



Written Testimony in Support of HB 3453

The outcome of the proposed legislation would be a significant step towards realizing the true intent of the Statewide Transportation Improvement Fund legislation. Passage of HB 3453 would place Westside Express Service (WES) operations in the hands of an agency that would drive its long-term success. Finally, the passage of HB 3453 would ultimately allow for improved public-transit coordination between transit agencies, increase access to another reliable transit option, and spur economic development in and around the areas serviced by WES.

Scheduled for public hearing on March 11, 2025, before
the Joint Committee on Transportation

Co-Chairs Gorsek and McLain, Vice-Chairs Starr and Boshart-Davis,
and Members of the Committee:

I am Dwight Brashear, Transit Director for South Metro Area Regional Transit (SMART), a municipal public transit agency owned and operated by the City of Wilsonville.

SMART is one of two Portland metro-area's Federal Transit Administration-designated Small Urban Area Public Transit Operator. Being designated as such enables SMART to leverage federal dollars directly from federal funding agencies.

I provide this written testimony in strong support of HB 3453.

SMART runs the weekday 1X express-commute bus-route along I-5 between Wilsonville and Salem in conjunction with Salem Area Mass Transit District (Cherriots).

In addition to routes to Salem and Canby, SMART buses also meet each TriMet WES train providing both 'first and last mile' connections in the Wilsonville area.

Wilsonville currently serves as the southernmost terminus of the WES commuter train, which also serves Tualatin, Tigard and Beaverton. From Beaverton riders can take TriMet MAX light rail or buses to Portland or Hillsboro.

If WES continued onto Salem and Eugene, then SMART and several other transit agencies would be able to redeploy assets to provide more local area service.

We would also be able to improve ‘last mile’ connections between train stops and major local destinations.

When WES was first established, the service was envisioned to continue to Salem and thereby connecting two federal metropolitan planning areas and a source of labor with a source of jobs.

Providing a longer, reliable transit commute service—coupled with increasing population and worsening highway traffic congestion—could make WES a more financially viable transit service.

SMART appreciates your consideration of this testimony and urges a Do-Pass vote on HB 3453. Thank you.