

2025 State Legislative Session Summary



THE LEO COMPANY, LLC
MARKETING, PUBLIC & GOVERNMENT AFFAIRS COUNSEL

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I. Session Summary: By The Numbers

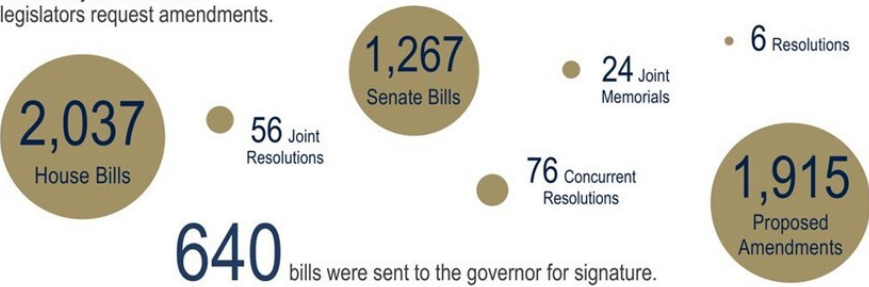
2025 Legislative Session Summary



Oregon’s 2025 regular legislative session convened January 21, 2025, and adjourned June 27, 2025.

Measures

Measures include bills, resolutions, and memorials, which may be revised if legislators request amendments.



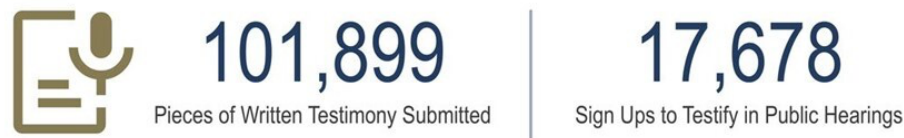
Committees

Each measure is sent to one or more committees, where lawmakers hold public hearings to gather testimony from community members, and conduct work sessions to decide whether to amend (change) a measure before sending it to the Oregon Senate or House of Representatives for a vote.



Public Engagement

Oregonians can participate in the legislative process by submitting written testimony or delivering verbal testimony virtually or in person during public hearings.



In many ways, the 2025 Oregon Legislative Session was unusual. For Wilsonville, it was a year of transitions. A new Senator was promoted from the House, a new member of the House of Representatives was appointed, and the longtime Government Affairs Manager retired. Many important aspects of our legislative program changed during the 158-day legislative session, both in context and in substance.

A record 3,466 bills were filed. There were many new legislators, new House and Senate leadership, and new committee chairs. This shift contrasts with one of the longest periods of stable leadership in both houses, marked by the record-length tenures of Senate President Peter Courtney and House Speaker, now Governor Tina Kotek, the legislative leadership of recent long sessions.

These newer legislators were working in a Capitol building under reconstruction to ensure future seismic strength, creating an unsettled, temporary feeling to the Capitol. Many of the newer legislators have not served in a State Capitol building free of the sounds and disruptions of construction.

Democrats have a 3/5th majority, or ‘super majority’, in both houses of the 2025-26 Oregon Legislature. This is important because, in theory, the majority party could pass new taxes without votes from the minority party.

Revenue forecasts indicated a slowdown in expected state revenues, along with the uncertainty of a decline in federal funds, creating an environment where there were many more funding requests than could be approved. There were significantly more requests to finance deserving projects than available revenues to meet those requests.

Despite this, a record number of bills, 3,466, were introduced: 2,119 in the House and 1,348 in the Senate. Of these, 704 became law. 195 bills had bipartisan sponsorship; of these, Democratic members sponsored 139 and Republicans sponsored 30 successful bills.

Governor Kotek, the former long-term Speaker of the House, introduced 139 bills. All other statewide officials proposed seven bills each. A total of 194 Committee and Budget bills were also introduced. The Executive Branch had a large influence on the legislative process.

The change in Federal Administration contributed to an increase in uncertainty. A Republican President with a majority in both houses of Congress was able to make changes to Federal programs and funding, which have wide-ranging fiscal impacts on

Federal transfer payments to the state of Oregon. These payments account for 32% of Oregon's 2025-27 Biennial Budget.

The 2025 Oregon Legislative Session was a constitutionally limited 160-day 'Long Session,' which lasted 158 days and adjourned on Friday, June 27th, two days before the Constitutional Sine Die deadline.

III. Highlights of the Session

The Boone Bridge Replacement gets \$1 Million in Legislator-directed funding

The \$1 million transportation funding bill for the Boone Bridge was the only Transportation Funding bill passed during the regular legislative session. Senator Neron Misslin requested funding for this high-priority Wilsonville project. This funding will help gather the necessary information to advance the Boone Bridge replacement project.

Tolling is no longer under consideration.

Persistent opposition to tolling by our legislators will likely remove tolling language from the Transportation Bill, part of the Special Session Legislative package. Thanks to Senator Woods and Senator Neron Misslin's work with other Clackamas County Legislators to remove this unpopular funding option from state statute.

Unemployment Insurance for Striking Workers

Senator Neron Misslin voted against SB 916 Senate concurrence at the request of the cities of her District and the League of Oregon Cities. This bill provides unemployment Benefits for striking workers, passed both legislative chambers, and was one of the most hotly contested bills of the session.

Aurora Airport Resolutions

Senator Woods successfully killed SJR 2, a bill making unwarranted claims about the Aurora State Airport by offering an alternative Amendment language. Identical language was introduced as SR 2 and passed out of the Senate Rules Committee after Senator Wood's death. As a Senate Resolution, the bill has no practical effect, but does create a narrative that the City of Wilsonville has refuted in the public record of both bills.

Employment-related Child Care

The City of Wilsonville testified in support of HB 3560, which expands the locations of employment-related child care facilities through zoning changes to make siting

child care facilities easier, consistent with the City Council's direction to support employment-related child care.

The Legislature passed SB 5514, which allocates \$1.4 billion to support the Department of Early Learning and Child Care (DELCC). This provides assistance for work-related child care for working parents and funding for grants to other early learning and child care programs. Although this does not fully meet the growing need for employment-related child care services for working Oregonians, it is a step in the right direction.

Housing Infrastructure

Providing funding for housing infrastructure was a consistent theme for Wilsonville and most other cities during housing policy discussions. City Infrastructure Engineer Amy Pepper testified in Salem as a subject matter expert on the need for infrastructure funding. We consistently carried the message that increased infrastructure subsidies will create more housing than new regulatory requirements.

We worked collaboratively with Rep. Neron and Rep. Elmer to advocate for HB 3939, which did not pass, but which built a strong case for funding of the Business Oregon Infrastructure Finance Fund for workforce housing. The Legislative leadership chose to create programmatic support of infrastructure subsidies and grants rather than earmarks for specific infrastructure projects. This is reflected in the increase in the infrastructure funding through Business Oregon Grants allocated by the Ways and Means committee.

IV. Challenges

Housing Policy Challenges

Much of the session was spent on bills intended to increase housing production, but policymakers created more planning regulations and caused a loss of local control in the planning and zoning process. Subsidy of infrastructure will build more housing than increased regulation of the planning and zoning process. These bills will create much more work for city planners, without creating more housing relative to the time and effort expended.

HB 2138 – Governor’s Middle Housing Update

Status: Passed – City of Wilsonville Position: Opposed

The Governor’s Middle Housing update expands requirements to include lands outside UGB. This bill has troubling implications for many cities; it could impose unfunded mandates without sufficient infrastructure to support expansion beyond UGB.

HB 2258 – Governor’s Oregon Homes Bill

Status: Passed – City of Wilsonville Position - Opposed

Creates statewide pre-approved building and land use plans for smaller-scale housing (up to 12 units) with new design standards adopted by 2027. Cities must update local codes and permitting processes to accommodate the plans. At the City's request, Senator Neron Misslin was one of only two to vote against this on the Senate Floor.

HB 2316 – Home Start Lands

Status: Passed – City of Wilsonville Position: Opposed

Supersiting of Housing lands outside of Urban Growth Boundaries as “home start lands” for affordable housing development and establishes a fund for loans and grants. Provides a temporary property tax exemption (up to 5 years) before the lands revert to taxable status.

HB 2658 – Frontage Improvement and Conditional Use Permit Changes

Status: Passed – City of Wilsonville Position: Opposed

Prohibits cities and counties from requiring frontage improvements on certain interior renovations that do not expand the building size or change the use. Requires collaboration with ODOT regarding state highway frontage improvement requirements tied to permits. Amy Pepper provided testimony, and we worked with the sponsor to modify the bill with the -6 Amendments, which were not adopted. We hope to further modify this bill during the February 2027 “short” legislative session.

HB 2950 – Land Use Goal 1 Updates

Status: Failed – City of Wilsonville Position: Neutral, Monitor

Would have modernized Oregon’s Goal 1 (citizen involvement in land use planning), emphasizing digital access and broader participation. Passed committee unanimously but died in Ways and Means; concept likely to return.

HB 3136 – Planning Commission Makeup

Status: Passed – City of Wilsonville Position: Neutral, Monitor

Loosens restrictions on how many planning commission members can be from real estate-related professions. Maintains city charter authority and council oversight in approving commissioners.

HB 3505 – SDCs for Fire Sprinklers

Status: Passed – City of Wilsonville Position: Opposed

Prevents SDC collection for installation of residential fire sprinkler systems. City opposes any limit to the ability to collect SDCs needed for development to pay for itself. Wilsonville is concerned about additional legislation to reduce our ability to collect SDCs to pay for the costs of development.

HB 3644 – Statewide Shelter Funding Framework

Status: Passed – Priority Bill for City of Wilsonville. Position: Support

Establishes a statewide shelter funding program, with OHCS selecting regional coordinators and broadening eligible shelter types. Provides \$204M for 2025–27 and ongoing baseline funding, with rules due by 2026 and program sunset in 2034.

SB 6 – 45 Day Building Permit Shot Clock

Status: Failed – City of Wilsonville Position: Opposed

Would have required cities/counties to approve certain building permits within 45 days, imposing penalties for delays. Rejected due to high legal and financial risks to local governments.

SB 49 – Preempt local control, impose statewide standards in housing production

Status: Passed – City of Wilsonville Position: Opposed

Senate Omnibus Housing bill removes local control and flexibility, requiring model codes, removing Land Use Goal planning, prohibiting minimum density standards, all points of concern for the city, and at odds with the state's goal of increasing housing production. This is a prime example of the fact that over-regulation will not produce more housing.

SB 974 – Engineering Shot Clock and Design Review Limits

Status: Passed – City of Wilsonville Position: Opposed

Creates a 120-day review deadline for housing infrastructure engineering plans and

streamlines some PUD zone changes. Restricts cities from applying purely aesthetic design reviews for developments of 10+ units, though health, safety, and compliance reviews remain. The City should consider advocating for modifying aesthetic review provisions in the 2026 ‘Short Session’ of the Legislature.

SB 1129 – Urban Reserves Rule Update

Status: Passed – City of Wilsonville Position: Neutral

Directs DLCD to update urban reserve rules to make them more feasible and ensure designated areas are developable and serviceable. Intended to help cities plan for future growth more effectively. Wilsonville already has well-established Urban Reserves.

Transportation and Transit Policy Challenges

HB 2025 – Omnibus Transportation Bill

Status: Failed

City of Wilsonville Position: Support

Large-scale transportation funding bill that preserved the 50-30-20 State Highway Fund allocation. Wilsonville supported the -28 amendment, advocated to elevate the I-5 Boone Bridge as an Anchor Project, and supported studies on WES to Salem Extension, I-5 congestion, and creating a separate Oregon Department of Rail and Transit. The City should continue pressing for Boone Bridge as an Anchor Project and ensure WES and I-5 congestion studies are included if a similar package is revived in 2026.

HB 3402A – Transportation Short-Term Operations and Maintenance Funding

Status: Failed

City of Wilsonville Position: Opposed

Would have raised the gas tax by \$0.03 but did not include key City priorities such as the 50-30-20 allocation, Boone Bridge, WES to Salem, I-5 congestion study, or a Rail Department. Came out of committee but lacked sufficient votes to pass on the House floor.

HB 1202 – Oregon Department of Rail and Transit

Status: Failed

City of Wilsonville Position - Neutral, but helpful to WES to Salem Extension

Proposed to create a new Department of Rail and Transit, separate from ODOT, to oversee the Oregon Rail Plan and coordinate requests for Federal Funding to develop a more capable rail service in Oregon. The measure died in committee on adjournment.

HB 2383 – Transit Security Officers

Status: Failed

City of Wilsonville Position: Monitor

Would have authorized mass transit general managers to appoint transit security officers to enforce ordinances. The bill died on adjournment without advancing.

HB 2795 – STIF Qualified Entity Definition

Status: Failed

City of Wilsonville Position: Support

Wilsonville/SMART-requested bill to modify the definition of “qualified entity” for STIF distributions, strongly opposed by TriMet. Never received a hearing in Joint Transportation and died in committee. Likely to be a continuing conflict between Tri Met and smaller Qualified Transit Entities that receive STIF allocation through TriMet.

HB 3453 – WES Governance Model

Status: Failed

City of Wilsonville Legislative Priority, Support

Proposed creating a Westside Express Service Authority to oversee governance and pursue extension of WES from Wilsonville to Salem, sponsored by Rep. Mannix and Rep. Neron. The bill passed Joint Transportation unanimously, but died in Ways and Means. The City should continue to advocate for reintroducing the governance authority model and funding to stand up a Willamette Valley Rail Authority in 2026 as the next step toward WES extension.

SB 418—TriMet Boundary Adjustment

Status: Failed

City of Wilsonville Priority, Support

Would have required TriMet to adopt an ordinance modifying district boundaries to exclude areas taxed by TriMet within the boundaries of the City of Wilsonville. Sen. Woods introduced this city Priority at Wilsonville’s request and championed it, but it died without a hearing in the Joint Committee on Transportation.

VI. Legislative Priorities

The City of Wilsonville monitored more than 100 bills and submitted written and oral testimony on 36 bills to advocate for/against. All submitted testimony is compiled in Appendix C. The list of all monitored bills is in Appendix D. In some cases, we have reduced the number of supporting documents due to length. All city written testimony is in the OLIS Testimony tab of each bill for review as part of the public record.

The following chart represents the top 14 key legislative issues that the City of Wilsonville worked on during the 2025 State Legislative Session, in alignment with the City Council's 2025-26 Legislative Agenda.

Transportation		
Increase road and public transit resources with a 2025 Transportation funding package	HB 2025 - the Omnibus Transportation Bill failed. Special Session on Transportation scheduled for 8/29-9/1	✗
Advance the I-5 Boone Bridge Seismic and French Prairie Bike/Ped facility	SB 5006 partially funded (\$1M) the request for design-build funding	✓
Implement WES Commuter Rail Extension Study and Governance Authority, funding for study	HB 3453 passed the Transportation Committee unanimously but ultimately died in Committee. HB 2025 funding bill with WES earmark failed.	✗
Transit		
Align SMART Transit Service Territory with City Boundaries	SB 418 died in Transportation committee with opposition TriMet	✗
Reform subregional allocation of STIF transit resources	HB 2795 died in Transportation committee with opposition TriMet and Transit Association	✗
Governance		
Restore Permanent Recreational Immunity	SB 197 passed and in statute, restoring Summary Judgement for lawsuits	✓
Aurora Airport Emergency Preparedness Resolutions	SCR 2 died in committee, and SR 2 , with similar language, passed after the Rules Committee's consideration and discussion.	—

Housing Infrastructure		
Proposal to create \$2B State Residential Housing Infrastructure Fund to help cities statewide meet housing production goals	State Housing Infrastructure fund created, administered by Business Oregon. HB 5024 Section 12, Page 3 "Infrastructure" \$219,002,588 (Program Funding, not earmarks for Housing Infrastructure)	✓
Vertical Housing		
Extend Sunset on Vertical Housing Development Zone (VHDZ) Incentive	HB 2074 extends VHDZ Program to 2036	✓
Industrial Lands		
Fund Regionally Significant Industrial Sites program (RSIS)	SB 5531 , the Lottery bond bill, provided \$10M for Business Oregon loan fund program	✓
Child Care		
Child care facility siting Require DLCD to create model code and best practice guide for cities and counties on siting for child care facilities	HB 3560 expands locations for employment-related child care facilities through zoning changes to make siting child care facilities easier	✓
Improve Childcare Resources to Benefit Families/Workers and Employers	SB 5514 allocates \$1.4B Department Early Learning and Care (DELC) budget, providing \$668,879,857 in assistance for work-related child care for working parents and funding for grants to other early learning and child care programs	✓
Homelessness		
Modify homeless camping laws and increase support for affordable housing and rising utility costs	HB 3644 establishes a statewide shelter program to reduce unsheltered homelessness and transition homeless people to housing stability, allocating \$204M. The US Supreme Court's Grants Pass Decision resolved the camping time-place-manner issue.	✓
City grant requests for Residential Housing infrastructure projects	Requests for infrastructure funding not funded as an earmark, instead funding available through Housing Infrastructure Fund and other Business Oregon and DLCD Programs.	✓

VII. Special Thanks

Senator Aaron Woods

The late Senator Aaron Woods exemplified collaboration and brought the “Wilsonville Way” to Salem. He co-sponsored legislation extending WES service to Salem. We are especially grateful for his creative approach in providing alternative language on SCR 2, the Aurora Airport Bill, and his steadfast commitment to Wilsonville issues at every point in the process.

Senator Courtney Neron Misslin

We began the session with Representative Neron, who became our Senator following the passing of Senator Woods in April. We extend sincere thanks to Senator Neron Misslin for her dedicated support of Wilsonville: she cast a courageous vote against the concurrence resolution for SB 916 at the request of the League of Oregon Cities, was the sole Senate vote against SB 974 (the 120-day “shot clock” bill), and one of only two “no” votes on HB 2258, the pre-approved building plans bill - both measures the City strongly opposed. She co-sponsored legislation extending WES service to Salem and, most importantly, secured partial funding for the Boone Bridge seismic rebuild design-build phase, one of the few Transportation projects funded this session.

Legislative Staff

We must acknowledge the invaluable support of the legislative staff in the Capitol. In particular, we thank Marcella Martinson, Chief of Staff to Senator Courtney Neron Misslin (formerly Representative Courtney Neron), and LaTonya Meyer Blanco, Chief of Staff to the late Senator Aaron Woods (and now Chief of Staff to Representative Sue Rieke Smith). Consistently professional and effective, both have been consistently helpful and attentive to the needs of the city. Legislative staff are the professionals who keep the legislative process moving forward and have earned our sincere gratitude.

City of Wilsonville Staff

We sincerely appreciate the efforts of City staff in working on key legislation, especially Mark Ottenad, the former Government and Public Affairs Director, for drafting testimony and coordinating government relations efforts across all levels of government, constantly balancing our city legislative work to keep it consistent with City Council goals.

We also thank the “Team Wilsonville” subject matter experts for their expertise, dedication, and willingness to come to Salem to testify, sometimes on short notice, to track policies, and provide necessary expert analysis of legislation, all while keeping

pace with the speed and rhythm of the legislative process. Many thanks to the professionals of “Team Wilsonville”:

- **Amy Pepper** – Infrastructure Funding and Policy
- **Miranda Bateschell** – Housing and Planning Issues
- **Dan Pauly** – Planning, Land Use, and many housing bills
- **Dwight Brashear** – Transit, STIF Funding Reform, and WES to Salem
- **Matt Lorenzen** – RSIA Funding, Vertical Housing Incentives, Employment-Related Child Care

Coalition Partners

We also extend thanks to our coalition partners, including the League of Oregon Cities (LOC) Intergovernmental Affairs Team: Scott Winkles, Jim McCauley, Alexandria Ring, and Michael Martin, the Metro lobby, the Metropolitan Mayors Consortium (MMC), and the many individual cities and organizations with whom we joined in lobbying efforts and sign-on letters. Working together, we were stronger and more effective in shaping sound public policy.

