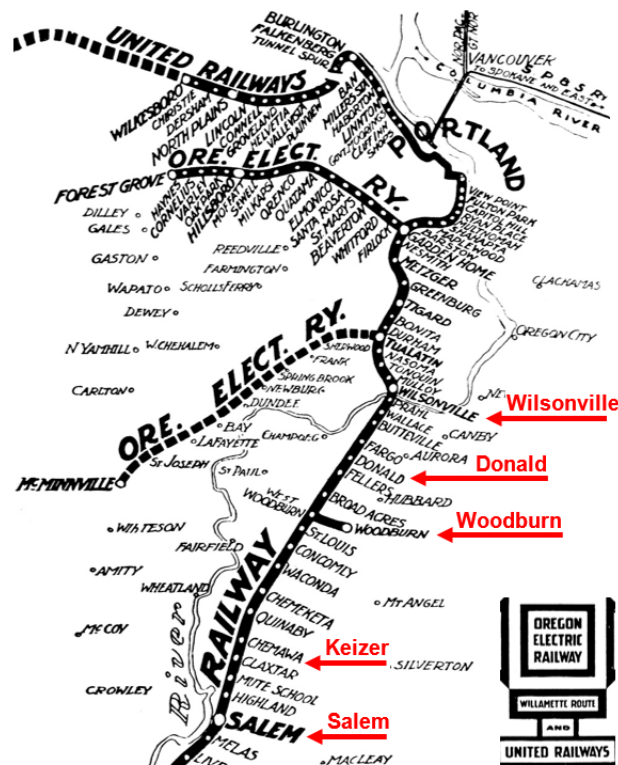
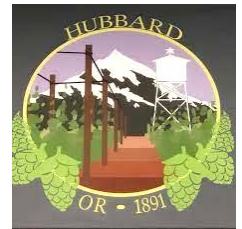
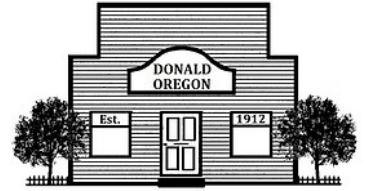
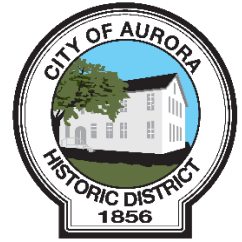


HB 2662 – ODOT Study of Extending Portland Metro WES Commuter Train from Wilsonville to Salem, with Stops in Donald, Woodburn and Keizer

WHAT: A bill to sponsor an ODOT Public Transportation Division study, in conjunction with WES administrator TriMet and WES train operator Portland & Western Railroad, to document the various costs, benefits and operational issues of extending the current rush-hour-only Westside Express Service (WES) commuter train from the current southern terminus in Wilsonville for 31 miles to Salem, with stops in Donald, Woodburn and Keizer. The bill calls for ODOT to report back to the legislature in 2024 with study findings and recommendations.

- **Increasing population** of Portland metro and North Willamette Valley region needs mobility options, especially for commuters and seniors, many who require transportation for jobs and medical appointments.
- **I-5 traffic congestion continues to worsen** and prospective ODOT tolling of I-205 and I-5 in Portland metro area requires a reliable public-transit alternative unaffected by highway traffic congestion.
- **Additional Federal Transit Administration (FTA) support** for high-capacity WES commuter service connecting METRO and SKATS—two Metropolitan Planning Organizations (MPOs) Transportation Management Areas (TMAs)—that can increase ridership.
- **Transit commuting and shopping option supports economic-development efforts** of North Willamette Valley communities.



• Use of former Oregon Electric Railway line, now owned by Portland & Western Railroad, that operated 1908 – 1933.

• HB 2662 is supported by the Cities of Aurora, Donald, Hubbard, Keizer, Salem, Wilsonville and Woodburn; Salem Mass Transit (“Cherriots”), SMART (South Metro Area Regional Transit) and Yamhill County Transit.

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