



Portland Clean Air  
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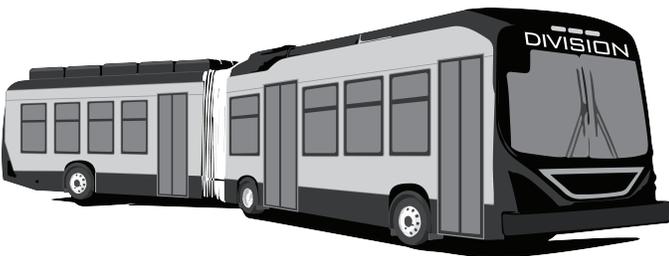
## Division Transit Project

Bigger buses are coming To Division

How clean will they keep our air?

TriMet's Division Transit Project is bringing 60' articulated buses to Division Street in 2021. Since larger buses hold more passengers, riders can expect fewer pass-ups and quicker trips. That's good news.

But will they also bring higher diesel emissions, higher CO2 emissions, and more engine noise?



Or will they be clean, all-electric buses?

For riders, residents, and businesses in the dense Division corridor, battery-electric buses have clear advantages:

- Zero tailpipe emissions
- 75% fewer lifecycle greenhouse gas emissions \*
- A much quieter ride — and quieter streets!

It's time for zero-emissions electric buses on Division

Contact General Manager Neil McFarlane at: mcfarlan@trimet.org to voice your support.

\* Includes electricity generation. Source: Union of Concerned Scientists and The Greenlining Institute. 2016. Delivering Opportunity – How Electric Buses and Trucks Can Create Jobs and Improve Public Health in California. Found online at: [www.ucsusa.org/sites/default/files/attach/2016/10/delivering-opportunity-executive-summary.pdf](http://www.ucsusa.org/sites/default/files/attach/2016/10/delivering-opportunity-executive-summary.pdf)

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## Are battery-electric buses really a thing?

Yes! They've been available and in service for years. In fact, TriMet recently ordered five of them to become familiar with the technology. In the 60' articulated size, there are now two models available that are made in America.

## Do electric buses cost more?

Manufacturers can now price battery-electric buses comparable to diesel models. They then lease the batteries and charging equipment separately to spread that additional cost out over time. Once you factor in fuel and maintenance savings, electric buses are the far cheaper option.

## What about range?

There are two ways to ensure ample range: 1) size the batteries to store enough energy for the day, or 2) use fewer batteries and install a quick charger at some point along the route. Either way, range is sufficient for an urban route like Division.

## How urgent is this?

TriMet will decide on the bus type in 2018. If the agency is serious about electric buses, it needs to begin working towards that *now*. Whether diesel or electric, the initial fleet purchased for this project will be on Division from 2021 until 2033. Let's make sure TriMet gets the decision right from the start. Learn more about the Division Transit Project at [trimet.org/division](http://trimet.org/division)

## On Board for Cleaner Transit on Division:

"This is a great opportunity to look at. . . the potential for using electric buses. As your public health authority, we are very concerned about the health of the air that the residents of that area breathe, and reducing emissions is crucial to our mission as well."

— Deborah Kafoury, Multnomah County Chair

"With a climate action plan as aggressive as ours. . . to build another project and rely on diesel buses would be a very unfortunate outcome."

— Charlie Hales, former Mayor of Portland

"Regarding electric buses, there is no stronger advocate than I am. I am absolutely convinced they are the future of the agency. . . Whether or not we can achieve it within the window of this project is still a question mark in my mind."

— Neil McFarlane, TriMet General Manager