Recognition and Sources

This report draws on many reliable sources, including reports from the League of Oregon Cities and the Legislative Summary Reports compiled by the Legislative Policy and Research Office. Success in the legislative process requires teamwork, and we are grateful to all who contributed to Wilsonville’s advocacy efforts during the 2025 Legislative Session.

*Greg and Rachel Leo
The Leo Company, LLC
August 21, 2025*

Appendices

Appendix A: 2025-26 City of Wilsonville State Legislative Agenda;
City of Wilsonville Citations of Authorities

Appendix B: City of Wilsonville / SMART 2025 State Legislative
Session Priorities

Appendix C: City of Wilsonville Submitted Testimony & Budget
Requests

Appendix D: Wilsonville Bill List

APPENDIX A

2025-26 City of Wilsonville State Legislative Agenda; City of Wilsonville Citations of Authorities

2025-26



State Legislative Agenda

Wilsonville City Council

Shawn O'Neil, Mayor

Caroline Berry, Council President

Adam Cunningham, City Councilor

Katie Dunwell, City Councilor

Anne Shevlin, City Councilor

City Appointed Management

Bryan Cosgrove, City Manager

Amanda Guile-Hinman, City Attorney

CITY OF WILSONVILLE, OREGON / SOUTH METRO AREA REGIONAL TRANSIT (SMART)

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2025-26 State Legislative Agenda

Acting on behalf of the residents and businesses of the City of Wilsonville and SMART, the City Council adopts this legislative agenda to guide municipal policy positions in the 2025-26 sessions of the 83rd Oregon Legislative Assembly.

Wilsonville City Council, January 23, 2025



1. GOVERNANCE

■ Local Autonomy

1.1 The City of Wilsonville supports the home-rule autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city's residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been preempted by state law.

■ State Shared Revenues / Unfunded Mandates

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as "unfunded mandates." The City opposes efforts to reduce traditional "shared revenues," which include alcoholic beverage and cigarette taxes and other state-shared revenues that pay for essential local services.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.

2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 for the timely movement of freight and conduct of commerce, including the stretch of I-5 Boone Bridge crossing the Willamette River.

2.3 The City of Wilsonville supports increased funding by federal and state governments of public transportation infrastructure.

2.4 The City of Wilsonville supports efforts to re-open and maintain the operations of the Willamette Falls Locks and Canal.



■ Transit

2.5 The City of Wilsonville supports increased funding and access to increased transit services that provide residents and commuting workers with an affordable option for personal mobility.

2.6 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Infrastructure Development

3.1 The City of Wilsonville supports sustainable, “smart-growth” concepts that include objectives such as walkable neighborhoods, compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary (UGB).

3.2 The City of Wilsonville supports Oregon land-use law that calls for intergovernmental coordination and urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.



3.3 The City of Wilsonville supports initiatives that reclaim industrial “brownfield” sites in urban settings for productive re-use and that assists cities to develop existing industrial lands. These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.

3.4 The City of Wilsonville supports the creation or extension of additional economic-development tools that cities may utilize as they wish, including implementing the Oregon Industrial Site Readiness Program that complies with current state law and making the state “Enterprise Zone” and similar designations available to more cities.

3.5 The City of Wilsonville supports efforts that encourage development of a broad mix of housing types for residents of all income levels. The City specifically advocates for funding of state agencies and local governments to advance affordable housing efforts and related infrastructure.

■ Workforce Development

3.6 The City of Wilsonville supports adequate funding for institutions of higher education in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.

3.7 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow’s workforce.

4. ENVIRONMENTAL IMPACT

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.



FAST FACTS: City of Wilsonville & South Metro Area Regional Transit (SMART) Item B.

■ Population: *One of Oregon's fastest growing cities*

For the past 30 years, Wilsonville has been one of Oregon's fastest growing cities with population over 10,000. Wilsonville is now the state's 21st largest city.

Jurisdiction	2010 Census	2024 PSU Est.	% Change
City of Wilsonville	19,509	27,048	39%
Portland metro region*	1,641,036	1,837,831	12%
State of Oregon	3,831,074	4,259,132	11%

* Clackamas, Multnomah and Washington Counties

■ SMART Transit: *I-5 Corridor Public Transportation Service*

South Metro Area Regional Transit (SMART) provides transit services six days per week for 300,000 riders composed of commuting workers and residents. SMART links with regional transit providers, including TriMet and WES (Westside Express Service) commuter trains, Salem Area Mass Transit District ("Cherriots") and Canby Area Transit (CAT), as well as providing in-town fixed-route and paratransit services.



■ Education & Workforce Development: *In-Demand Skills Training*

OregonTech Wilsonville is the Portland metro-area campus of the Oregon Institute of Technology (OIT), the state's premier university of advanced engineering and applied-technology studies. OregonTech Wilsonville works closely with the region's high-tech employers and area high schools to promote hands-on, practical Science-Technology-Engineering-Math (STEM) curriculum.

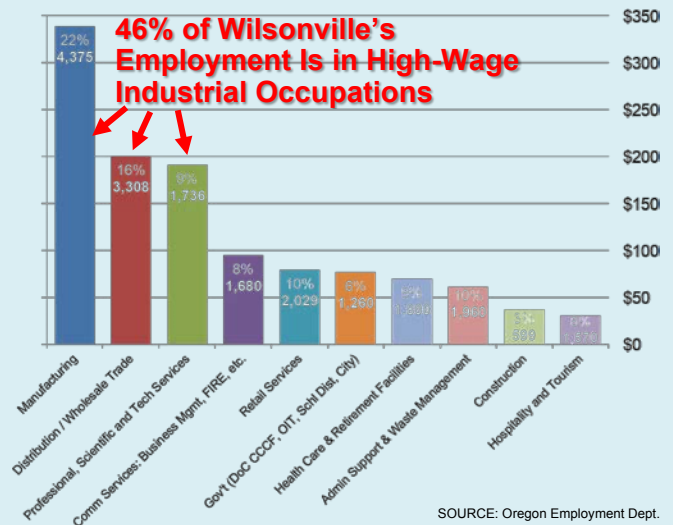
Clackamas Community College, Wilsonville Training Center Campus
West Linn-Wilsonville School District and Canby School District



■ Employment: *Over 23,800 Jobs with \$1.7 Billion Annual Payroll in Wilsonville*

Wilsonville's 1,400 businesses provide 23,800 jobs, of which about half are in high-wage industrial occupations of manufacturing—primarily in high-tech and software engineering—wholesale distribution and professional services. Nine out of 10 employees commute to jobs in Wilsonville primarily from the Portland metro-area and North Willamette Valley, Canby, Woodburn and Salem/Keizer.

Total annual payroll in Wilsonville exceeds \$1.68 billion annually—an +85% increase since 2000—that generates a total direct/indirect regional economic-multiplier impact of over \$3.8 billion per year.



Top-10 Private-Sector Wilsonville Employers

Sorted descending by Number of Full-Time Equivalent (FTE) Jobs

Business	Type	Jobs
1. Siemens EDA (fka Mentor Graphics)	Software Mfg	1,040
2. Swire Coca-Cola USA	Mfg + Whsl Distrib.	585
3. Collins Aerospace	Manufacturing	535
4. Sysco Food Services	Wholesale Distrib.	485
5. Columbia Distributing HQ	Wholesale Distrib.	425
6. Costco Wholesale Wilsonville	Retail	330
7. DW Fritz Automation	Manufacturing	320
8. TE Medical Tyco Electronics Connectivity	Manufacturing	280
9. Fred Meyer Stores Wilsonville	Retail	275
10. Teledyne FLIR	Manufacturing	270



The Wilsonville SMART Transit Center serves as the TriMet Westside Express Service (WES) commuter rail train station that features a 400-car park-and-ride lot that can be expanded. Each WES train is met by SMART buses that whisk employees to the worksite within 10 minutes of arrival in Wilsonville, providing key 'last-mile' public transit service.

Citations to Authorities that Act as Foundation for City of Wilsonville/SMART 2025-26 State Legislative Agenda — January 2025

This document provides citations to various authorities, such as the City Charter and Comprehensive Plan, and the legislative agendas of affiliate organizations, in support of the 2025-26 State Legislative Agenda. The document recites each specific proposed legislative agenda policy position, which is then followed immediately by relevant citations to authorities, listing first references to City documents and then legislative agendas of affiliate organizations.

1. GOVERNANCE

■ Local Autonomy

1.1 The City of Wilsonville supports autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city’s residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been pre-empted by state law.

This proposed legislative agenda policy is supported by the following authorities:

City of Wilsonville Charter, 1987

Chapter II, Powers

Section 4. POWERS OF THE CITY. The city shall have all powers that the constitutions, statutes and common law of the United States and of this state expressly or impliedly [sic] grant or allow municipalities, as fully as though this charter specifically enumerated each of those powers.

Section 5. CONSTRUCTION OF CHARTER. In this charter no mention of a particular power shall be construed to be exclusive or to restrict the scope of the powers which the city would have if the particular power were not mentioned. The charter shall be liberally construed to this end that the city may have all powers necessary or convenient for the conduct of its municipal affairs, including all powers that cities may assume pursuant to state laws and to the municipal home rule provisions of the state constitution.

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Intro-1

In a move to increase local control, the local residents voted to incorporate. On January 1, 1969, Wilsonville became a City..

League of Oregon Cities (LOC) 2019 Legislative Priorities, 2018

Introduction: The League of Oregon Cities’ Board of Directors has set six legislative priorities for the 2019 session of the Oregon Legislature. * * * The six priorities were approved by the LOC Board Wednesday and focus on the theme, “Let Cities Work.”

Right-of-Way and Franchise Fee Authority Preservation/Broadband Investment: The League will continue to oppose any legislation that preempts local authority to manage public rights of way and cities' ability to set the rate of compensation for the use of such rights of way.

5. Right-of-Way and Franchise Fee Authority Preservation/Broadband Investment

The League will continue to oppose any legislation that preempts local authority to manage public rights of way and cities' ability to set the rate of compensation for the use of such rights of way. In addition, the League will seek additional state support and funding for increased and equitable broadband infrastructure deployment, especially in rural areas, while opposing any legislative efforts to restrict municipal authority to provide broadband services.

■ State Shared Revenues / Unfunded Mandates

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as “unfunded mandates.” The City opposes efforts to reduce traditional “shared revenues,” which include alcoholic beverage and cigarette taxes and other state shared revenue that pay for essential local services.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Urban Growth Boundary, p. B-3

Implementation Measure 2.1.1.d. — Establish and maintain revenue sources to support the City's policies for urbanization and maintain needed public services and facilities.

City of Wilsonville budget reports

Various states-shared revenues form a significant component to the City's general fund budget, as the following summary shows:

Wilsonville State-Shared Revenues, Fiscal Years Ending 2020 – 2025

Type of Revenue	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025
Alcoholic beverage tax	\$ 454,225	\$ 588,775	\$ 503,926	\$ 547,705	\$ 480,000	\$ 450,000
Cigarette tax	27,710	22,957	21,672	20,061	25,000	20,000
State shared revenue	345,170	400,652	392,647	411,189	410,000	400,000
TOTAL	\$ 827,105	\$1,012,384	\$ 918,245	\$ 978,955	\$ 915,000	\$ 870,000

FYE 2024 and 2025 are budgeted funds.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, p. C-22–C-24

Goal 3.2 To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.

Policy 3.2.1 To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.

Policy 3.2.2 To provide for a mix of planned transportation facilities and services that are sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.

Goal 3.3 To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

Policy 3.3.1 The City shall provide facilities that allow people to reduce reliance on single occupant automobile use, particularly during peak periods.

Implementation Measure 3.3.1.c. Plan for increased access to alternative modes of transportation, such as bicycling, transit and walking.

Policy 3.3.2 The City shall work to improve accessibility for all citizens to all modes of transportation.

Wilsonville Transportation Systems Plan (TSP), 2016

Chapter 2 — Vision, pp. 2-3, 2-5

Policies And Implementation Measures

System Design

Policy 1. Provide a safe, well-connected, and efficient system of streets and supporting infrastructure for all travel modes.

Connectivity

Policy 10. Add system connections for all modes throughout the city's transportation system to improve access between neighborhoods, serve new development, and manage system performance.

Chapter 5 — The Projects, p. 5-1

Make strategic investments in new and expanded facilities to serve all modes.

Wilsonville Bicycle and Pedestrian Master Plan, 2006, p.3

Goal — To promote non-motorized travel and provide a safe, interconnected system of pedestrian and bicycle facilities.

2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 for the movement of freight and conduct of commerce, including the stretch of I-5 Boone Bridge crossing the Willamette River..

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Public Facilities and Services, The Transportation Network, pp. C-21, C-24

Wilsonville is bisected by I-5, just south of its intersection with I-205. I-5 is classified as an Interstate Highway. It is part of the National Highway system and is a designated freight route between Portland and points south. The operational objective for Interstate Highways is to provide safe and efficient high-speed travel in urban and rural areas.

Two I-5 interchanges are located within Wilsonville, Interchange 283, I-5 at Wilsonville Road, and 286, I-5 at Elligsen Road. Both interchanges provide a vital function in supporting local and regional economic development goals and plans. Local traffic, including commercial and industrial vehicles, must have safe and efficient access to and from the freeway.

* * * * *

Policy 3.4.2 The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

Wilsonville Transportation Systems Plan (TSP), 2016

CHAPTER 2: The Vision, p. 2-7

Policy 18. Work with ODOT, Metro, TriMet, Cherriots, and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, transit connections, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

Policy 19. Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Clackamas and Washington Counties, Metro, TriMet, and Cherriots to improve regional transportation facilities and services.

Policy 20. Work with neighboring jurisdictions to plan, fund, and implement a phased transportation network that serves southwest employment area growth while reserving I-5 interchange capacity for access to and from Wilsonville destinations.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 1

Continue to facilitate economic development in conjunction with provision of adequate infrastructure to serve the needs of specific industry clusters. Work to maintain reasonable access to, and the functionality of Interstate-5 and its interchanges within Wilsonville and to increase the capacity of the Boone Bridge.

Goal 5

Continue to accept our fair share of regional industrial and employment growth in appropriate geographic locations that protect existing and future neighborhoods and the capacity of I-5, while encouraging Metro and member jurisdictions to develop land use policies, goals, code revisions and infrastructure necessary to more equitably distribute such growth throughout the region.

2.3 The City of Wilsonville supports increased funding by federal and state governments of public transportation infrastructure.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Transportation, p. C-21

Transportation plans must also “facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail and marine transportation”.

Communities must “protect existing and planned transportation facilities, corridors and sites for their identified functions’ and also “provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans”.

Transportation plans must include a transportation financing program.

Public Facilities and Services, pp. C-27,C-28

Implementation Measure 3.6.1.a. Complete the major street system improvements shown in the Transportation Systems Plan. The City may not be able to finance all of these improvements. Some may be financed by other entities, or a combination of public and private funds.

GOAL 3.8: To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

Policy 3.8.1 The City shall work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

Implementation Measure 3.8.1.a. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limit implementation of the City's Transportation Plan.

Wilsonville Transportation Systems Plan (TSP), 2016

Funding Outlook, p. 1-8

The City draws from multiple funding sources to pay for the construction, operation, and maintenance of its transportation infrastructure and services.

Approximately \$104 million is estimated to be available from City sources to fund transportation related capital improvement projects through 2035. Additional contributions are expected to be available from regional, state, and federal sources to partially fund the City projects included in the Regional Transportation Plan (RTP).

Because the available funds will be insufficient for the City to construct all of its transportation projects (expected to cost at least \$170 million), Wilsonville must choose how to invest its available funding to best meet its needs through the year 2035.

Transportation Funding, p. 2-12

Implementation Measures (Policy 45):

46.a. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

46.b. The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.

Policy 47. Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements, and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan. This program should be resourceful and innovative to ensure the City can make key transportation investments. Revenue sources may include public/private partnerships, Local Improvement Districts (LIDs), grants, etc.

Additional Planned Projects, p. 5-16

Even though the City should primarily focus on the projects included in the Higher Priority Solutions Package, it should look for opportunities to pursue these remaining projects as funding opportunities become available, including grant funding.

Wilsonville Transit Master Plan, June 2017

Transit Tax, p. 31

Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants.

Grant Funding, p. 35

Funding from grants, SMART's second largest revenue source, are beginning to become fewer as monies at the federal level for transportation are being reduced. SMART has historically been successful in seeking and being awarded grants. SMART will continue to seek grants from the counties, region, state and federal sources.

Conclusion, p. 36

In order to maintain a high quality public transportation system, it is important to maintain consistent funding levels while operating efficiently. SMART management, working with City staff and City Council, can consider a range of possibilities with various considerations. The top priorities for SMART's management team are to improve operational efficiencies and seek out new funding sources, particularly intergovernmental grants. It appears to be uncertain, however, that state or federal funds will continue as they have.

2.4 The City of Wilsonville supports efforts to re-open and maintain the operations of the Willamette Falls Locks and Canal.

This proposed legislative agenda policy is supported by the following authorities:

Resolution No. 2737, 2019

A Resolution of the City of Wilsonville Adopting an Intergovernmental Agreement with Clackamas County to Support the Work of the Willamette Falls Locks Commission

Resolution No. 2601, 2016

A Resolution of the City of Wilsonville Adopting as a Concurring Party the Willamette Falls Locks "Section 106" Memorandum of Agreement (MOA) and Exhibits

Resolution No. 2515, 2015

A Resolution of the City of Wilsonville Supporting Efforts to Create a Willamette Falls National Heritage Area and Urging Designation of Such by Congress

Resolution No. 2496, 2014

A Resolution of the City of Wilsonville Supporting the Reopening of the Willamette Falls Locks

Wilsonville Transportation Systems Plan (TSP), 2016

Goods Movement, p. 2-8

Policy 25. Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes and consider the potential development of a new port or ports.

■ Transit

2.5 The City of Wilsonville supports increased funding and access to increased transit services that provide residents and commuting workers with an affordable option for personal mobility.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville City Council 2017-2018 Work Plan

Administrative Initiatives

Advocate for more funding for all transportation facilities.

As SMART's infrastructure ages, it will be important that SMART properly maintains and/or replaces facilities and equipment accordingly. To this end, Smart must make it an ongoing priority to seek out and secure funding; state and federal grants are areas with the greatest potential. SMART will continue to aggressively pursue and secure funding grants.

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, pp. C-22, C-23

Goal 3.2 To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.

Goal 3.3 To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

Implementation Measure 3.3.1.c. Plan for increased access to alternative modes of transportation, such as bicycling, transit and walking.

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit, p. 2-9

Policy 29. Increase public awareness of transit and other transportation options, such as walking and bicycling, so that individuals can make informed decisions.

Policy 30. Provide transit service which is coordinated, convenient, comfortable, and safe.

Implementation Measures (Policy 30): 30.a. Maintain transit service and expand as necessary to meet the demands of a growing population and employment base in Wilsonville.

Policy 31. Create a sense of community ownership of the transit system by encouraging citizen involvement in the planning and development of transit facilities and services.

Policy 32. Develop a process for responding to public feedback regarding transit services, including additional service requests, bus routing, and transit stop amenities.

Policy 33. Guided by a transit-specific public feedback process, provide transit routes throughout the city so that transit stops are located within one-quarter mile walking distance from residents and businesses.

Transportation Funding, p. 2-13

Implementation Measures (Policy 45):

46.b. The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

SMART will expand hours of operation, as funds become available, in order to provide improved access to public transit. This will enable workers to get to and from their jobs and students to get to and from their place of education using public transit.

