presiding Officer.
6. If submitting handouts to be given to the Board, 7 copies are required. If one copy is provided, it will be received for the file and electronically shared with the Board after the meeting.
7. All meetings are audio and video recorded and can be viewed at: multco.us. Click on Government/Board Meetings, and select meeting of your choice.
8. When your name is called, come forward and be seated at the presenter's table; state your name for the record and speak clearly into the microphone.
9. A buzzer will signify the end of your allotted time.
10. The Chair has authority to keep order and may impose reasonable restrictions necessary for the efficient and orderly conduct of a meeting. Any person who fails to comply with reasonable rules of conduct or who creates a disturbance may be asked or required to leave and upon failure to do so, becomes a trespasser and will be treated accordingly.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD IN LIEU OF GIVING ORAL COMMENTS:

1. Complete this form and submit it along with your written testimony to the Board Clerk at the meeting, or by e-mail at: lynda.grow@multco.us
2. Written testimony will be entered into and remain a part of the official record.



Portland Clean Air
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RC

12/14/16

Powell-Division Transit LPA — Protecting Air Quality and Reducing Carbon Emissions by Specifying a Preference for Battery-Electric Buses

Portland Clean Air supports the addition of high-capacity transit to the Powell-Division corridor, as it should help improve air quality in the county by making transit more attractive than driving. We think the project could do even more towards reducing pollution, noise, and carbon emissions in this rapidly densifying corridor.

We urge you to condition your approval of the resolution to adopt the Locally Preferred Alternative on its being amended to specify the County's preference for battery-electric buses.

The steering committee's recommendation calls for a fleet of larger, 60' articulated buses, but it does not specify a propulsion type. While TriMet has expressed an interest in battery-electric vehicles for this project, the agency's working assumption is that these larger buses will be diesel powered. Keep in mind, the lifespan of a bus is 12 years, so the initial fleet purchased for this project — whether electric or diesel — will likely be on Division Street until the year 2033.

In its most recent National Air Toxics Assessment, the Environmental Protection Agency reported that Portland is the worst American city for respiratory distress from air pollution. While newer diesel buses emit less pollution than earlier models, electric buses do even better. According to a 2016 analysis by

The Union of Concerned Scientists and The Greenlining Institute, battery-electric lifecycle emissions of nitrogen oxides and particulate matter are lower than diesel. **Global warming emissions, the primary focus of Multnomah County's award-winning Climate Action Plan, are nearly 75 percent lower.**

Noise emissions too are significantly less with electric buses, according to a 2007 study by Staiano Engineering. This is particularly important on densely urban routes like Division Street.

Two bus manufacturers (New Flyer and BYD) currently offer Buy America-compliant, 60' battery-electric buses, so competitive bids could be solicited today. These vehicles are built on proven platforms, have been tested in the field, and have ample range for the Division route as well as fast on-route and depot charging. In fact, TriMet recently purchased four New Flyer 40' battery-electric buses to begin incorporating them and their charging infrastructure into its service.

Although the upfront cost of a battery-electric bus is higher, that difference can be financed and funded with the significant fuel and maintenance cost savings that come with electric. According to a comparison prepared for the City of Albuquerque by BYD, a single 60' battery-electric bus would save that city, conservatively, more than \$2 million in operation costs over a 12-year period versus a diesel model. That is \$2 million *per bus*. Meanwhile, battery costs continue to decline.

TriMet has set the bar for clean, electric high-capacity transit, and based on what we have heard from the agency's board and general manager, we are optimistic that they will consider battery-electric buses for this project. We ask that you support them in making it a priority so that planning and design can account for electric buses from day one.

Cities like Albuquerque and Indianapolis are already creating bus rapid transit lines with full battery-electric fleets. If bus rapid transit is the future of high-capacity transit in Multnomah County, electric buses have to be part of it. Please support Metro and TriMet by conditioning your approval of the resolution on its being amended to include a preference for battery-electric buses and, in doing so, take another clear step towards meeting the County's ambitious climate goals.

John Carr
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PortlandCleanAir.org

Portland Clean Air is supported by 1,500 Portland donors and works with a dozen stakeholder groups throughout Oregon to address industrial air pollution.

Works Cited:

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