



To: TriMet Board of Directors and TriMet HB2017 Transit Advisory Committee
c/o Tom Mills,

From: Nellie deVries, Executive Director of the Clackamas County Business Alliance

Re: TriMet Expansion in Clackamas County

Date: August 21, 2018

The Clackamas County Business Alliance (CCBA) is a non-profit association of business and community members that are committed to the economic strength of Clackamas County. CCBA leverages the strengths of the public and private sectors to ensure the economic vitality of Clackamas County.

As you know, Clackamas County has transit needs as it faces gaps in service. With the new addition of STIF funds, this committee has the ability to increase the service area within and around Clackamas County, improve the frequency of the existing bus transit service and improve access to schools by increasing frequency or extending service to high schools in the county. The aforementioned improvements would be a great benefit to employees, business and business owners throughout the region.

As you know, many employees utilize public transit each day, but the limited service in Clackamas County has proven challenging. Therefore, we respectfully ask that you support:

- Access to jobs with increased access to the Clackamas Industrial Area
- The “Last mile Shuttle” to the Clackamas Industrial Area and Oregon City/West Linn to the Tualatin job connector shuttles
- Increased access to the Clackamas Town Center through line 79
- Increased access to the Industrial areas/Happy Valley by incorporating a new line along Jennings to the Industrial area

As TriMet expands its fleet, we ask that the committee consider multiple forms fuel sources including, but not limited to, electricity and non-diesel fuels, such as renewable natural gas. It is important that TriMet does not rely on a single source of energy as it expands its service areas. A single source could limit TriMet’s ability to serve its customers during times of disaster or when the power grid is down. Diversifying the bus fleet will ensure some portion of the fleet will be able to operate for longer periods of time.

Further, the inclusion of buses that run on renewable natural gas (RNG) as well as electricity will provide significant benefits at substantially lower costs. These lower costs will allow TriMet to increase the number of buses on the road, routes, and frequency of buses minimizing greenhouse gas (GHG) and particulate matter emissions.

Thank you for the opportunity to provide testimony on these important transportation issues.