Wilsonville Transit Master Plan, 2017

Transit Tax, p. 31

Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants.

Conclusion, p. 36

In order to maintain a high quality public transportation system, it is important to maintain consistent funding levels while operating efficiently. SMART management, working with City staff and City Council, can consider a range of possibilities with various considerations. The top priorities for SMART's management team are to improve operational efficiencies and seek out new funding sources, particularly intergovernmental grants.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

SMART will expand hours of operation, as funds become available, in order to provide improved access to public transit. This will enable workers to get to and from their jobs and students to get to and from their place of education using public transit.

2.6 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, p. C-23

Implementation Measure 3.3.1.f. Support provision of full day and Saturday transit service in the WES corridor.

Implementation Measure 3.3.1.g. Advocate for the extension of WES to Salem.

Wilsonville Transit Master Plan, 2017

Commuter Rail, p. 28

Expanding WES service would lead to more ridership for SMART as many customers transfer from WES.

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit

Policy 36. Coordinate with other transit districts, including TriMet and Cherriots, to strengthen the efficiency and performance of the Wilsonville transit network.

Implementation Measures (Policy 36):

36.a. Advocate for TriMet to provide full day and Saturday service for its Westside Express Service (WES) commuter rail.

36.b. Advocate for the extension of WES to Salem.

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

3.1 The City of Wilsonville supports sustainable, “smart-growth” concepts that include objectives such as walkable neighborhoods, compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary (UGB).

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville City Council 2017-2018 Work Plan

Council Goals

16. Promote farm and forest land protection.

Advocate for farm and forest land protection in legislative and agency venues and raise public awareness of the economic, health and environmental values of farm and forest land protection.

Wilsonville Comprehensive Plan, 2013

Land Use and Development: Environmental Resources and Community Design, pp. D-23, D-25, D-26, D-28, D-29

* * * one of the major aspects of Wilsonville's natural environment is its relationship to agricultural land. Statewide Planning Goal #3 is intended to preserve agricultural lands.

Wilsonville's 1971 General Plan and 1988 Comprehensive Plan set objectives to allow for the continuation of agriculture as a viable part of the community's economy. Agricultural activities still exist as an interim use within the City, and they are the primary land use outside of the City.

In recognition of this factor, Metro has established an urban growth boundary to protect prime agricultural lands outside of the urban area. The urban growth boundary has been established in consideration of the placement of existing and planned utilities in relation to existing and planned development patterns and provides sufficient vacant land for continued growth over the next 20 years.

Policy 4.1.5 Protect valuable resource lands from incompatible development and protect people and property from natural hazards.

Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary. Discourage long term agricultural uses within the urban boundary.

Implementation Measure 4.1.5.e Protect the beneficial uses and functional values of resources within the Water Quality and Flood Management Areas and Habitat Conservation Areas identified by Metro by limiting or mitigating the impact on these areas from development activities.

Implementation Measure 4.1.5.m Protect the river-connected wildlife habitat and encourage the integration and inter-connection of the Willamette River Greenway to open space areas of the City. Continue to regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks or other properties intended for public access.

Implementation Measure 4.1.5.o Adopt Metro's Habitat-Friendly Development Practices, which provide a method of developing property that protects natural resources and focuses on land development and site design that mimic natural processes. The design and construction practices include the following categories:

1. Minimize hydrologic impacts
2. Minimize impacts on wildlife corridors and fish passage
3. Protect and enhance native landscaping

Implementation Measure 4.1.5.y Protect the Willamette River Greenway from incompatible uses or development activities, using the standards of the Greenway section of the Development Code.

Implementation Measure 4.1.5.hh Minimize the impact of urban development on adjacent rural and agricultural lands. A combination of open space and low density land use designation may be employed.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

Encourage growth of compact employment and industrial development by increasing commercial and industrial job densities per acre within the Urban Growth Boundary to accommodate living wage jobs in concentrated developments in a land efficient manner, thus ensuring that the Metro UGB does not need to extend south of the Willamette River into the foundation agricultural lands of French Prairie. [footnotes omitted]

3.2 The City of Wilsonville supports Oregon land-use law that calls for intergovernmental coordination and urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Citizen Involvement, p. A-4

Implementation Measure 1.3.1.b Where appropriate, the City shall continue to coordinate its planning activities with affected public agencies and private utilities. Draft documents will be distributed to such agencies and utilities and their comments shall be considered and kept on file by the City.

Urban Growth Management, p. B-1

Wilsonville is located within the jurisdiction of Metro, and coordinates the management of urban growth in and around Wilsonville with the affected county and regional governments.

Urban Growth Boundaries, pp. B-3, B-5

Given the demand for urban development in Wilsonville, it makes sense for the City to begin planning for outward expansion into those areas and to coordinate such planning with Metro, the counties and the state.

Policy 2.2.1. The City of Wilsonville shall plan for the eventual urbanization of land within the local planning area, beginning with land within the Urban Growth Boundary.

Implementation Measure 2.2.1.g Urban sanitary sewer and water service shall not be extended outside the City limits * * *.

Public Facilities and Services, p. C-28

GOAL 3.8: To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

Policy 3.8.1 The City shall work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize

transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

Implementation Measure 3.8.1.a. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limit implementation of the City's Transportation Plan.

Land Use and Development: Environmental Resources and Community Design, p. D-25

Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary. Discourage long term agricultural uses within the urban boundary.

Implementation Measure 4.1.5.nn The City shall coordinate with and encourage the State and other appropriate agencies to assist in developing noise controls and mitigation measures.

Implementation Measure 4.1.5.oo Industrial and other potential noise generating activities will be located and designed so as to minimize noise conflicts with adjacent uses. The City will cooperate with DEQ and ODOT in establishing and where practicable assisting in enforcing noise control standards.

Implementation Measure 4.1.5.pp In reviewing all major residential, commercial, industrial and public facility uses, the City shall coordinate with DEQ to insure compliance with the Portland AQMA Plan and standards as well as other applicable regional, State and Federal air, water and environmental quality standards.

Implementation Measure 4.1.5.qq The City will further cooperate with the appropriate State and Federal agencies for enforcement of air, water, noise and other environmental quality standards.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

Encourage growth of compact employment and industrial development by increasing commercial and industrial job densities per acre within the Urban Growth Boundary to accommodate living wage jobs in concentrated developments in a land efficient manner, thus ensuring that the Metro UGB does not need to extend south of the Willamette River into the foundation agricultural lands of French Prairie. [footnotes omitted]

Goal 9 of the Oregon Statewide Planning Goals, Section 1, Chapter 812, Oregon Laws 2001

Local governments shall provide “Reasonable opportunities for urban residential, commercial and industrial needs over time through changes to urban growth boundaries.”

3.3 The City of Wilsonville supports initiatives that reclaim industrial “brownfield” sites in urban settings for productive re-use and that assists cities to develop existing industrial lands. These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.

3.4 The City of Wilsonville supports the creation or extension of additional economic-development tools that cities may utilize as they wish, including implementing the Oregon Industrial Site Readiness Program that complies with current state law and making the state “Enterprise Zone” and similar designations available to more cities.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Economic Development, p. D-3

Industrial development is the basic element of economic growth as it produces goods for marketing, as well as being the primary employment generator.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Emerging Regional Planning Issues, p. 11

Effective economic development strategies must also confront challenges regarding cost effective delivery of adequate project-ready sites * * *

At issue is the additional industrial land supply that was brought into the Portland Metro UGB in 2002 and 2004. While the majority of the new industrial land added by Metro to the UGB does not yet have adequate public roads, sewer, and water lines, the land supply increase will likely create a near-term industrial land surplus. Hence, Wilsonville must carefully evaluate prospective land absorption and return on public investment before making major fiscal expenditures aimed at increasing its project-ready industrial land base.

Wilsonville Economic Development Strategy, 2012

4.3 Next Steps, p. 26

[T]here is now a broad technical and political consensus that Wilsonville’s logical path for the development of new employment space is the Coffee Creek Area and, farther off, the Basalt Creek Area. But the cost of that development, the sources of funding, and the fiscal impacts on the City are not yet estimated.

3.5 The City of Wilsonville supports efforts that encourage development of a broad mix of housing types for residents of all income levels. The City specifically advocates for funding of state agencies and local governments to advance affordable housing efforts and related infrastructure.

This proposed legislative agenda policy is supported by the following authorities:

Equitable Housing Strategic Plan, 2020

Overview of Housing Needs, Pages 7 to 8

Homeownership is out of reach for many residents. Entry-level homes and most other homes cost much more than what the average household can afford. A median renter household could afford homes valued between \$221,000 and \$252,000 if they had sufficient down payment resources, but the median housing price in Wilsonville was \$454,500 as of February 2019.

One in ten Wilsonville households live in the city's 449 subsidized units, most of which are for families and seniors. However, despite Wilsonville's subsidized housing stock, almost a quarter of all households in the city are housing cost-burdened, meaning they spend more than 30% of their income on housing. Eight out of ten Wilsonville households earning less than \$50,000 per year are cost burdened.

Future Wilsonville residents will be more diverse in race, ethnicity, and age than current residents. To support them, the City will need to continue to provide a wide range of housing types at a variety of price points. Baby Boomers, Millennials, and Latinx families will be increasingly important groups seeking affordable housing options, but they will have different preferences for unit types and sizes. Attached single-family and multifamily units will likely be the most affordable choices for people seeking less expensive options. The City will need to continue to enable the development of a range of missing middle, cottage cluster, and multifamily developments, and support the inclusion of affordable family-sized units.

Policy Objectives, Page 12

To guide development of the Plan, Council developed a set of policy objectives. These objectives drew from adopted policies and priorities, stakeholder input, and feedback from the Planning Commission and Equitable Housing Task Force. These objectives set the course for the City's actions to improve equitable access to a range of housing in Wilsonville and address the identified needs within the city:

1. Greater availability of a diversity of housing types for a full range of price points to serve the community.
2. Increased partnerships with nonprofit and for-profit housing developers.
3. New and expanded affordable homeownership opportunities, especially for first-time homebuyers.
4. Reduced risk of housing displacement.
5. Targeted housing opportunities in areas with access to services and public transit.
6. Maintenance and expansion of quality subsidized affordable housing stock.
7. Implementation of all housing policies through a lens of social equity and inclusion.

Wilsonville Comprehensive Plan, 2018

Land Use and Development: Residential Development, Pages D-14 to D-18

"Housing is a basic human need which concerns everyone. With today's housing costs, satisfying this basic need is becoming an increasingly difficult task."

"Many members of the community's sizable work force still cannot afford to live in Wilsonville because of their incomes and the lack of affordable housing."

Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

Implementation Measure 4.1.4.b Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.

Implementation Measure 4.1.4.d Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms.

Implementation Measure 4.1.4.g Coordinate housing development with the social and economic needs of the community.

Implementation Measure 4.1.4.h Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.

Implementation Measure 4.1.4.j The City shall have a diverse range of housing types available within its City limits.

Implementation Measure 4.1.4.k The City shall adopt specific goals for low and moderate cost housing to ensure that sufficient and affordable housing is available to households of all income levels that live or have a member working within the City of Wilsonville.

Implementation Measure 4.1.4.p In an effort to balance residential growth with the City's employment base, the City shall encourage the development of housing to meet the needs of the employees working in the City.

Wilsonville Residential Land Study, 2015

Factors Affecting Housing Need, Page 17

Aging of the Baby Boomers: People 60 and older are the fastest growing age group in the Portland

Region. By 2040, 23% of the region's population is forecasted to be 60 and over, up from 14% in 2000. *Implications for Housing:* Need for smaller, lower-cost housing near transit access and urban amenities such as shopping and health care services.

Aging of the Millennials: Wilsonville is successful at attracting young, working age people. The biggest question, with implications for Wilsonville's future housing needs, is whether younger people who move to Wilsonville for rental opportunities will continue to live in Wilsonville if they are ready to become homeowners. *Implications for Housing:* Need for low-cost ownership opportunities with high quality of life. (Millennials' incomes will increase as they age, but the impact of the Great Recession is unclear.)

Continued Growth of the Hispanic/Latino Population: Growing at more than 9% per year, the Hispanic/Latino population is Wilsonville's fastest growing racial or ethnic group. Nationwide, the Hispanic/Latino population is predicted to be the fastest growing racial/

ethnic group over the next few decades. *Implications for Housing:* Need for larger, lower-cost renting and ownership opportunities for larger households with more children and multiple generations.

■ Workforce Development

3.6 The City of Wilsonville supports adequate funding for institutions of higher education in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.

3.7 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow’s workforce.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Economic Development Strategy, 2012

Table 4-1. Summary of Actions

Action 4.2. Adopt a policy demonstrating support for Oregon Tech

The City Council will adopt a policy that expresses the City’s willingness to collaborate with Oregon Tech to help it succeed in its mission of training and education and also supporting other institutions of higher education.

Action 4.1. Connect businesses with organizations involved in workforce training and education

The City recognizes the importance of workforce training and education in having a skilled workforce that can meet the needs of businesses. City staff have established working relationships with businesses and with workforce development and educational organizations, including the Art/Tech High School, Wilsonville High School, Clackamas Community College, Pioneer Pacific College, and Oregon Tech.

Action 4.2. Adopt a policy demonstrating support for Oregon Tech and other institutions of higher education

What is the action?

The City Council will adopt a policy that expresses the City’s willingness to collaborate with Oregon Tech to help it succeed in its mission of training and education and also supporting other institutions of higher education.

Why is the City doing it?

The City recognizes the importance of having local opportunities for workforce training and higher education within the City. The City recognizes the significant opportunities that result from having a highly regarded university (Oregon Tech) consolidating its metropolitan campuses in Wilsonville. Oregon Tech’s specialized technical training will be a valuable economic development tool, giving Wilsonville one more competitive advantage. The City is

committed to making Oregon Tech's relocation successful and to helping businesses in Wilsonville benefit from the opportunities resulting from having Oregon Tech and other institutions of higher education in the community.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, p. 1

Goal 2

Encourage expansion of existing business clusters such as...secondary education.

Emerging Regional Planning Issues, p. 10

Another challenging issue that may increase institutional land demand in Wilsonville is the perceived lack of workforce training and higher education institutions that can meet the hiring needs of larger employers. The perception is that in-migration of labor into the Portland Metro Region will continue to fill the perceived "gap" in providing a well educated work force. The Portland Metro Region could fill this void with the development of world class institutions, such as Oregon Health Science University (OHSU). New or expanded satellite campuses for higher education that offer both two and four-year college degree programs will be needed over the 20-year planning horizon. Wilsonville has an advance start on this with Pioneer Pacific College and Clackamas Community College's Wilsonville Training Center. Transportation system facilities provide access to educational institutions in the greater Metro area.

Quality of Life, p. 13

Excellent schools...make Wilsonville a desirable place to live.

Recent investments in higher education in Wilsonville by the Oregon State University and Clackamas Community College are important for local quality of life and workforce training. These investments in higher education will be necessary to help maintain a well trained local labor pool.

Industry Clusters Analysis: Target Industries, p. 26

- Health Care and Secondary Education. As the regional hub with excellent local quality of life and small town atmosphere, Wilsonville has an excellent opportunity to provide expanded health services and additional two-year and four-year advanced degree programs for the local and regional population. Both of these sectors are currently under-represented job sectors in Wilsonville, but appear to have excellent long-term growth potential.

Resolution No. 2269, A Resolution Of The City Of Wilsonville Supporting The 2011 Legislative State Bonding Request Of The Oregon Institute Of Technology, Also Known As "Oregon Tech," January 20, 2011

NOW, THEREFORE THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The Wilsonville City Council hereby endorses and supports the 2011 legislative state bonding request of the Oregon Institute of Technology (OIT), also known as "Oregon Tech."

4. ENVIRONMENTAL IMPACT

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.

This proposed legislative agenda policy is supported by the following authority:

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Page Intro – 2

Almost immediately after incorporation, the newly-formed City began work on a General Plan that was intended to help the City preserve the natural qualities of the area, while also ensuring efficient land use as development occurred.

Storm Drainage Plan, p. C-8

Implementation Measure 3.1.7.d Major natural drainage ways shall be retained and improved as the backbone of the drainage system and designated as open space... Remnant creek channels, which previously carried water that has since been diverted, shall be evaluated for their wildlife habitat value before being selected for use as drainage ways.

Parks/Recreation/Open Space, pp. C-13 – C-14

The 1971 General Plan and the 1988 Comprehensive Plan sought to:

1. Preserve the natural integrity of the Willamette River. Provide for frequent contact with the river. Encourage development of an adequate park and recreation system which would contribute to the physical, mental and moral health of the community.

* * * * *

Policy 3.1.11 The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.

Implementation Measure 3.1.11.a Identify and encourage conservation of natural, scenic, and historic areas within the City.

Implementation Measure 3.1.11.c Protect the Willamette River Greenway from incompatible uses or developments.

Implementation Measure 3.1.11.i Develop limited access natural areas connected where possible by natural corridors for wildlife habitat and watershed and soil/terrain protection. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.

Implementation Measure 3.1.11.j Identify areas of natural and scenic importance and where appropriate, extend public access to, and knowledge of such areas, to encourage public involvement in their preservation.

Implementation Measure 3.1.11.k Protect the river-connected wildlife habitat.

Land Use and Development, p. D-1

The last section deals with resource areas and natural hazards and it discusses the City's intention to protect environmental resources... The design criteria ensure the protection of significant natural resources and enhance the visual attractiveness of the community.

General Development, p. D-5

The City has historically focused considerable attention on economic development without losing sight of the importance of protecting natural resources and developing attractive residential neighborhoods. The City has a well-established history of designating and protecting open space areas. Wilsonville residents also voted to support regional efforts to acquire large tracts of open space outside the City.

Commercial Development, p. D-12

Implementation Measure 4.1.3.g Encourage energy-efficient, low-pollution industries.

Environmental Resources and Community Design, pp. D-21, D-22, D-24, D-25, D-26, D-29

In nature, there is a balanced system of events and processes that affect and shape the land on which we live. Because these processes continually and ultimately affect land and property, it follows that we should respect these natural processes in making land use decisions. For example, unless mitigated, it would not be wise to make a land use decision that encourages subdivisions to be built in areas that are known to flood.

* * * * *

The City has identified significant natural resource areas that warrant special use management consideration in order to preserve water quality, visual quality, and sensitive wildlife habitats.

* * * * *

In combination, these Policies and Implementation Measures form the foundation for an integrated community design that preserves the integrity and aesthetic quality of the natural environment while allowing for development... As the City has become more urban, there remains a desire to create the sense of openness and to preserve natural features, while allowing for higher density development, as expected in urban areas.

* * * * *

Noise, water quality, and air quality affect our health, our economic interests and quality of life. High noise levels affect a person's mental and physical well being and ability to work. Poor water and air quality can be a health hazard. Because of their complexities, air and water quality and noise control require both local and regional action. A regional and urban growth boundary has been established to concentrate urban growth within a specified area and to reduce sprawl. Wilsonville is within the regional growth boundary. While urban growth will be contained by the boundary, the boundary, without the necessary safeguards (such as performance standards), could simultaneously exaggerate and concentrate urban pollution.

* * * * *

Policy 4.1.5 Protect valuable resource lands from incompatible development and protect people and property from natural hazards.

Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary.

Implementation Measure 4.1.5.f Ensure protection of Water Quality and Flood Management Areas and Habitat Conservation Areas pursuant to Title's 3 and 13 of the Metro Urban Growth Management Functional Plan.

