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Re: Funding Allocation Proposal

August 21, 2018

SE Uplift, Portland's largest neighborhood coalition, supports TriMet's proposal to allocate 56% of one-time STIF funds and 10% of annual STIF funds to replace aging diesel buses with modern non-diesel alternatives, specifically battery-electrics.

While this level of funding falls short of what would be needed to fully transform the agency's bus fleet, it is a good start. It will help to improve transit while at the same time averting the health, social, and environmental costs that more diesel buses would bring.

Most importantly, we will see these funds again, recouped over time in fuel and maintenance savings that can then be reinvested in transit.

Spurring investment in cleaner buses is one of the aims of HB 2017, and it is in full alignment with state and local climate action goals. It was among the top priorities identified during recent public outreach efforts. It also gets to the heart of this committee's guiding statement, modernizing transit in a way that benefits everyone in the community by reducing air toxics and carbon output for generations to come.

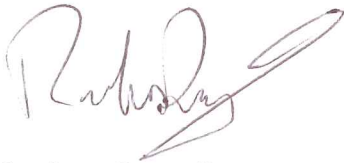
TriMet's proposal balances and advances a number of worthwhile priorities — more riders, more routes, more coordination, more service, more buses. That a healthy number of those new buses will be cleaner and quieter than the ones they replace will be a key part of the legacy of HB2017 and of this committee.

Thank you for the work you are doing. Out of respect for your limited meeting time, we submit this comment in writing.

Sincerely,



Terry Dublinski-Milton  
Co-Chair SE Uplift



Reuben Deumling  
Co-Chair SE Uplift

CC:  
TriMet Board of Directors  
Doug Kelsey, General Manager, TriMet  
Bernie Bottomly, TriMet  
Kerry Ayres-Palanuk, TriMet  
Tom Mills, TriMet  
Kelly Betteridge, TriMet

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