* * * * *

Implementation Measure 4.1.5.k Develop open, limited, or restricted access natural areas connected where possible by natural corridors, for wildlife habitat, watershed, soil and terrain protection. Preservation of contiguous natural corridors throughout the City for the protection of watersheds and wildlife will be given priority in land use decisions regarding open space.

Implementation Measure 4.1.5.l Identify areas of natural and scenic importance and give them priority in selection of public open space. Where legal rights of access have been acquired, extend public access to, and knowledge of such areas, in order to encourage public involvement in their preservation.

Implementation Measure 4.1.5.m Protect the river-connected wildlife habitat and encourage the integration and inter-connection of the Willamette River Greenway to open space areas of the City. Continue to regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks or other properties intended for public access.

* * * * *

Implementation Measure 4.1.5.hh Minimize the impact of urban development on adjacent rural and agricultural lands. A combination of open space and low density land use designation may be employed.

APPENDIX B

City of Wilsonville / SMART 2025 State Legislative Session Priorities



City of Wilsonville / SMART 2025 State Legislative Session Priorities

Acting on behalf of the residents and businesses of the City of Wilsonville and SMART, the City Council adopts this set of 2025 State Legislative Session Priorities to promote municipal policy positions on specific issues of concern, as well as to reflect ad-hoc issues of the day for which long-term City policies may or may not address adequately but for which the City Council considers important to address in the 2025 session of the 83rd Oregon Legislative Assembly. This is an updated version previously adopted on September 16, 2024.

Wilsonville City Council, January 23, 2025

SUMMARY OF PRIORITIES

1. Increase Road and Public Transit Resources with a 2025 Transportation Funding Package that Advances the I-5 Boone Bridge & Seismic Improvement Project with the French Prairie Bike/Ped Facility, and Implements WES Commuter Rail Wilsonville-to-Salem Extension Study
2. SMART Transit-Service Territory Alignment with City of Wilsonville Boundaries; Adjustment of TriMet District Territory
3. State Transportation Improvement Funds (STIF) Transit Funding Allocation for County to Act as Qualified Entity Pass-Through to Sub-Recipients
4. Restore Permanent Recreational Immunity for Public Use of Trails
5. Create a \$2 Billion State Residential Housing Infrastructure Fund:
 - Potential legislative grant requests for City infrastructure projects that support housing development and improvement
6. Fund the Business Oregon Regionally Significant Industrial Sites (RSIS) Program
7. Extend the Sunset on Vertical Housing Development Zone (VHDZ) Incentive
8. Improve Childcare Resources to Benefit Families/Workers and Employers
9. Modify Homeless Camping Laws and Increase Support for Affordable Housing and Rising Utility Costs

DETAILED INFORMATION ON PRIORITIES

1. Increase Road and Public Transit Resources with a 2025 Transportation Funding Package that Advances the I-5 Boone Bridge & Seismic Improvement Project with the French Prairie Bike/Ped Facility, and implements WES Commuter Rail Wilsonville-to-Salem Extension Study

Approximately every seven to eight years the legislature passes a major transportation funding package that has provided both general ODOT programmatic funding increases as well as earmark funding for specific projects.

The last such transportation funding package in 2017 was advanced by HB 2017, which increased the gas tax and vehicle registration fees for road funding, and created a new employee-paid tax program to support transit called STIF, or Statewide Transportation Improvement Fund.

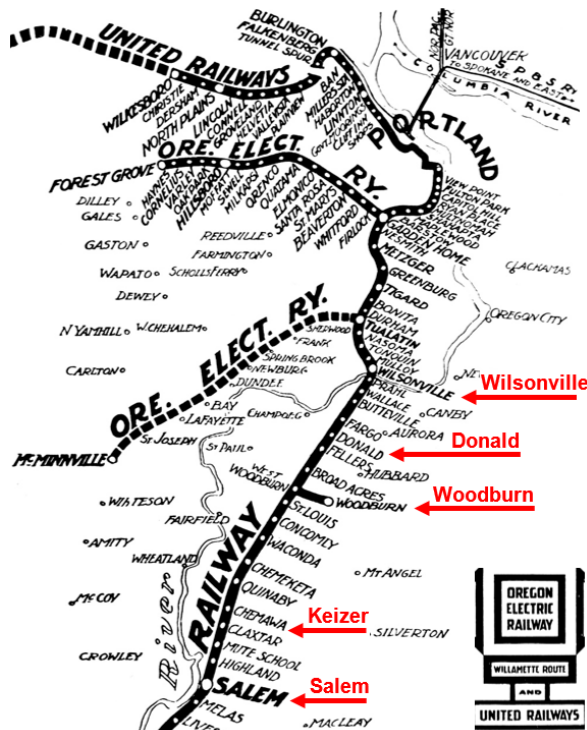
HB 2017 also initiated the Portland “Mega” highway projects, including Highway 217 improvements, I-5/I-84 Rose Quarter project and I-205/Abernathy Bridge project, as well as the ill-fated attempt for tolling of portions of I-5 and I-205. The I-5 Boone Bridge project was added to the Mega projects by HB 3065 in 2021.



The City’s top ODOT transportation priority is to advance the I-5 Boone Bridge and Seismic Improvement Project, aka as the I-5 Boone Bridge Replacement Project, with a southbound auxiliary lane and the French Prairie Bridge as the required bike/ped facility. As part of phase 1 study of the I-5 Boone Bridge project, ODOT has conducted in collaboration with the City and Clackamas County the state-mandated Climate Friendly and Equitable Communities (CFEC) process that determined a southbound auxiliary lane was required to advance the project.

Additionally, ODOT and U.S. Department of Transportation have advanced the federal Planning and Environmental Linkages or PEL process, which is a collaborative approach to transportation decision-making where environmental, community, and economic factors are considered early in the planning stage, utilizing the information gathered to inform the NEPA environmental review process later on, essentially streamlining project development and accelerating delivery by integrating planning and environmental considerations from the start. The total cost of the project is now estimated at \$800 million to \$1.1 billion.

ODOT is paying for phase 1 with currently available resources; however no additional funds are currently budgeted. The City is working with Representative Neron to set up a meeting with Congresswoman Salinas, Mayor O’Neil, and ODOT staff to understand next steps for the I-5 Boone Bridge project. The City seeks to help ODOT obtain a federal and/or state earmarks to continue work on the I-5 Boone Bridge project, which still needs to go through the federal NEPA process for approval.



During the 2024 short session the legislature considered SB 1572, and in the 2023 regular session the legislature considered HB 2662. Both bills passed unanimously out of the Joint Committee on Transportation and would have established an inter-jurisdictional task force to study connecting the Portland metro-region to Salem/Keizer metro-area with a high-capacity transit option by extending from Wilsonville to Salem the Westside Express Service (WES) Commuter Train. Both bills were 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; Mid-Willamette Valley Council of Governments; and P & W Railroad. WES sponsor, TriMet, was neutral on the bills.

However, in both the 2023 and 2025 sessions, legislative leadership did not deem the bills of sufficient public benefit to advance for a floor vote, and both died. A bill that did advance in 2024 session funded Metro to study rail assets in the Portland metro region; however, Metro has indicated seeking a much greater scope to study the Union Pacific Main Line as a potential commuter route, which none of the WES Extension bill sponsors is interested in pursuing.

After two consecutively failed efforts, the City will support efforts to undertake the WES-to-Salem extension study, but will not take a lead role. The Metropolitan Mayors Consortium and the Mid-Willamette Valley Council of Governments have indicated support for advancing the study in the 2025 session.

2. SMART Transit-Service Territory Alignment with City of Wilsonville Boundaries; Adjustment of TriMet District Territory

In the last regular legislative session in 2023, Representative Courtney Neron (HD 26) and Senator Aaron Woods (SD 13) sponsored House Bill 2666 on behalf of the City of Wilsonville and our transit agency SMART. While the bill was scheduled for hearing before the Joint Committee on Transportation, it was pulled at the last minute. The bill

would have modified the TriMet district service territory boundary to allow for SMART to provide transit service to the withdrawn territory and eventual annexation of the lands to the City of Wilsonville for transit payroll-tax collection purposes in order to fund transit service.

Both of legislators have indicated that they are willing to sponsor the bill again in the 2025 regular session. The proposed legislation would solve key issues focused on fairness and equity of TriMet's collection of employer-paid transit payroll tax without providing transit service, and future City-guided industrial jobs development.

For over a decade, the City of Wilsonville and our South Metro Area Regional Transit (SMART) agency have sought to amicably negotiate a solution for SMART to collect transit payroll tax in areas of the City and adjacent UGB areas that are currently in the TriMet district territory—but not served by TriMet.

The issues raised by TriMet's collection of unearned employer-paid payroll tax without providing transit service raises a number of issues:

- **Is it fair to take the money and provide No service?** For the past 24 years—since the opening of the Oregon Dept. of Corrections Coffee Creek Correctional Facility in 2001—TriMet has collected State payment in lieu of transit tax while providing no service.

TriMet continues to collect transit-tax revenues within the City of Wilsonville and adjacent UGB areas but provides no transit service for funds received. Rather, the City of Wilsonville picks-up the tab for providing transit service to areas of North Wilsonville, including Coffee Creek Correctional Facility, via SMART.

- **Is it equitable and fair for TriMet to capitalize on Wilsonville's future urban development as a free cash-cow while providing no service?**

The City of Wilsonville is spending millions of dollars of taxpayer funds to plan and build infrastructure to serve future urbanizing areas located in TriMet district territory that will be within Wilsonville city limits. *Without a modification of the TriMet district boundary, TriMet will continue to unfairly reap the transit-tax collections for jobs directly created by investments of the City and served by SMART.*

While TriMet could modify the district boundary on its own to accommodate Wilsonville's current and future urban areas, TriMet refuses to do so. TriMet concedes that current statutory routes to modify district territory are not available to Wilsonville.

Only with the introduction of HB 2666 did TriMet indicate after 10+ years a willingness to discuss these issues. However, Wilsonville found that TriMet was not negotiating in good faith over the past couple of months, and therefore only a legislative remedy may fix the problem that otherwise will hinder providing transit service to new areas of the City.

The proposed legislation would modify the TriMet district boundary territory for a total of 1,963 acres for the specific UGB Expansion Areas and Urban Reserves adjacent to Wilsonville:

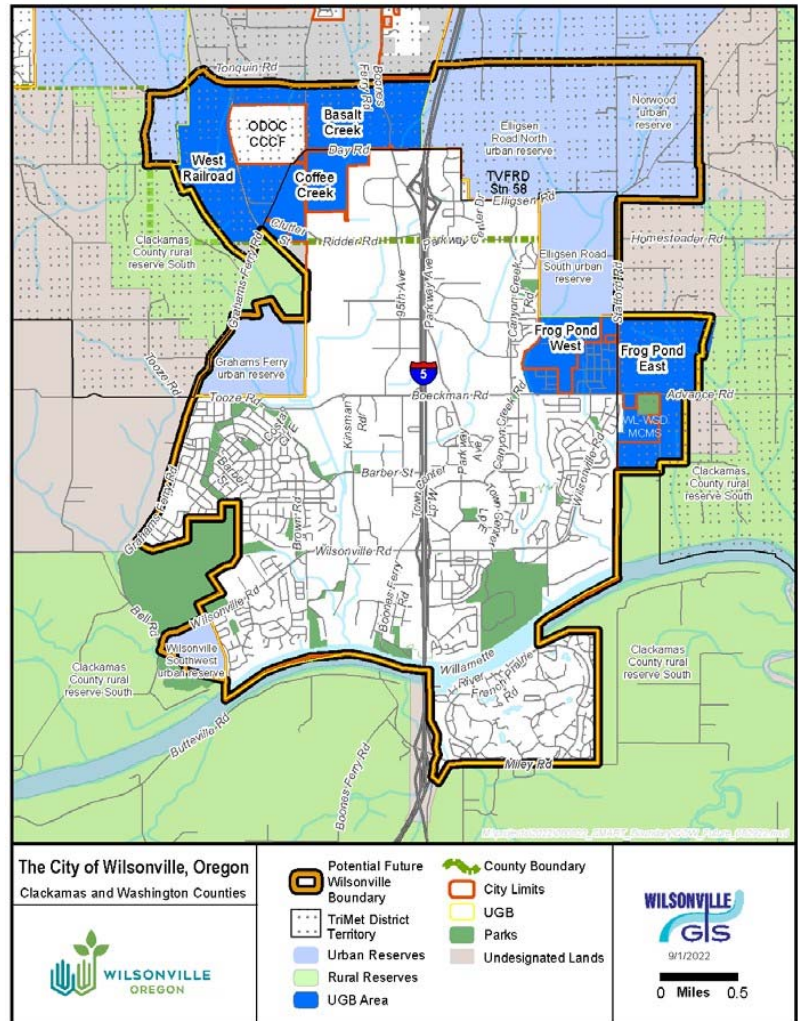
- City's UGB Expansion Areas:
 - Coffee Creek west portion
 - Basalt Creek south portion
 - West Railroad
 - Frog Pond East and South
- Urban Reserves:
 - Tonquin southeast portion
 - Elligsen Road North portion
 - Norwood southwest portion

Except for the Oregon Dept. of Corrections Coffee Creek Correctional Facility (ODOC CCCF), the UGB Expansion Areas and Urban Reserves produce little payroll tax revenue due to few businesses with low employment and mostly rural residential acreage. The total amount of transit tax/payment-in-lieu of transit tax paid is estimated at a quarter-million dollars per year, which represents a small fraction of one percent of the total TriMet budget.

Rather than painstakingly requesting that TriMet modify the district boundary every time the City annexes land, the legislation would provide for a long-term solution by modifying in one fell swoop the TriMet territory boundary to include those Metro-designated areas that the City would annex eventually as adjacent UGB expansion areas and Urban Reserves within the 50-year timespan of the Metro-area Urban Reserves.

For the City of Wilsonville, the objective is to provide reliable, consistent transit service to ALL of Wilsonville in a manner that is self-sustaining. Additionally, businesses within Wilsonville should not be penalized by paying two different transit-tax rates, while receiving no service for paying the higher TriMet payroll tax rate.

This legislative concept would enact a 2021-23 Wilsonville City Council Priority Goal to implement a conterminous boundary of the City of Wilsonville's potential prospective city limits with the City's South Metro Area Regional Transit (SMART) agency service



and payroll-tax collection territory. In February 2016, the City Council adopted Resolution No. 2562, “A Resolution of the Wilsonville City Council, Declaring Its Intent to Have the Service Boundaries of South Metro Area Regional Transit (SMART) Be Coterminous with the Wilsonville City Limits.”

3. State Transportation Improvement Funds (STIF) Transit Funding Allocation for County to Act as Qualified Entity Pass-Through to Sub-Recipients

SMART and the four other rural public-transit operators of Clackamas County have had difficulty timely accessing their State Transportation Improvement Funds (STIF) transit funding allocations from the Qualified Entity that distributes these funds: *viz* TriMet. The proposed legislation, sponsored by Senator Woods and Representative Neron, would allow a county such as Clackamas County to elect to become a Qualified Entity that distributes these funds.

The STIF program commenced in 2018 with the passage of HB 2017, the 2017 “Transportation Funding Package.” STIF is funded by a 0.1% *employee-paid payroll tax*. The amount of STIF funding for recipients is generally equal to 0.1% of the payroll in the transit operator’s area of operations. STIF funds were designed to help local transit operators provide new or increased levels of service within and among communities.

Note that core funding for SMART and many transit systems in Oregon is based on an *employer-paid payroll tax*: for Wilsonville/SMART, the rate is 0.5% of payroll, while the TriMet payroll tax rate is currently an escalating 0.8237% of the wages paid by an employer and the net earnings from self-employment for services performed within the TriMet District boundary.

Since the total payroll in Wilsonville has increased over the years to approximately \$1.6 Billion per year, SMART should be able to expect to receive approximately \$1.6 million per year in STIF funding allocations. However, SMART has received considerably less STIF funds than anticipated due in large part to hold-ups by TriMet, which has instituted cumbersome, unrequired audit procedures above and beyond those established by ODOT.

When designing the STIF program, the State (ODOT) mirrored the process of distributing Federal Transit Administration (FTA) funds to Oregon public-transit operators. In essence, ODOT cuts checks to nine large, primary transit districts which are the Qualified Entities, that then relay a proportionate portion of funds to smaller transit



operators, called Sub-Recipients. Approximately 10% of STIF funds are used by ODOT's Public Transportation Division for a statewide grant program.

By allowing Clackamas County to become a Qualified Entity, transit operators in Clackamas County could work with the local government in a more collaborative fashion than has been the case attempting to work with TriMet.

4. Restore Permanent Recreational Immunity for Public Use of Trails

The 2024 legislature passed SB 1576, temporarily restoring recreational immunity for public use on public lands until January 2026. The City seeks a permanent solution to provide recreational immunity for public use of trails on municipal property.

Specifically, the SB 1576 temporarily expanded the type of local government that may opt into immunity for trails or structures in public easements and rights-of-way; temporarily added limited immunity for improved paths, trails, roads and other rights of way that are used to access land for recreational purposes; and temporarily added walking, running and bicycling to the non-exclusive list of recreational purposes. These provisions expire in January 2026.

The 2024 law was in response to a July 2023 Oregon Court of Appeals opinion effectively ending recreational immunity for any Oregon jurisdictions' improved trails. Public and private landowners of improved trails were no longer protected from liability lawsuits; see *Fields v. City of Newport*, 326 Or. App. 764.

The Oregon legislature has repeatedly stood behind Oregon's policy of encouraging private and public landowners to open their property to the public for recreational activities like hiking, mountain biking, kayaking, hunting, fishing, rock climbing, and accessing the Coast.

The League of Oregon Cities and the Association of Oregon Counties are ready to bring a bill to the Legislature in 2025 to restore recreational immunity.

5. Create a \$2 Billion State Residential Housing Infrastructure Fund

The Governor's Office has set a target goal for the state to produce 36,000 homes annually over the next decade, with at least half of the new homes affordable to people making 80% or less of the median income. However, local governments generally do not build housing, but rather provide the infrastructure that supports new residential development.

The Governor's 2024 "Housing Production Bill" SB 1537, and SB 1530, the primary housing appropriations bill, together allocated \$1.36 billion to various housing and



homelessness programs. Additionally, new regulations that preempt municipal authority on zoning and housing requirements that were opposed by the City have not produced more housing. Rather, the City's emphasis was on State support for municipal infrastructure that supports housing development; little funding came forth in 2024.

Of the \$1.36 billion for housing production, 13% was directed towards assisting cities with improving capacity for infrastructure to support new housing development:

- \$94.3 million in direct allocations for 44 housing infrastructure projects statewide, with most earmarks in the \$1 million to \$3 million range.
- \$75 million to create a Revolving Loans Program for moderate-income housing financing.
- \$3 million for local governments capacity and support for infrastructure planning.



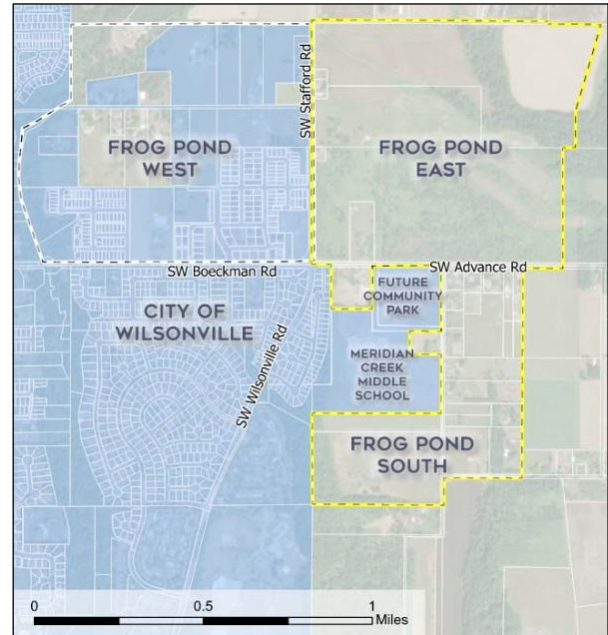
The amounts provided for both direct allocations for shovel-ready housing infrastructure projects and Revolving Loans Program are insufficient to meaningfully assist cities to fund costly public infrastructure projects serving primarily private-sector development. A significantly capitalized program of \$2 billion could make a substantial contribution to advancing housing production on a statewide basis.

New State resources could include outright grants as well as low-interest loans to cities to advance planning and infrastructure for development of new residential housing. Additional ideas to consider include to expanding and incentivizing housing production on underused parking lots and commercial lands and buildings; subsidizing housing for those making 60 percent and under area median income; and focusing efforts on building housing for people with moderate and lower incomes.

Following is a list of City infrastructure projects that support housing development or improved living conditions. Legislative earmark grants over the past several years have tended to be in the range of \$3 million or less; however, the cost of infrastructure is much greater, demonstrating the need for a source of larger capital funding if housing production is to be advanced meaningfully on a statewide basis.

Potential legislative grant requests for City infrastructure projects that support housing development

- **Project #1 – Boeckman Creek Sewer Interceptor** - \$3M Request, \$18M Total Cost: Needed to serve 1,500-1,600 residential units planned for Frog Pond East and South. No development until built.
- **Project #2 – Stafford Rd (Kahle Rd–Boeckman Rd) Improvement** - \$3M Request, \$16M Total Cost: Needed to serve Frog Pond West and East. No development in Frog Pond East until built.
- **Project #3 – 60th Ave Storm Drainage Pipe Line** - \$3M Request, \$4M Total Cost: Needed to serve 1,500-1,600 residential units planned for Frog Pond East and South. No development until built.
- **Project #4 – French Prairie Charbonneau Pathway** - \$3M Request, \$1.8M - \$5.7M Total Cost: Improved/repared walkway to enhance mobility options in senior community.
- **Project #5 – Advance Rd/60th Ave Traffic Circle Roundabout** - \$3M Request, \$4M Total Cost: Needed to serve 1,500-1,600 residential units planned for Frog Pond East and South. No development in portions of East and all of South until built.



6. Reauthorize and Fund the Business Oregon Regionally Significant Industrial Sites (RSIS)/Oregon Industrial Site Readiness Program

The City of Wilsonville—together with the League of Oregon Cities, Port of Portland, Metro, Oregon Economic Development Association and local governments across the state—supported the original 2013 bills (HB 2284/HB 2285 and SB 253/SB 246) that authorized the Regionally Significant Industrial Sites (RSIS) program, aka Oregon Industrial Site Readiness Program. Several technical issues were subsequently identified by Business Oregon preventing implementation of the program, and SB 333 legislation of 2017 remedied those defects.

SB 1526-7, passed in the 2024 legislative session, included minor programmatic adjustments and extended the sunset of the RSIS program to agreements made prior to December 31, 2029, and changes specifications of employment level and wage qualification for eligible employers to align with available data. However, the Program Loan Fund has not been capitalized to date and the Oregon Business Development Department (OBDD) has not provided loans to qualified project sponsors.

Summary Listing of RSIS Designated Sites and Project Detail

Applicant	Site Name	Acres	Projected Cost	Estimated Jobs
Port of Portland	TRIP Phase 2	184.0	\$16,623,175	3,500
Port of Morrow	East Beach Ind. Park	982.0	\$7,979,490	800
City of Hillsboro	Hillsboro Tech Park	822.0	\$34,516,759	9,000
City of Madras	Madras Airport	1,146.0	\$27,747,500	1,000
City of Pendleton	Pendleton UAS Range Phases 3,4,5	302.0	\$18,231,400	300
Klamath County	WESGO	70.8	\$2,020,000	150
City of Waldport	Waldport Ind. Park	100.00	\$15,331,151	1,342
City of Scappoose	Scappoose Ind. Park	553.8	\$28,365,986	3,765
City of Redmond	South Redmond Track LLI	789.0	\$42,009,454	6,512
Klamath County	Zbindn	86.0	\$3,787,500	150
City of Millersburg	Millersburg Ind. Area	403.0	\$68,748,927	2,100
City of Wilsonville	Wilsonville Ind. Area	809.13	\$299,240,000	5,609

A total of 12 Regionally Significant Industrial Sites have been designated and approved, including the City of Wilsonville’s northern industrial lands: Coffee Creek, Basalt Creek, and West Railroad UGB expansion areas, as well as several high-opportunity sites along Parkway Ave, which lack critical infrastructure. OBDD reports that project sites represent 6,250 acres of industrial land that are expected to generate over 34,000 jobs.

OBDD can enter into agreements with qualified project sponsors to reimburse eligible costs from up to 50% of the income taxes associated with reported employment increases within the zones.

The RSIS program offers various financing mechanisms to advance industrial sites to a “shovel-ready” status. However, the challenge, as noted above, is the funding is provided on a reimbursement basis. Cities and/or developers must bear the full upfront cost and risk of making multimillion-dollar infrastructure and site preparation investments.

Cities, including Wilsonville, need forgivable loans, grants, and no/low-interest loans UP FRONT in order to mitigate risk and cost, and to build the infrastructure needed to serve shovel-ready industrial sites.

The City will work again with LOC, Metro, Oregon Economic Development Association (OEDA) and the Industrial Sites Coalition to support an allocation of funding to the RSIS program—the upfront funds cities need—in order to build infrastructure, and by extension advance high-wage industrial occupations that benefit local economies and state income-tax collections.

As a government reliant on income-tax collections, the State is a beneficiary when local governments can help to produce more high-wage industrial occupations.

7. Extend the Sunset on Vertical Housing Development Zone (VHDZ) Incentive

The Vertical Housing Development Zone (VHDZ) incentive program is scheduled to sunset on Jan. 1, 2026. The program allows cities and counties to provide a 10-year tax abatement on a portion (up to 80%) of improvement value on qualifying mixed-use development. Legislative leaders indicated during the 2024 short session that this incentive program and others with a 2026 expiration date would be reviewed during the 2025 long session for potential extension.

Individual projects within a duly established VHDZ must be approved and under construction no later than Jan. 1, 2026. Projects not under construction by that date will be ineligible for the incentive, even if they otherwise comply with all applicable statutes, and even if the city's VHDZ is still in place or hasn't expired.



Wilsonville Town Center VHDZ – First Mixed-Use Commercial/Residential Project: New five-story, 114-unit multi-family residential complex with 4,200 square feet of retail space located on the ground floor, along with a few residences. The upper floors consist entirely of residential units and amenities, including a roof deck. Of the building's 114 residential units, 70 are one-bedroom/one-bathroom apartments, 37 are studio apartments and seven are two-bedroom/two-bathroom apartments.

The Wilsonville City Council has approved two VHDZ programs for the Villebois Village Center and Town Center, both areas where developers have indicated that building a mixed-use development is financially unfeasible without the VHDZ program. Both the Town Center and Villebois Village

Center areas targeted for mixed-use development are long-term projects that will take years to advance.

Since the VHDZ program has no negative financial impacts on State revenue collection, the legislature should have no problem with extending the program, which financially impacts only the sponsoring jurisdiction. Furthermore, mixed-use developments tend to produce more affordable housing, which is a State goal.

8. Improve Childcare Resources to Benefit Families/Workers and Employers

Based on information from Wilsonville employers, the City's Economic Development Division has identified the lack of childcare options as an obstacle to workforce recruitment and retention. The City's Economic Development Manager participates in a multi-organizational task force known as Clackamas County Child Care Coalition (C5), sponsored by the Clackamas Workforce Partnership, the local workforce development board, and Clackamas County Health and Human Services. Since 1999, the number of child care slots in Oregon has dropped by about 6,600. Oregon State University estimates

that, for families of infants and toddlers, 35 of 36 counties qualify as child care deserts where there can be as many as 10 children competing for the same child care spot. Extraordinary Pandemic-era federal support for childcare ended in February 2024.



On July 1, 2023, Oregon inaugurated the new Department of Early Learning and Care (DELIC), bringing together the Early Learning Division (ELD) and the Employment Related Day Care (ERDC) program to unify, strengthen and expand Oregon's early learning and care system. Along with the creation of DELIC, Oregon is expanding access to affordable child care for eligible families through the Employment Related Day Care (ERDC) program. Starting in July, families are able to receive cash assistance from Temporary Assistance for Needy Families (TANF) and get help paying for child care from ERDC at the same time.

C5 has proposed a set of legislative concepts for consideration in developing a potential bill. C5's "Solving the Child Care Crisis in Oregon: A Case and Vision for a Statewide Child Care System" endorses a multi-phased approach:

- Phase 1: Stabilize and Increase Child Care Workforce: Align Child Care Educator Salaries with K-12 Educators
- Phase 2: Make Child Care More Available: Provide Funding for New Child Care Providers
- Phase 3: Make Child Care More Affordable: Cap Family Child Care Contributions

The 2024 legislature passed HB 4098, which established the CHIPS Child Care Fund and appropriates \$5M to Business Oregon (Oregon Business Development Department) to increase child care infrastructure (capital costs and facilities; but not operational costs) in geographic areas in the state where semiconductor or other advanced manufacturing facilities are located.

The 2024 legislature also passed HB 3005, which allocated \$50 million to Business Oregon to establish the Child Care Infrastructure Fund. The first \$25 million was distributed to recipients through rounds of funding beginning in early summer 2024, with the remaining \$25 million becoming available in the spring of 2025. Projects eligible under this Program are restricted to fixed, immovable (again not operations).

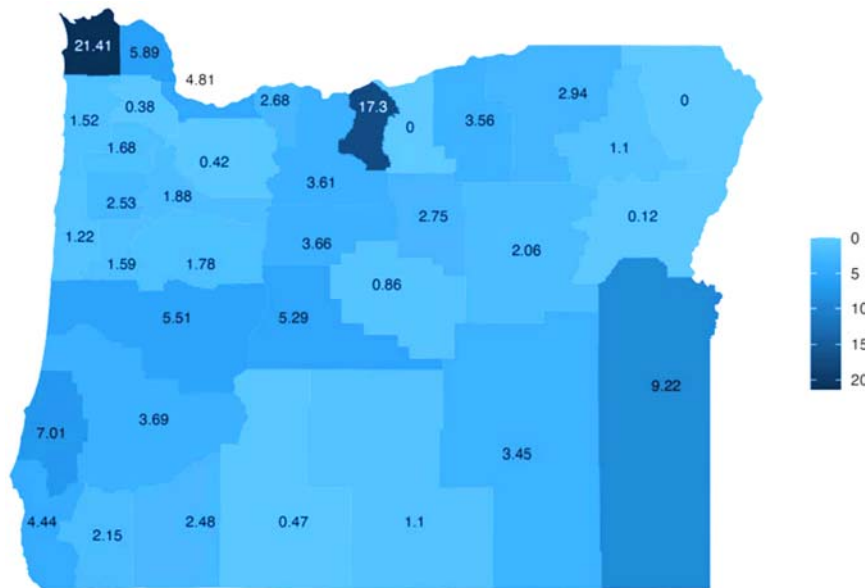
The City should consider supporting legislation that supports child care providers and families, especially any bill that creates a workgroup to develop potential new programs to improve childcare resources during subsequent legislative sessions.

9. Modify Homeless Camping Laws and Increase Support for Affordable Housing and Rising Utility Costs

City staff has raised concerns about allowable enforcement of time, place, and manner restrictions on camping on public lands. The current “objectively reasonable” standard, despite its verbiage, is entirely subjective and unworkable, and likely will be the source of extensive litigation without revision. Why? Because, under Oregon law, “reasonableness” is “determined based on the totality of the circumstances, including, but not limited to, the impact of the law on persons experiencing homelessness.” ORS 195.530(5). “Objectively” means that it should not be based on one person’s perception; it should not be influenced by personal feelings or opinions.

2023 OREGON STATEWIDE HOMELESSNESS ESTIMATES

MAP 4: COUNTY UNSHELTERED HOMELESSNESS RATES PER 1000 RESIDENTS



Take the City of Portland’s current case as an example – there are many elements that were challenged by individuals experiencing homelessness and Multnomah County Circuit Court issued a preliminary injunction without identifying which parts were “objectively reasonable” or not. One of the challenged elements was only allowing camping between 8 pm and 8 am. Is that reasonable? An individual could challenge

the law, arguing that they work nights or that packing up every 12 hours is a significant burden, and because it impacts a person experiencing homelessness, now that law is not only unenforceable, the city has to pay attorney’s fees.

In light of the United States Supreme Court’s June 2024 ruling in *City of Grants Pass v. Johnson*, Oregon is now the only state in the country that still must comply with the essential holding of the Ninth Circuit’s now overturned decisions in *Martin v. Boise* and *Grants Pass v. Johnson* due to current state legislation. At a minimum, examining the current laws to ensure they provide local governments with all tools available to address homelessness is appropriate.

Portland has now backed-out of the lawsuit, creating a situation where there are no guideposts that provide clarity to cities. Governor Kotek has proposed legislation that would be less stringent than the Supreme Court ruling and would preempt local regulations. LOC and others have asked Senator Woods to introduce legislation that would not have state rules preempt local regulations on homelessness camping.

How the City Council established the reasonableness of the City's public camping regulations is an appropriate method and model to explore in future legislation. Council adopted findings for each camping regulation that explained why that regulation was needed. A recommended modification to the statute, at a minimum, would be to have a rebuttable presumption that regulations are reasonable if the local government has adopted findings as to the reasonableness of the regulations. That would place a higher burden on the plaintiff to show that the regulations are unreasonable.

Additionally, double-digit increases in electricity and natural gas rates over the past two years have led to utilities reporting that they have cut service to a record number of Oregon customers who are behind on paying monthly utility bills. The legislature should examine ways to help subsidize utility bills for qualified households.

LOC indicates that it will support a comprehensive homeless response package to fund the needs of homeless shelter and homeless response efforts statewide. Funding should include baseline operational support to continue and strengthen coordinated regional homeless response and include a range of shelter types and services, including alternative shelter models, safe parking programs, rapid rehousing, outreach, case management, staffing and administrative support, and other related services. LOC will also support capital funding for additional shelter infrastructure and site preparation. Cities play a critical role in homeless response in partnership with counties, community action agencies, continuums of care, housing authorities, and other service provider partners.

APPENDIX C

Appendix C: City of Wilsonville Submitted Testimony & Budget Requests

Selected Testimony, Letters and Articles

Some Exhibits and Attachments were not included in Appendix C due to length. All testimony is publicly available on Oregon Legislative Information System (OLIS); click on the bill to see the complete bill file online.

1. 02_04_2025 - Economic & Community Development
Vertical Housing Incentives (VHDZ) PKT (3 Pg)
HB 2074 SUPPORT
2. 02_04_2025 - Land Use & Infrastructure Development
DLCD Budget
SB 5528 SUPPORT
3. 02_04_2025 - Transportation & Transit
WES Rail Extension Study (4 Pg)
HB 3231 SUPPORT
4. 02_10_2025 - Economic & Community Development
Industrial Lands RSIS
HB 2411 SUPPORT
5. 02_10_2025 - Environment
Biosolids PFAS
HB 2947 SUPPORT
6. 02_10_2025 - Industrial Land
Housing Zoning on EFU (LOC Logo Letter) (2 Pg)
HB 3062 OPPOSE
7. 02_11_2025 - Economic & Community Development
Childcare Staffing
HB 3011 SUPPORT
8. 02_13_2025 - Governance
Aurora Airport (2 Pg)
SCR 2 OPPOSE, SUPPORT -1 Amendment

9. 02_13_2025 - Governance
Aurora Airport (Exhibits on Resilience Plan, DOGAMI Hazard Maps) (14 Pg)
SCR 2 OPPOSE
10. 02_19_2025 - Governance
Recreational Immunity PKT (3 Pg)
SB 179 SUPPORT
11. 02_26_2025 - Land Use & Infrastructure Development
Housing Production (3 Pg)
HB 3031-1 SUPPORT Amended
12. 02_27_2025 - Economic & Community Development
Childcare Siting
HB 3560 SUPPORT
13. 03_03_2025 - Land Use & Infrastructure Development
Clackamas Housing
HB 3503 SUPPORT
14. 03_03_2025 - Land Use & Infrastructure Development
Housing Production (4 Pg)
HB 2138-1 OPPOSE as amended
15. 03_04_2025 - Environment
Neonics Regulation (2 Pg)
HB 2679 SUPPORT
16. 03_04_2025 - Water
Operator Certification
HB 3700 SUPPORT
17. 03_04_2025 - Water
Operator Training
HB 3634 SUPPORT
18. 03_05_2025 - Land Use & Infrastructure Development
Housing, Land Use, Zoning
SB 49-1 OPPOSE
19. 03_06_2025 - Governance
Utility Rates Costs to Residential Consumers
HB 3546 SUPPORT

20. 03_11_2025 - Economic & Community Development
Building Inspectors
SB 1086 SUPPORT
21. 03_11_2025 - Transportation & Transit Infrastructure
WES Rail Authority PKT (8 Pg)
HB 3453 SUPPORT
22. 03_12_2025 - Land Use & Infrastructure Development
Housing SDC Payments (2 Pg)
HB 2968 SUPPORT
23. 03_17_2025 - Land Use & Infrastructure Development
Housing Production (4 Pg)
SB 974 OPPOSE
24. 03_17_2025 - Land Use & Infrastructure Development
Housing Production and Local Control (2 Pg)
HB 2258-1 OPPOSE
25. 03_18_2025 - Economic & Community Development
Lottery Bond project funding (2 Pg)
HB 5024 SUPPORT with proposed amendments
26. 03_18_2025 - Land Use & Infrastructure Development
Brownfield Redevelopment Funding (Coalition Letter) (2 Pg)
(No Bill #) SUPPORT
27. 03_19_2025 - Land Use & Infrastructure Development
Housing Production (4 Pg)
SB 974 OPPOSE
28. 03_31_2025 - Land Use & Infrastructure Development
Housing Infrastructure (2 Pg)
SB 1103 SUPPORT
29. 04_01_2025 - Industrial Land
Siting of industrial impacting local communities (2 Pg)
HB 3062-3 OPPOSE
30. 04_01_2025 - Governance
Willamette Falls Locks Authority Funding
HB 2574 SUPPORT

31. 04_03_2025 - Economic & Community Development
Workforce Develop (2 Pg)
HB 3669 SUPPORT
32. 04_04-2025 - Industrial Land
Siting of industrial impacting local communities (LOC Letter) (2 Pg)
HB 3062-3 OPPOSE
33. 04_07_2025 - Land Use & Infrastructure Development
Frog Pond Infrastructure Funding (3 Pg)
HB 3939 SUPPORT
34. 04_16_2025 - Governance
Aurora Airport (2 Pg)
SR 2 OPPOSE
35. 04_16_2025 - Governance
Aurora Airport ASA Designation (5 Pg)
SR 2 OPPOSE
36. 04_16_2025 - Housing & Infrastructure Development - Fire Sprinkler SDCs
HB 3505 OPPOSE
37. 04_16_2025 - Land Use & Infrastructure Development
Urban Growth Boundary (UGB) LIDs
SB 967A SUPPORT
38. 04_24_2025 - Governance
Recreational Immunity PKT (3 Pg)
SB179 SUPPORT
39. 04_28_2025 - Land Use & Infrastructure Development
Land Use Shot Clock (media)
SB 974 Shot clock land use bill passes Senate opposed by LO, Wilsonville
40. 05_01_2025 - Economic & Community Development
Childcare Facility Siting
HB 3560 SUPPORT
41. 05_05_2025 - Land Use & Infrastructure Development
Housing Production (5 Pg)
SB 974A OPPOSE
42. 05_12_2025 - Land Use & Infrastructure Development
Housing Production (6 Pg)
SB 974A-4 OPPOSE

43. 05_12_2025 - Land Use & Infrastructure Development
Transmission Line Planning GETs (2 Pg)
HB 3336-2 OPPOSE
44. 05_14_2025 - Land Use & Infrastructure Development
Housing Infrastructure Costs (2 Pg)
HB 2658 OPPOSE
45. 05_19_2025 - Land Use & Infrastructure Development
Housing Production (2 Pg)
SB 974A-5 OPPOSE
46. 06_16_2025 - Land Use & Infrastructure Development
Housing Infrastructure (2 Pg)
HB 2658-5 OPPOSE
47. 06_26_2025 - Transportation & Transit Infrastructure
Omnibus Transportation Package (2 Pg)
HB 2025-28 SUPPORT
48. City of Wilsonville Funding Requests for 2025 Session:
- I-5 Boone Bridge Seismic Replacement Project: Next phase of project development costs
 - Stafford Road Improvement Project for 1,500-1,600 new residential units in the Frog Pond East/South UGB expansion areas
 - 60th Ave Stormwater Drainage Pipeline Project for 1,500-1,600 new residential units in the Frog Pond East/ South UGB expansion areas
 - French Prairie Charbonneau Pathway Project for senior-living community



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 2074:

Proposed Legislation Extends Sunset of the Vertical Housing Development Zone (VHDZ) Program that Encourages Mixed-Use Commercial/Residential Developments that Produce More Affordable Housing Opportunities

Scheduled for public hearing on Feb. 4, 2025, before
the House Committee on Revenue

Chair Nathanson, Vice-Chairs Reschke and Walters, and Members of the Committee:

I am testifying in strong support of HB 2074, which extends the sunset date for the partial property-tax exemption for Vertical Housing Development Zone (VHDZ) projects.

The Wilsonville City Council has approved two VHDZ programs for the Villebois Village Center and Town Center, both areas where developers have indicated that building a mixed-use development is financially unfeasible without the VHDZ program. The Town Center and Villebois Village Center areas, which are targeted for mixed-use developments, are long-term projects that will take years to advance; hence, extending the sunset is critical to advance significant community developments.

Since the VHDZ program has no negative financial impacts on State revenue collection, the legislature should have no problem with extending the program, which financially impacts only the sponsoring jurisdiction. Furthermore, mixed-use developments tend to produce more affordable housing, which is a State goal.

The first mixed-use commercial/ residential project proposed in the Wilsonville Town Center VHDZ features a five-story, 114-unit multi-family residential complex with 4,200 square feet of retail space located on the ground floor, along with a few residences. The upper floors consist entirely of “middle housing” residential units and amenities. Of the building’s 114 residential units, 70 are one-bedroom/one-bathroom apartments, 37 are studio apartments and seven are two-bedroom/two-bathroom apartments.

The City of Wilsonville appreciates your consideration and urges a Do-Pass vote on HB 2074. Attached is a flyer that provides more information on our use of the VHDZ program.

Shawn O'Neil, Mayor
City of Wilsonville

Tax Abatement Incentive Program for Mixed-Use Projects in Town Center

The Wilsonville Vertical Housing Development Zone (VHDZ) program offers eligible development projects a partial tax abatement for a period of 10 years. A 20% abatement on new assessed building value applies for every residential floor, up to an 80% abatement.*

10yrs

Abatement Period

80%

Maximum Abatement

Project eligibility basics*:

- » Located entirely within the designated VHDZ boundary
- » At least 50 percent of the ground floor that fronts the primary public street must be committed to non-residential use.
 - All ground floor interior spaces facing the primary public street meet building code standards for commercial use.
- » At least one commercial/community use on the ground floor
- » At least one floor of residential above the ground floor

*additional program details on the reverse



Wilsonville, Oregon

With a population over 27,000, Wilsonville is the 4th fastest-growing city in Oregon among mid-sized cities. It is also the dual-gateway to both the verdant Willamette Valley to the south, and the Portland MSA to the north. It is a hub of the regional economy, with over 22,000 jobs. Wilsonville's location on Interstate 5 makes it a great place to both live and do business.

The Wilsonville Equitable Housing Strategic Plan (2020) indicates there will be sustained demand for smaller and diverse types of housing well into the future.





WilsonvilleTownCenter.com

This area has long been the commercial hub of Wilsonville, but its current form is auto-centric. In 2019, after robust community input, the Town Center Plan was adopted by City leaders. The document creates a framework and action plan for a new Town Center—"a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work." Whereas surface parking dominates the landscape today, multi-story mixed-use buildings centered around a north-south Main Street anchor the new Town Center. Implementing zoning and regulations, development incentives and public infrastructure investments will bring this vision into reality.

Vertical Housing Development Zone in Town Center



Typical Process*

1. Meet with staff to determine eligibility
2. Complete and submit application
3. Conditional approval
4. Construction of project
5. Final certification & Notice to Assessor
6. Tax-exemption period begins
7. Project operation and compliance

* Land-use and building permits are independent processes.

Additional program details:

- » Application materials, as well as full program rules and guidelines, including Oregon statutes governing Vertical Housing Development Zones throughout the state can be found at ci.wilsonville.or.us/vhdz
- » Local Criteria: In addition to the project certification requirements under ORS 307.858 related to ground floor nonresidential use, the City of Wilsonville has additional local criteria, which can be found at the link above. Briefly:
 - Direct street access is required.
 - The ground floor must meet all applicable design standards for commercial/mixed-use ground floor spaces and storefront design.
 - Live/work space can be deemed non-residential under certain conditions.
 - At least one commercial or community-serving space that meets certain conditions is required.



Staff Contact

Matt Lorenzen, Economic Development Manager
503.570.1539, mlorenzen@ci.wilsonville.or.us



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting SB 5528:

***Proposed DLCD Budget Funds Key Grant Programs that Assist
Local Governments to Comply with Many New Land-Use State Laws***

Scheduled for public hearing on Feb. 4, 2025, before the
Joint Committee On Ways and Means Subcommittee On Natural Resources

Co-Chairs Frederick and Levy and Members of the Committee:

I am testifying in strong support of SB 5528, which provides the Department of Land Conservation and Development with new resources to advance state housing goals that have to be implemented at the local level.

The City of Wilsonville especially supports the proposed grant program funding of \$12,802,894, which includes \$7,000,000 in the Policy Option Packages for grants to local governments. This level of direct funding would represent a significant increase over past biennia. The City greatly appreciates this recommendation and urges the subcommittee's strong support. This funding will help ensure that local governments can successfully and effectively implement new and complex regulatory requirements such as the Oregon Housing Needs Analysis (OHNA) and Climate Friendly and Equitable Communities (CFEC).

The City supports components of a number of proposed Policy Option Packages. POP 501 includes \$3.5 million to be used for grants to local governments for development code updates to align local housing codes with state housing policies; and long-range planning projects that support housing production. POP 503 includes \$1.5 million to provide grants to local governments for housing planning and code updates, where 20-25 projects are currently waitlisted for housing production-related grant funding. POP 504 includes \$500,000 for local governments to conduct local wetland inventories, which are key to advance development. And POP 505 includes \$1.5 million for grants for local governments and additional resources for consultation on middle-housing codes.

The City appreciates your consideration and urges a Do-Pass vote on SB 5528. Thank you for your time and consideration.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 3231:

Legislation Should Provide Opportunity to Study WES Commuter Rail-Service Extension Connecting Portland and Salem/Keizer Metro Areas with a High-Capacity Transit Alternative to Automobile Commuting on Congested I-5

Scheduled for public hearing on Feb. 4, 2025, before
the Joint Committee On Transportation

Co-Chairs Gorsek and McLain and Members of the Committee:

I am testifying in strong support of HB 3231, which expands the required components of the Oregon Department of Transportation (ODOT) State Rail Plan to include strategies for boosting capacity, upgrading and improving railroad track and infrastructure, and information on federal grant-funding opportunities.

As traffic congestion on the South Portland Metro and North Willamette Valley I-5 corridor continues to worsen, commuters, shoppers and those with medical appointments would welcome a public-transit alternative unaffected by ever increasing highway traffic congestion. Unlike buses that can get caught in I-5 traffic congestion, WES as a commuter train with its own right-of-way is unimpeded by highway traffic congestion, offering the potential for a reliable transportation option that connects two major metro areas. The lack of sufficient reliable, public-transit commute options along I-5 from Salem/Keizer to Portland metro area makes a non-highway mobility option like WES more attractive.

An ODOT study of a potential WES commuter train extension provides the state an opportunity to leverage substantial Federal Transit Administration (FTA) funds for commuter rail service connecting the Portland METRO and Salem-Keizer SKATS—two Metropolitan Planning Organizations (MPOs) Transportation Management Areas (TMAs)—and that can increase greatly WES ridership levels.

The Joint Committee on Transportation twice unanimously voted in favor of advancing a WES Extension Study: HB 2662 in 2023 and SB 1572 in 2024. However, both bills subsequently died in the Ways and Means Committee.

The Salem Area Mass Transit District (“Cherriots”) and the Mid-Willamette Valley Council of Governments (MWVCOG) are well positioned to collaborate with ODOT by working with jurisdictions along the Portland and Western RR (old Oregon Electric Line) to study issues around an extension of WES from Wilsonville to Salem/Keizer that passes through the cities of Donald and Woodburn; see attached one-pagers in support of HB

2662 and SB 1572 for the proposed WES extension study. The MWVCOG manages the Salem-Keizer Transportation Study (SKATS), which acts like Portland METRO's Joint Policy Committee on Transportation (JPACT) as the federally-chartered MPO TMA policy board for the greater Salem/Keizer metro area.

The City of Wilsonville operates the award-winning South Metro Area Regional Transit (SMART) agency, which collaborates with the Salem Area Mass Transit District to share the Monday through Friday commuter "1X Express" bus route on I-5 between Wilsonville and Salem. SMART buses also meet each TriMet WES train in Wilsonville to provide the last-mile connection to local area employers. SMART also provides regular service to Canby and Tualatin, and is now planning new routes to Oregon City and Woodburn.

The City appreciates your consideration and urges a Do-Pass vote on HB 3231. Thank you for your time and consideration.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville

Enclosures:

- "Support SB 1572 – ODOT Study Connecting Portland Metro-Area WES Commuter Train to Salem/Keizer Metro, Extending from Wilsonville to Salem," Portland–Salem/Keizer Metro Areas WES I-5 Commuter Rail Extension Study Coalition, 2/9/2024
- "Support HB 2662-A – Task Force to Study Connecting Portland Metro-Area WES Commuter Train to Salem/ Keizer Metro, Extending from Wilsonville to Salem," Portland–Salem/Keizer Metro Areas WES I-5 Commuter Rail Extension Study Coalition, 5/9/15/20243

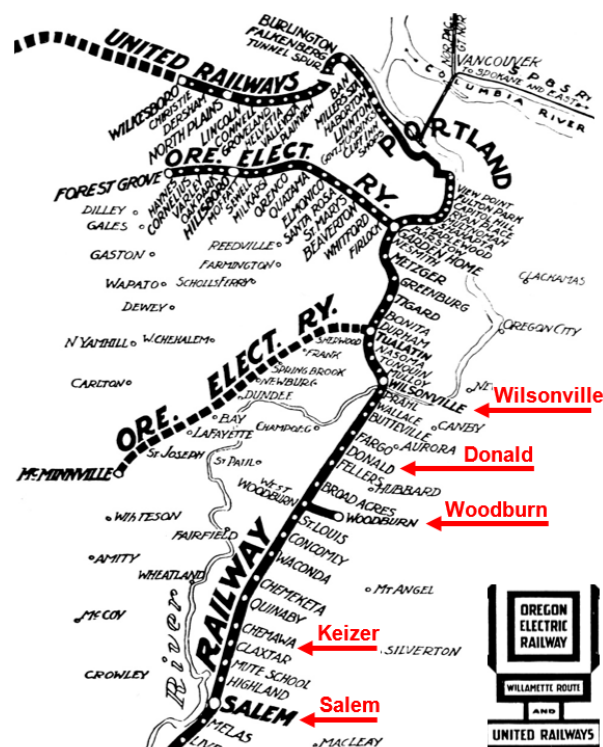
Support SB 1572 – ODOT Study Connecting Portland Metro-Area WES Commuter Train to Salem/Keizer Metro, Extending from Wilsonville to Salem

Portland–Salem/Keizer Metro Areas WES I-5 Commuter Rail Extension Study Coalition

With 27 legislators as co-sponsors, SB 1572 is a bipartisan, bicameral legislative concept to advance high-capacity transit option for Oregonians and visitors.

SB 1572 creates a multi-organizational task force—the Westside Express Advisory Committee—composed of local governments, transit agencies, railroads and public-interest groups to study 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 December 2024 with study findings and recommendations. A similar bill during the 2023 session, HB 2662, passed unanimously by the Joint Committee on Transportation.

- **Increasing population** of Portland metro and North Willamette Valley region needs mobility options, especially for commuters and seniors, many who require transportation for jobs, education 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 and tolls.
- **Additional Federal Transit Administration (FTA) support** for high-capacity transit WES commuter rail service connecting METRO and SKATS—two federally-designated 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 and BNSF Railroads, which support the WES extension study, that operated 1908 – 1933.



- **SB 1572 is supported** by the Cities of Aurora, Beaverton, Donald, Hubbard, Keizer, Salem, Tualatin, Tigard, Wilsonville and Woodburn; Metropolitan Mayors' Consortium; Mid-Willamette Valley Council of Governments; Salem Area Mass Transit District ("Cherriots"), SMART (South Metro Area Regional Transit) and Yamhill County Transit; 1000 Friends of Oregon; Association of Oregon Rail and Transit Advocates, Travel Salem; and the railroads.

FOR MORE INFO, CONTACT:

Greg Leo at 503-804-6391

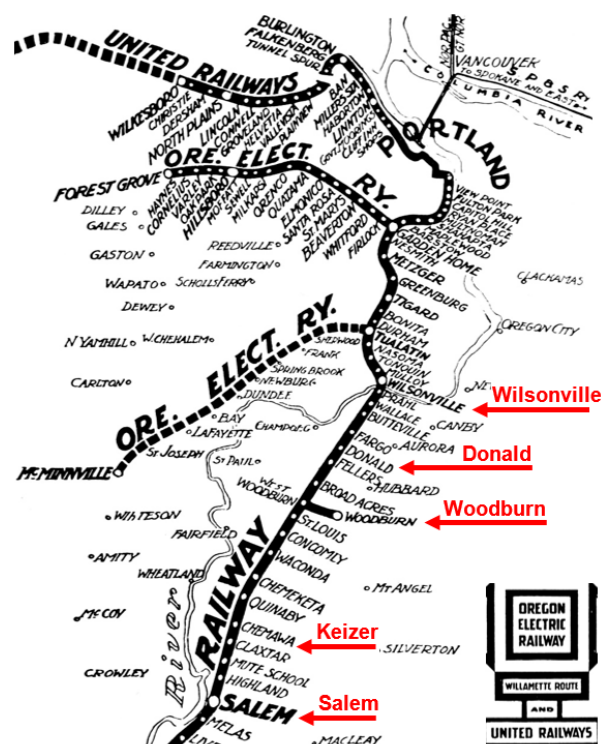
Greg@TheLeoCompany.com



Support HB 2662-A – Task Force to Study Connecting Portland Metro-Area WES Commuter Train to Salem/Keizer Metro, Extending from Wilsonville to Salem

Passed unanimously by the Joint Transportation Committee on May 18, 2023, HB 2662-A is a bipartisan bill to create a multi-jurisdictional task force composed of state legislators, local governments, transit agencies and railroad interests to study 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 the Willamette Valley Commuter Rail Task Force to report back to the legislature in 2024 with study findings and recommendations.

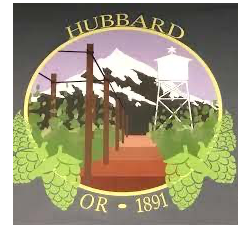
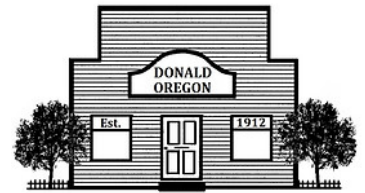
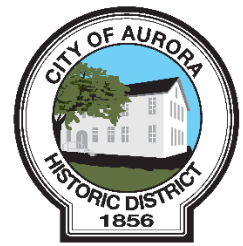
- **Increasing population** of Portland metro and North Willamette Valley region needs mobility options, especially for commuters and seniors, many who require transportation for jobs and medical appointments.
- **I-5 traffic congestion continues to worsen** and prospective ODOT tolling of I-205 and 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 rail service connecting METRO and SKATS—two federally-designated 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 which supports the WES extension study, that operated 1908 – 1933.



Western Railroad which supports the WES extension study, that operated 1908 – 1933.

- **HB 2662-A 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; and P & W Railroad.

FOR MORE INFO, CONTACT:
Greg Leo at 503-804-6391
greg@theleocompany.com





Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 2411:

Legislation Provides State Funding Support of Industrial Infrastructure that Assists Local Governments to Produce High-Wage Jobs Benefiting the State

Scheduled for public hearing on Feb. 10, 2025, before the
House Committee on Economic Development, Small Business, and Trade

Chair Nguyen, Vice-Chairs Diehl and Isadore, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in support of HB 2411, which authorizes and funds the Industrial Site Loan Fund as a component of Business Oregon's Regionally Significant Industrial Sites (RSIS) Program, which has never been funded.

Local governments in Oregon have few tools to fund the key infrastructure that is required to produce "shovel-ready" industrial development sites. Additionally, cities, which are funded by property tax, have little incentive to zone land as industrial, which has the lowest assessed value per acre compared to residential and commercially zoned land.

The State of Oregon, however, is the greatest beneficiary of industrial occupations in manufacturing and wholesale distribution that produce family-wage income. As a state that relies on income tax collections as the principal source of state revenue, encouraging high-wage industrial jobs directly benefits the State, as well as communities.

Just expanding Urban Growth Boundaries (UGB) does nothing to produce "shovel-ready" industrial lands — the challenge of serving those lands with infrastructure to make them truly shovel-ready development sites remains. Additionally, the state has hundreds of acres of contaminated "brownfield" industrial sites already served by urban infrastructure but are unable to be utilized until cleaned-up for productive use.

The private sector has demonstrated a lack of ability or desire to "sink" money in the ground to fund site-preparation infrastructure. Increasingly, the public sector is called on to be the source of patient capital that funds key industrial infrastructure, which has a longer pay-back time as development occurs.

Wilsonville is one of a dozen local governments across Oregon that has pre-qualified with Business Oregon for the RSIS program for development of the 258-acre regionally significant Coffee Creek Industrial Area, anticipated to host over 1,500 jobs with a \$130 million-plus annual payroll, that requires over \$45 million in infrastructure investments.

The City appreciates your consideration and urges a Do-Pass vote on HB 2411. Thank you.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 2947:

Legislation Provides State Funding Support for Important Public-Safety Study of Wastewater Sludge Applied to Agricultural Fields

Scheduled for public hearing on Feb. 10, 2025, before the House Committee On Agriculture, Land Use, Natural Resources, and Water

Chair Helm, Vice-Chairs Owens and McDonald, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in support of HB 2947, which funds Oregon State University (OSU) Extension Service and the OSU College of Agricultural Sciences (CAS) in collaboration with the Department of Environmental Quality (DEQ) and Oregon wastewater service providers to study the occurrence and distribution of perfluoroalkyl and polyfluoroalkyl (PFAS) found in biosolids applied to agricultural fields for crops that are not intended for human consumption.

The City of Wilsonville operates a wastewater-treatment facility where the dried sludge is spread on agricultural fields. Municipalities and farmers have shared a long-standing partnership using treated organic materials collected and processed at municipal wastewater facilities as nutrient-rich fertilizers and soil conditioners. Biosolids contribute proven benefits to soil and crops. They also sequester carbon in soil, which is becoming increasingly important as a means to combat the impacts of climate change.

While biosolids are regulated to meet standards that protect public health and the environment, the US Environmental Protection Agency (EPA) and DEQ have not yet established standards for PFAS in biosolids. Growing scientific evidence indicates that exposure to PFAS substances may lead to a range of human health problems. This presents a significant challenge for wastewater treatment facilities like Wilsonville's that may receive PFAS pollution from industries, businesses, and households. Cities, farmers, and regulators seek to develop a better science-based understanding of the presence of PFAS in municipal biosolids and their impacts on the environment and on crops. This study will deliver information needed for Oregon leaders, municipal wastewater utilities, and farmers to make sound decisions about the future of these practices.

The City appreciates your consideration and urges a Do-Pass vote on HB 2947.

Shawn O'Neil, Mayor
City of Wilsonville

HB 3062: Threatens the Oregon Economy and Community Vitality

Zoning is a foundational responsibility for local governments in Oregon. Local governments zone so community members have access to jobs (industrial/commercial), access to goods and services (commercial), and access to housing (residential). All these zones are necessary for thriving communities. While zoning, local governments must balance the current and future needs of their communities, comply with state land use goals, and plan for growth. To ensure efficient use of land, zones must abut each other and sometimes zones of various uses are across the street from each other or there are zones with multiple uses. We understand and share the goals of protecting and ensuring public health. However, in attempts to address public health impacts of industrially zoned lands HB 3062 raises concern, including:

1. **Local governments and industry were left out of the conversation to craft a workable solution.** The process and definitions in the bill are too ambiguous to be implemented by local governments. While local governments and industry share public health concerns, there were not enough conversations to understand the nuances of the land use system and how these additional restrictions could have significant impacts on communities.
2. **The land use process is not a pragmatic pathway to address public health concerns.** Currently, comprehensive plans and other local land use regulations are under the purview of the Department of Land Conservation and Development (DLCD) and the Land Conservation and Development Commission (LCDC). The state's land use agency does not seem like the appropriate authority or regulator to enforce public health concerns.
3. **Industrially zoned lands already have restrictions placed on them by local governments and are governed by different state definitions of "industrial uses".** At the heart of industrially zoned land is a list of permissible uses and a corresponding set of restrictions. These guidelines are not arbitrary but carefully devised by governments to maintain a balance between industrial activity and the environment and comply with current definitions of industrial uses in state law that differs greatly from the definition in this bill.
4. **It would halt or severely limit economic development and job growth in Oregon.** Industrially zoned lands are typically used to provide employment lands for communities and in turn help local economies thrive. Adding more barriers like those in HB 3062 could delay or prevent industry coming to communities because of added bureaucracy or force communities to develop industrial land further in greenspaces not already included in their urban growth boundaries further from services, increasing time needed and cost to develop employment land. Oregon already has a \$300-500 million need to develop industrial lands inside communities now.
5. **The bill requires a buffer of 1000 feet or more between "industrial use" and "sensitive areas" in some cases, and "sensitive areas" include parks and public spaces, which are regularly used as buffers between industrial use and residential lands.** In the last

century, it has been common for parks (a listed sensitive use in the bill) to be built on old industrial sites like landfills or closed factories. These parks serve as buffers between industrial zones and other zones but also add necessary greenspace to communities.

We are opposed and urge the committee to create space outside of the legislative session for impacted stakeholders to help shape any necessary policy changes before taking any action on this bill. HB 3062 as introduced will have many negative implications on the economy and communities.

Respectfully,





Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 3011:

Proposed Legislation Addresses Critical Need to Improve Childcare Availability that Benefits Both Working Families and Business Employers

Scheduled for public hearing on Feb. 11, 2025, before the
House Committee On Higher Education and Workforce Development

Chair Hudson, Vice-Chairs Fragala and Harbick, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of HB 3011, which creates the Early Childhood Education Workforce Development Fund and appropriates \$20 million for the purpose of improving the pipeline of early-childcare educators via college-degree and certificate-training programs.

For a number of years, the City has heard from both business employers and employees regarding a lack of childcare options that impedes business recruitment/retention of employees. The issue is of such importance to members of both our business community and workforce of 21,000 employees that the City Council made a Council goal to “Convene a childcare partner consortium to understand the barriers, challenges, and opportunities for increasing childcare opportunities in Wilsonville. Consider the City's role and potential actions for supporting the outcomes.”

The City’s attached 2024 Childcare Survey for Families found three key issues that impact childcare availability and accessibility: Staffing Challenges, High Operating Costs, and Adequate Facilities.

The legislature has thus far invested public funding primarily into childcare facilities. While childcare providers recognize obtaining adequate facilities as a challenge, they consistently rank facilities as a secondary or tertiary stressor. **Local providers expressed concern that injecting funding into facilities could actually exacerbate other issues, such as staffing and wages. If new facilities are built or current facilities expanded, those facilities must be staffed, which places additional demand on the already shallow pool of talent.** Existing childcare providers may go out of business, in which case the public investment will not have accomplished its purpose—to increase the number of childcare businesses and available slots in the state.

Attached to my testimony is the City’s 2024 Childcare Survey for Families and a staff report summarizing key issues. The City appreciates your consideration and urges a Do-Pass vote on HB 3011 to increase the supply of trained childcare workers.

Shawn O'Neil, Mayor
City of Wilsonville

The Oregon Resilience Plan

Reducing Risk and Improving Recovery for the Next Cascadia Earthquake and Tsunami

Report to the
77th Legislative Assembly

from
Oregon Seismic Safety Policy
Advisory Commission (OSSPAC)



Salem, Oregon
February 2013

Air Transportation

The state of Oregon has an extensive aviation system that provides valuable transportation options for the public, ranging from small airports in remote regions of the state to large commercial service airports. Ninety-seven public-use airports provide support to the economic health and vitality of Oregon and contribute to the quality of life for its citizens and visitors.

- Fifty-seven public-use airports are partially supported by FAA and included in the National Plan of Integrated Airport System (NPIAS).
- Sixteen public-use airports are either owned by other municipalities or are privately owned.
- Over 400 private airports and landing strips are located within Oregon.

The 2007 Oregon Aviation Plan established five categories of airports, based on the definitions outlined within the National Plan of Integrated Airports System (NPIAS), the design criteria outlined by the Airport Reference Code (ARC), and the facilities inventory.

CATEGORY I: COMMERCIAL SERVICE AIRPORTS

These airports support some level of scheduled commercial airline service in addition to a full range of general aviation aircraft. This includes both domestic and international destinations.

CATEGORY II: URBAN GENERAL AVIATION AIRPORTS

These airports support all general aviation aircraft and accommodate corporate aviation activity including business jets, helicopters, and other general aviation activity. The primary users are business related and service a large geographic region, or they experience high levels of general aviation activity.

CATEGORY III: REGIONAL GENERAL AVIATION AIRPORTS

These airports support most twin and single engine aircraft, may accommodate occasional business jets, and support regional transportation needs.

CATEGORY IV: LOCAL GENERAL AVIATION AIRPORTS

These airports primarily support single engine, general aviation aircraft, but are capable of accommodating smaller twin-engine general aviation aircraft. They also support local air transportation needs and special use aviation activities.

CATEGORY V: REMOTE ACCESS AND EMERGENCY SERVICE AIRPORTS

These airports primarily support single-engine, general aviation aircraft, special use aviation activities, and access to remote areas; or they provide emergency service access.

The following list identifies airports within each category that have the potential to maintain or quickly restore operational functions after a major earthquake. The Transportation Task Group arranged these 29 airports into a tier system to indicate the priorities for making future investments. Tier 1 (T1) is comprised of the essential airports that will allow access to major population centers and areas

considered vital for both rescue operations and economic restoration. Tier 2 (T2) is a larger network of airports that provide access to most rural areas and will be needed to restore major commercial operations. Tier 3 (T3) airports will provide economic and commercial restoration to the entire region after a Cascadia subduction zone event.

Category I	Category II	Category III	Category IV	Category V
*Redmond (T1)	Scappoose (T2)	Tillamook (T2)	Mulino State (T3)	Independence State (T3)
PDX (T1)	Troutdale (T3)	Roseburg (T1)	Albany (T3)	Siletz Bay State (T2)
Salem (T1)	Hillsboro (T2)	Bandon State (T2)	Lebanon (T3)	Cape Blanco State (T2)
Eugene (T1)	Portland Heliport (T3)	Grants Pass (T3)	Florence (T3)	
Rogue Valley Medford (T1)	Aurora State (T3)		Creswell (T3)	
Klamath Falls (T1)	McMinnville (T3)		Cottage Grove State (T3)	
	Newport (T2)		Myrtle Creek (T3)	
	Corvallis (T3)		Brookings (T2)	

*Primary emergency response airport for FEMA Region X: Redmond municipal airport, centrally located in central Oregon, is ideally situated to be the primary FEMA emergency response airport.

Figure 5.16: Oregon Airports (Source: Oregon Department of Aviation)

The Portland International Airport (PDX) is one of Oregon's vital transportation network links. As the state's major airport, PDX will play a key role in re-establishing our economy by facilitating the movement of people, goods, and services after a major statewide emergency event. Other airports in Oregon will also play a vital role during the post-disaster emergency response and initial recovery phase. During the emergency response, for example, displaced residents, injured people, and the elderly may need to be evacuated by means of airports; and airports will also provide a staging area for needed supplies (such as water, food, medical supplies, and materials for temporary housing). Until highway and rail transportation can be fully restored, air transportation, along with ships off the coast, will be the lifelines for Oregon's citizens.


Oregon Transportation Resiliency Status


*Key to the Table

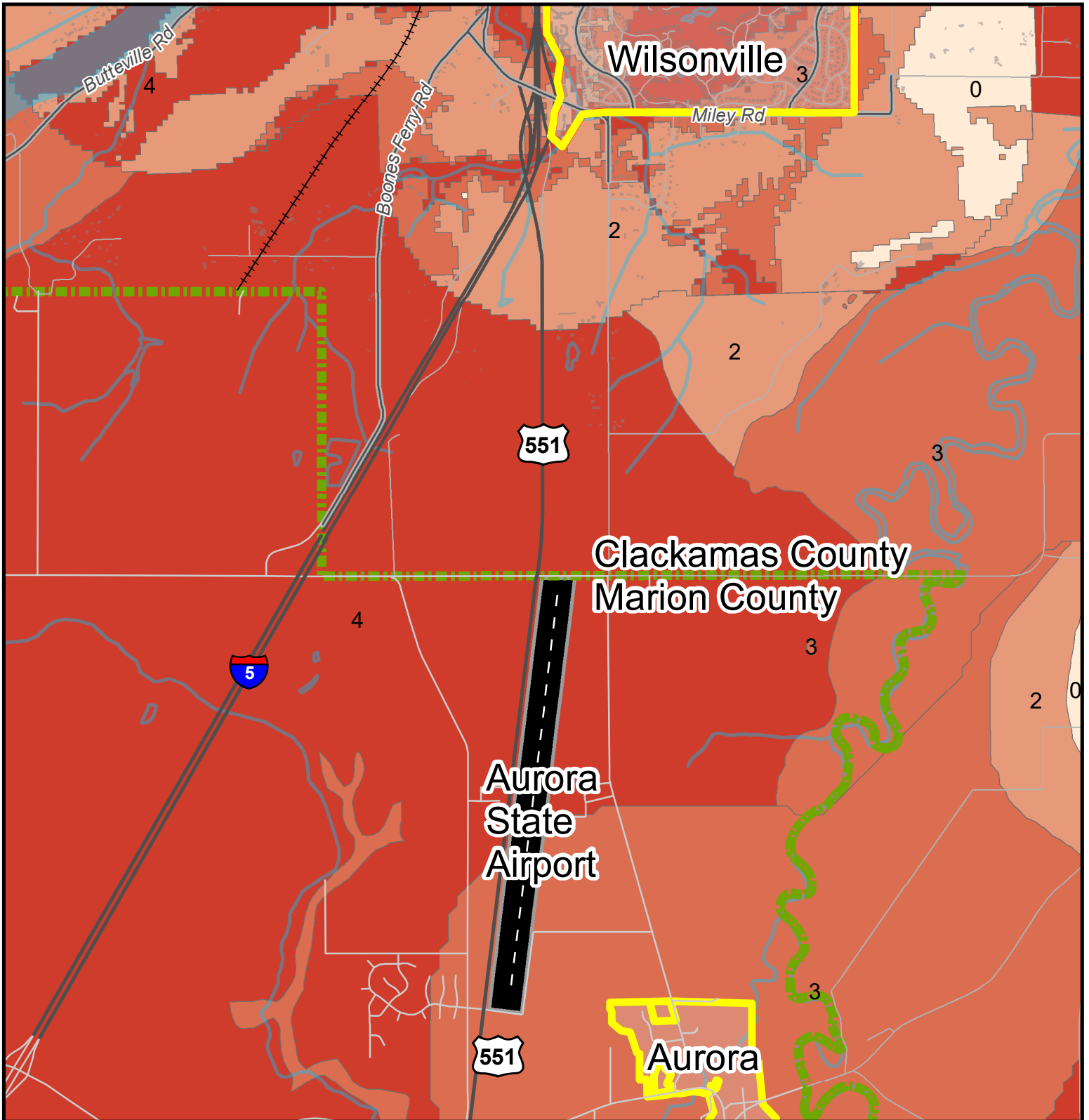
TARGETS TO ACHIEVE DIFFERENT LEVELS OF RECOVERY:

Minimal: (A minimum level of service is restored, primarily for the use of emergency responders, repair crews, and vehicles transporting food and other critical supplies.)	R
Functional: (Although service is not yet restored to full capacity, it is sufficient to get the economy moving again—e.g. some truck/freight traffic can be accommodated. There may be fewer lanes in use, some weight restrictions, and lower speed limits.)	Y
Operational: (Restoration is up to 90% of capacity: A full level of service has been restored and is sufficient to allow people to commute to school and to work.)	G
ESTIMATED TIME FOR RECOVERY TO 60% OPERATIONAL GIVEN CURRENT CONDITIONS:	S
ESTIMATED TIME FOR RECOVERY TO 90% OPERATIONAL GIVEN CURRENT CONDITIONS:	X

Comparison of Target States and Estimated Time for Recovery

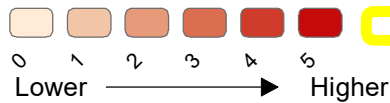
Infrastructure Facilities	Event Occurs	0 – 24 hours	1 – 3 days	3 – 7 days	1 – 4 weeks	1 – 3 months	3 – 6 months	6 – 12 months	1 – 3 years	3+ years
Central Oregon Zone										
► OREGON STATE HIGHWAY SYSTEM										
State Highway System - Tier 1 SLR ¹⁾			R	Y	G			S	X	
Roadways			R	Y	G/S		X			
Bridges			R	Y	G		S	X		
Landslides			R	Y	G			S	X	
State Highway System - Tier 2 SLR			R		Y	G			S	X
Roadways			R		Y	G/S		X		
Bridges			R		Y	G		S	X	
Landslides			R		Y	G			S	X
State Highway System - Tier 3 SLR				R		Y	G		S	X
Roadways				R		Y	G/S		X	
Bridges				R		Y	G		S	X
Landslides				R		Y	G		S	X
State Highway System - Other Routes					R		Y	G	S	X
Roadways					R		Y	G	X	
Bridges					R		Y	G	S	X
Landslides					R		Y	G	S	X
► AIRPORTS & AIR TRANSPORTATION										
Tier I - Oregon Airports System										
Redmond Municipal Roberts Field Airport - FEMA		R	S		Y	G	X			
Klamath Falls Airport		R	S		Y	G	X			
FAA Facility			R	Y	G					
► OREGON RAIL TRANSPORTATION										
UPRR										
CA/OR State Line to Bieber Line Jct. (Klamath Falls)			Y	G	S	X				

<i>Infrastructure Facilities</i>	<i>Event Occurs</i>	<i>0 – 24 hours</i>	<i>1 – 3 days</i>	<i>3 – 7 days</i>	<i>1 – 4 weeks</i>	<i>1 – 3 months</i>	<i>3 – 6 months</i>	<i>6 – 12 months</i>	<i>1 – 3 years</i>	<i>3+ years</i>
Bieber Ln Jct. (Klamath Falls) to Chemult (Shared)			Y	G	S	X				
Chemult to Eugene					Y	G	S	X		
BNSF										
CA/OR State Line to Bieber Line Jct. (Klamath Falls)		G	S	X						
Chemult to Redmond		G	S	X						
Redmond to O.T. Jct. (connection with UP at Columbia			Y	G	S	X				
► OREGON PUBLIC TRANSIT										
Admin & Maintenance Facilities ²⁾						R	Y	G	S	X
Local Area Paratransit On-Demand Service (critical				R	Y	S	G	X		
Local Area Paratransit On-Demand Service (full						R	Y	G	S	X
Local Roadway Fixed Route Service (emergency				R	Y	S	G	X		
Local Roadway Fixed Route Service (regular						R	Y	G	S	X
Intercity & Commuter Bus ⁴⁾						R	Y	G	S	X
Willamette Valley Zone										
► OREGON STATE HIGHWAY SYSTEM										
State Highway System - Tier 1 SLR ¹⁾			R	Y	G			S	X	
Roadways			R	Y	G		S	X		
Bridges			R	Y	G			S	X	
Landslides			R	Y	G			S	X	
State Highway System - Tier 2 SLR			R		Y	G		S	X	
Roadways			R		Y	G	S	X		
Bridges			R		Y	G		S	X	
Landslides			R		Y	G		S	X	
State Highway System - Tier 3 SLR				R		Y	G		S	X
Roadways				R		Y	G	S	X	
Bridges				R		Y	G	S	X	
Landslides				R		Y	G	S	X	
State Highway System - Other Routes					R		Y	G	S	X
Roadways					R		Y	G	S	X
Bridges					R		Y	G	S	X
Landslides					R		Y	G	S	X
► AIRPORTS & AIR TRANSPORTATION ⁵⁾										
Tier I - Oregon Airports System										
Portland International Airport (PDX) (Tier 1)		R			Y	S		G	X	
Salem McNary Field		R			Y	S		G	X	
Eugene Mahlon Sweet Field		R			Y	S		G	X	
Rogue Valley International Medford		R			Y	S		G	X	
Roseburg Regional Airport		R			Y	S		G	X	
Tier III Oregon General Aviation Airport System										
Troutdale			R		S	Y		G		X
Portland Heliport			R		S	Y		G		X
Aurora State			R		S	Y		G		X
McMinnville Municipal			R		S	Y		G		X
Corvallis			R		S	Y		G		X



The City of Wilsonville, Oregon
Clackamas and Washington Counties

Liquefaction Susceptibility



- County Boundary
- City Limits

Aurora State Airport Area Earthquake Liquefaction Susceptibility

0 Miles 0.5



M:\projects\2018\100918_Liq\Liq.mxd

Summary: This map shows liquefaction susceptibility for Oregon calculated following the methods of FEMA's 2011 HAZUS-MH MR4 technical manual. The map was prepared in support of a series of ground motion and ground failure maps for a scenario Magnitude 9.0 Cascadia Subduction Earthquake developed by the Oregon Department of Geology and Mineral Industries. The scenario maps were prepared for the Oregon Seismic Safety Policy Advisory Commission for its use in preparing a report to the 77th Oregon Legislative Assembly entitled "The Oregon Resilience Plan; Reducing Risk and Improving Recovery for the Next Cascadia Earthquake and Tsunami".

OREGON DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES
INTERPRETIVE MAP SERIES 24

GEOLOGIC HAZARDS, EARTHQUAKE AND LANDSLIDE HAZARD MAPS, AND FUTURE EARTHQUAKE DAMAGE ESTIMATES FOR SIX COUNTIES IN THE MID/SOUTHERN WILLAMETTE VALLEY INCLUDING YAMHILL, MARION, POLK, BENTON, LINN, AND LANE COUNTIES AND THE CITY OF ALBANY, OREGON

APPENDIX E:
MARION COUNTY

CRUSTAL EARTHQUAKE SCENARIO

Scenario Details
Ground Motion Map

SUBDUCTION ZONE EARTHQUAKE SCENARIO

Scenario Details
Ground Motion Map

GEOLOGIC HAZARD MAPS

Relative Ground-Shaking Amplification Susceptibility Map
Relative Liquefaction Hazard Susceptibility Map
Relative Earthquake-induced Landslide Susceptibility Map
Identified Landslide Areas Map

HAZUS-MH GLOBAL REPORT FOR CRUSTAL SCENARIO

HAZUS-MH GLOBAL REPORT FOR SUBDUCTION ZONE SCENARIO

CRUSTAL EARTHQUAKE SCENARIO DETAILS FOR MARION COUNTY

Crustal Earthquake Scenario: A magnitude 6.9 earthquake on the Mount Angel Fault.

For the magnitude 6.9 earthquake on the Mount Angel Fault scenario, we defined the fault source using the “deterministic seismic source” option within HAZUS-MH (Figure E1) (FEMA, 2003b). The fault and earthquake event were chosen by examination of USGS (2004) data and data in the Geomatrix Consultants, Inc. (1995) *Seismic Design Mapping, State of Oregon* report prepared for the Oregon Department of Transportation. In general, a likely worst-case scenario was selected. Figure E1 has the location of the fault, shown as the dark line, and the census tracts within Marion County. Figure E2 displays the peak ground acceleration (PGA) for the crustal scenario.

Scenario Name	Mount Angel M6.9
Type of Earthquake	Source
Fault Name	Mount Angel Fault
Historical Epicenter ID #	67
Probabilistic Return Period	NA
Longitude of Epicenter	-122.83
Latitude of Epicenter	45.05
Earthquake Magnitude	6.90
Depth (km)	0.00
Rupture Length (km)	30.69
Rupture Orientation (degrees)	0.00
Attenuation Function	Project 2000 West - Non Extensional

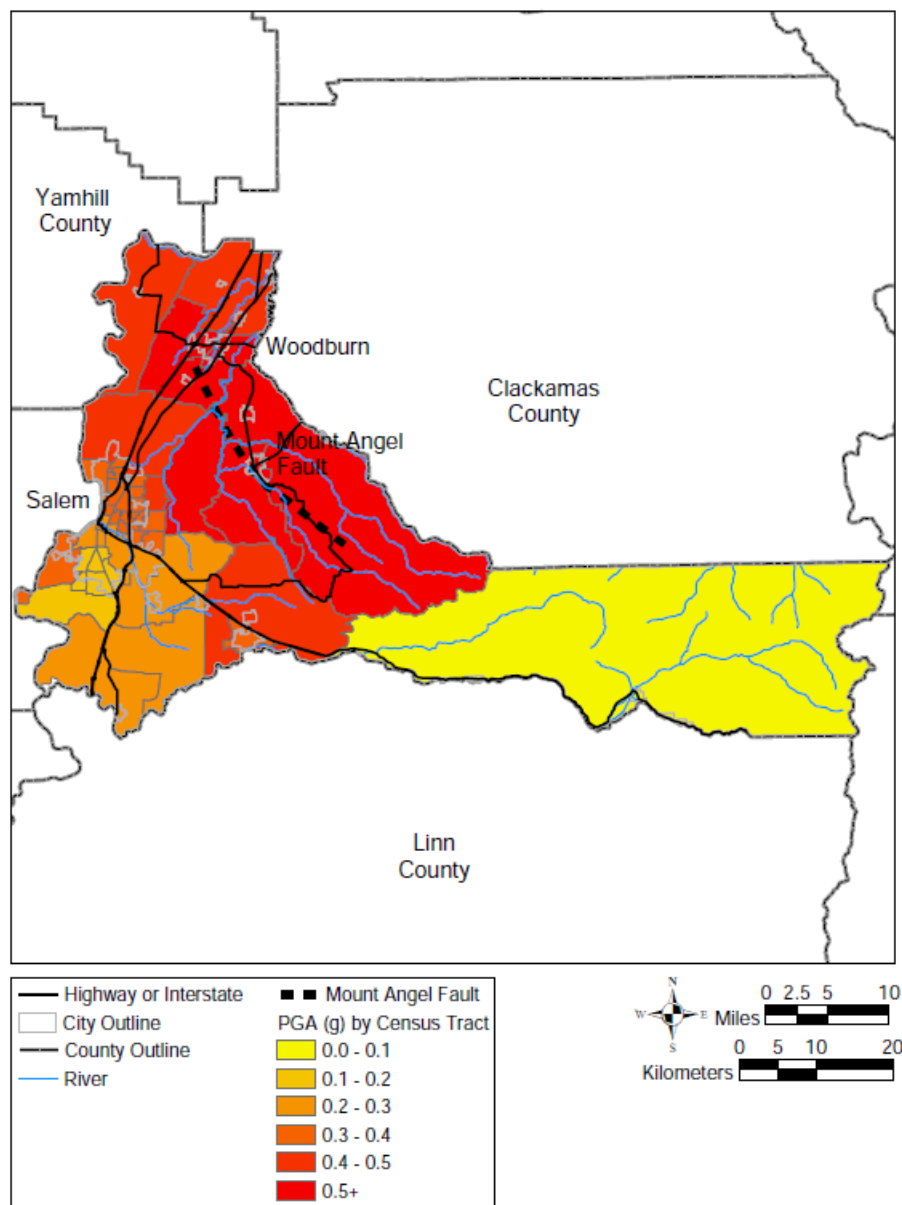
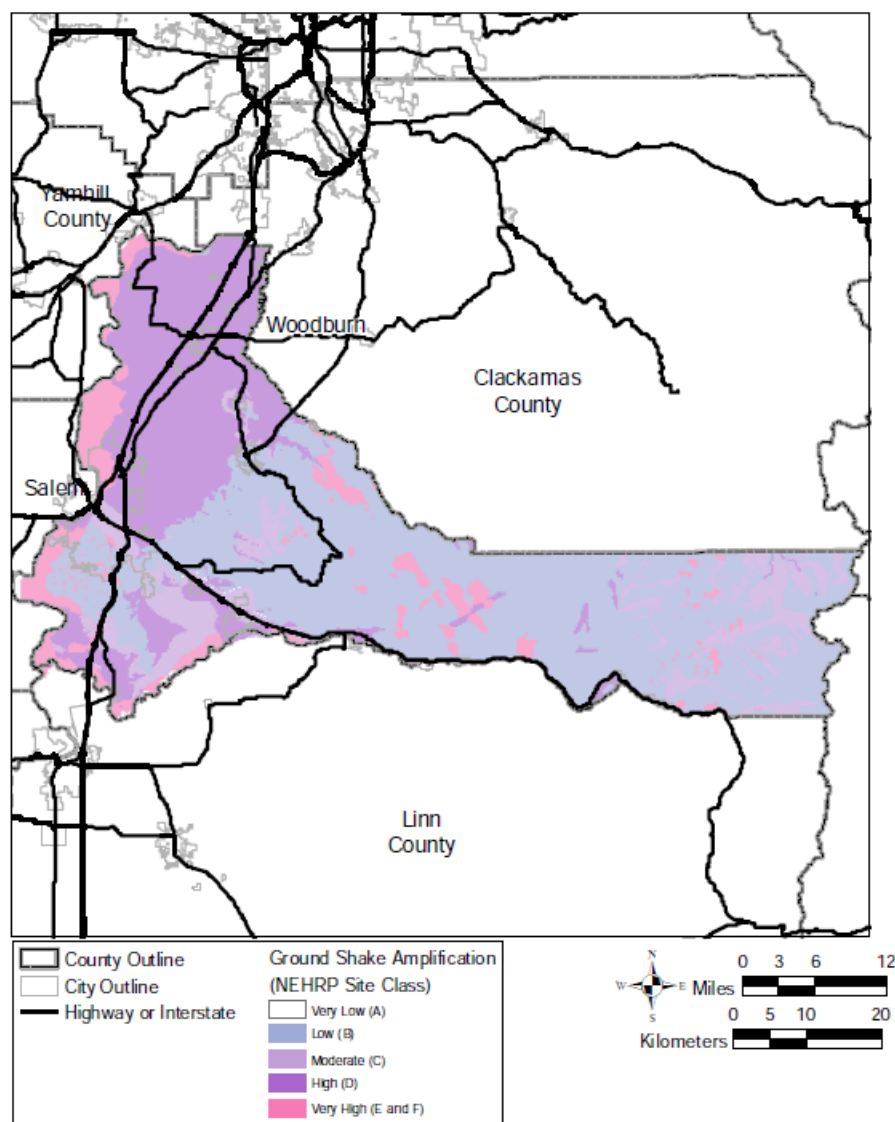
Crustal Earthquake Scenario Ground Motion Map

Figure E2. Peak ground acceleration (PGA) by census tracts map for the crustal earthquake scenario, Marion County, Oregon (FEMA, 2003b)

GEOLOGIC HAZARD MAPS

Relative Ground-Shaking Amplification Susceptibility Map**Figure E5.** Relative ground-shaking amplification susceptibility map for Marion County, Oregon.

Relative Amplification Hazard Map

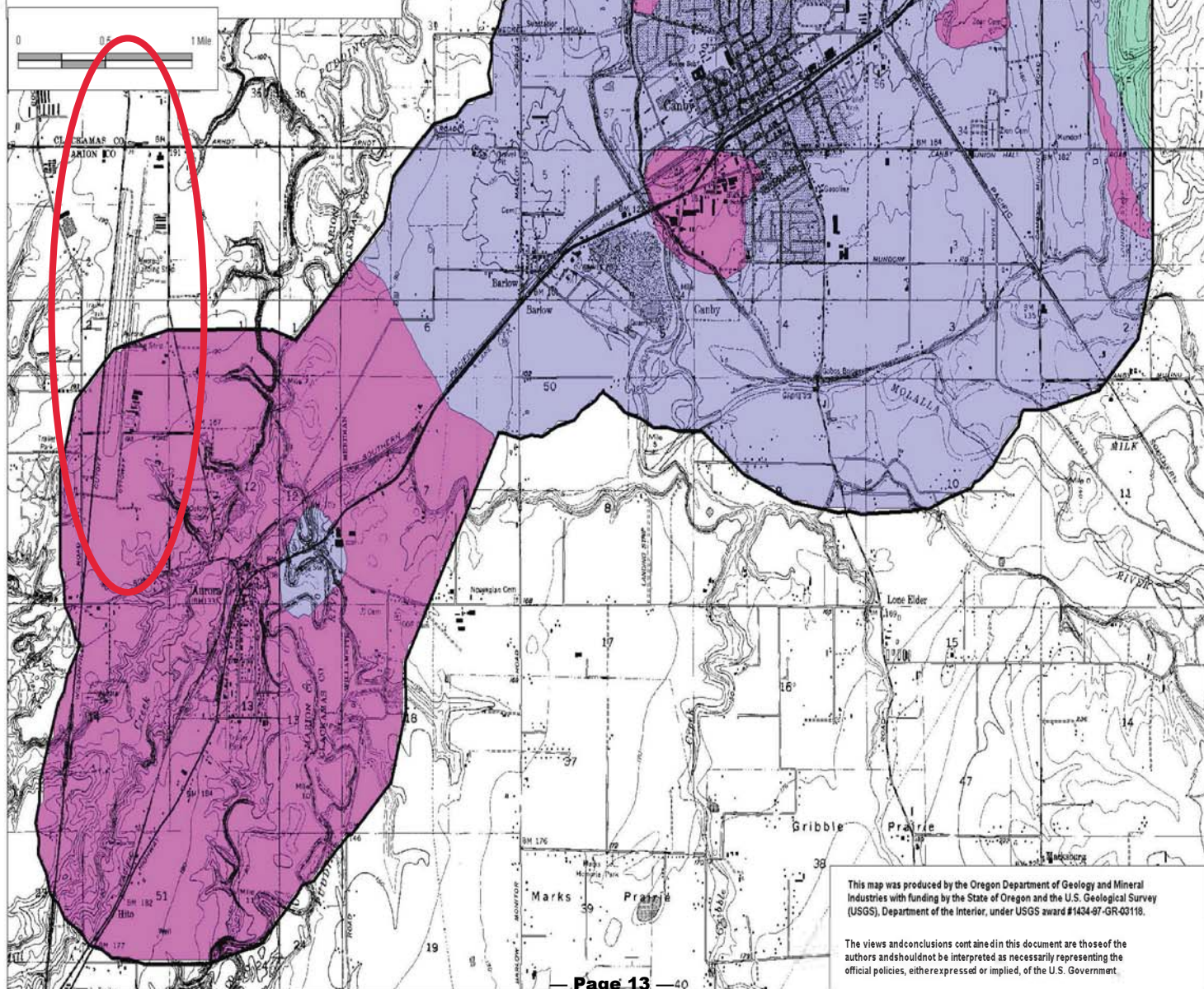
Hazard zones are based on the degree to which ground shaking from a given earthquake is likely to be amplified.

- Highest amplification hazard (UBC soil type E)
- Medium amplification hazard (UBC soil type D)
- Low amplification hazard (UBC soil type C)
- No amplification hazard (UBC soil type B)

See the accompanying text for an explanation of how these zones were defined and what the various levels of hazard mean.

IMPORTANT NOTICE

This map depicts only amplification hazard zones that are based on limited geologic and geophysical data as described in the accompanying report. At any given site in the map area, the maps for other types of hazards may show different hazard levels and need to be taken into consideration along with this map. This map cannot replace site-specific investigations. Some appropriate uses are discussed in the accompanying report.



Canby-Barlow-Aurora Urban Area

Relative Earthquake Hazard Map

Hazard zones are based on the combined effects of ground shaking amplification, liquefaction, and earthquake-induced landsliding.

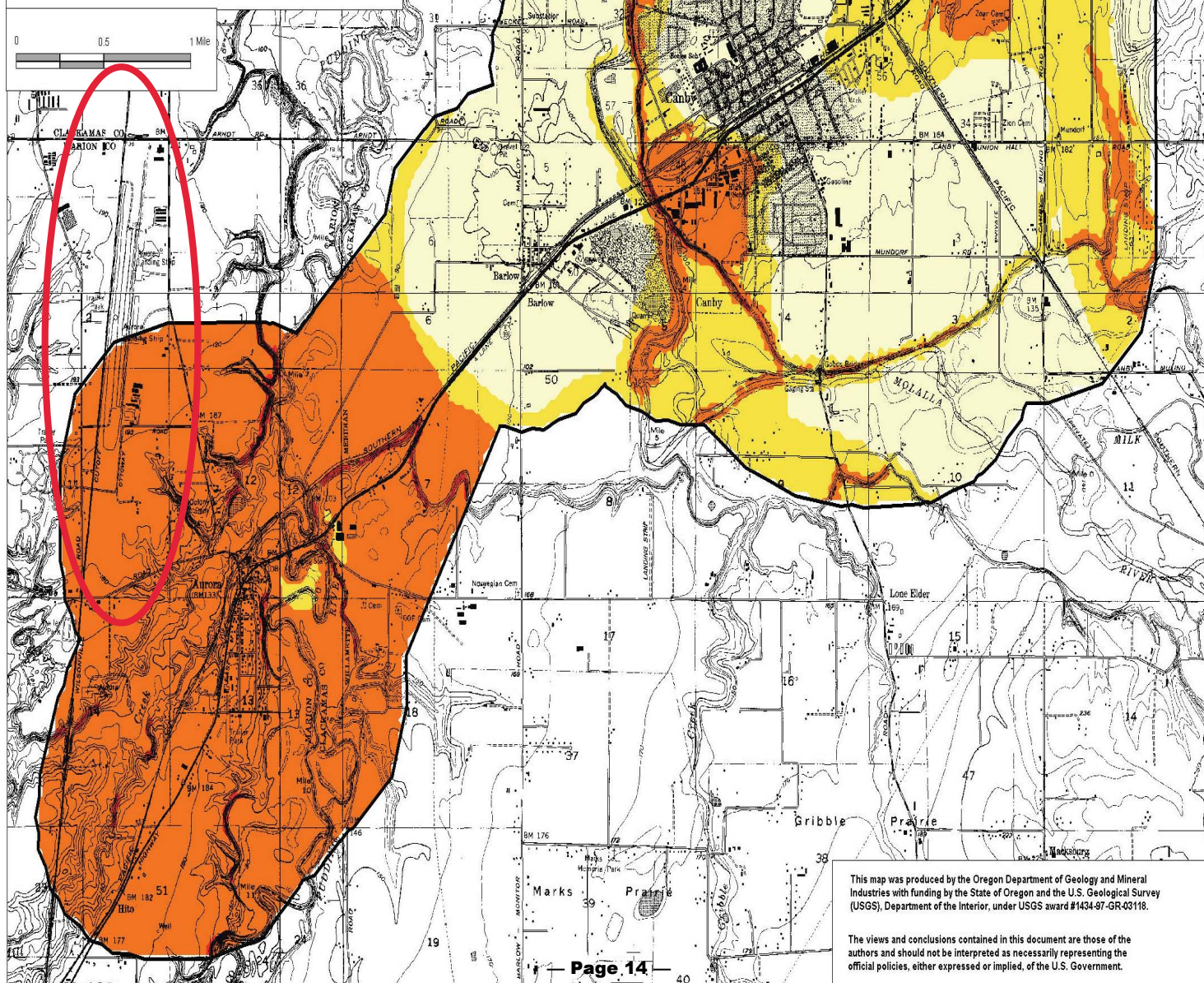
- Zone A -- Highest hazard
- Zone B -- Intermediate to high hazard
- Zone C -- Low to intermediate hazard
- Zone D -- Lowest hazard

See the accompanying text for an explanation of how these zones were defined and what the various levels of hazard mean.

IMPORTANT NOTICE

This map depicts earthquake hazard zones that are the result of combining the maps of individual hazards and are based on limited geologic and geophysical data. These hazards and data are described in the accompanying report. At any given site in the map area, site-specific data could give results that differ from those shown on this map. This map cannot replace site-specific investigations. Some appropriate uses are discussed in the accompanying report.

This map shows areas that are relatively more or less hazardous due to local geological conditions within a community. For a complete understanding of the earthquake hazard, see also GMS-100, Earthquake Hazard Maps for Oregon.

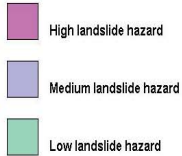


This map was produced by the Oregon Department of Geology and Mineral Industries with funding by the State of Oregon and the U.S. Geological Survey (USGS), Department of the Interior, under USGS award #1434-97-GR-03118.

The views and conclusions contained in this document are those of the authors and should not be interpreted as necessarily representing the official policies, either expressed or implied, of the U.S. Government.

Relative Hazard Map of Earthquake-Induced Landslides

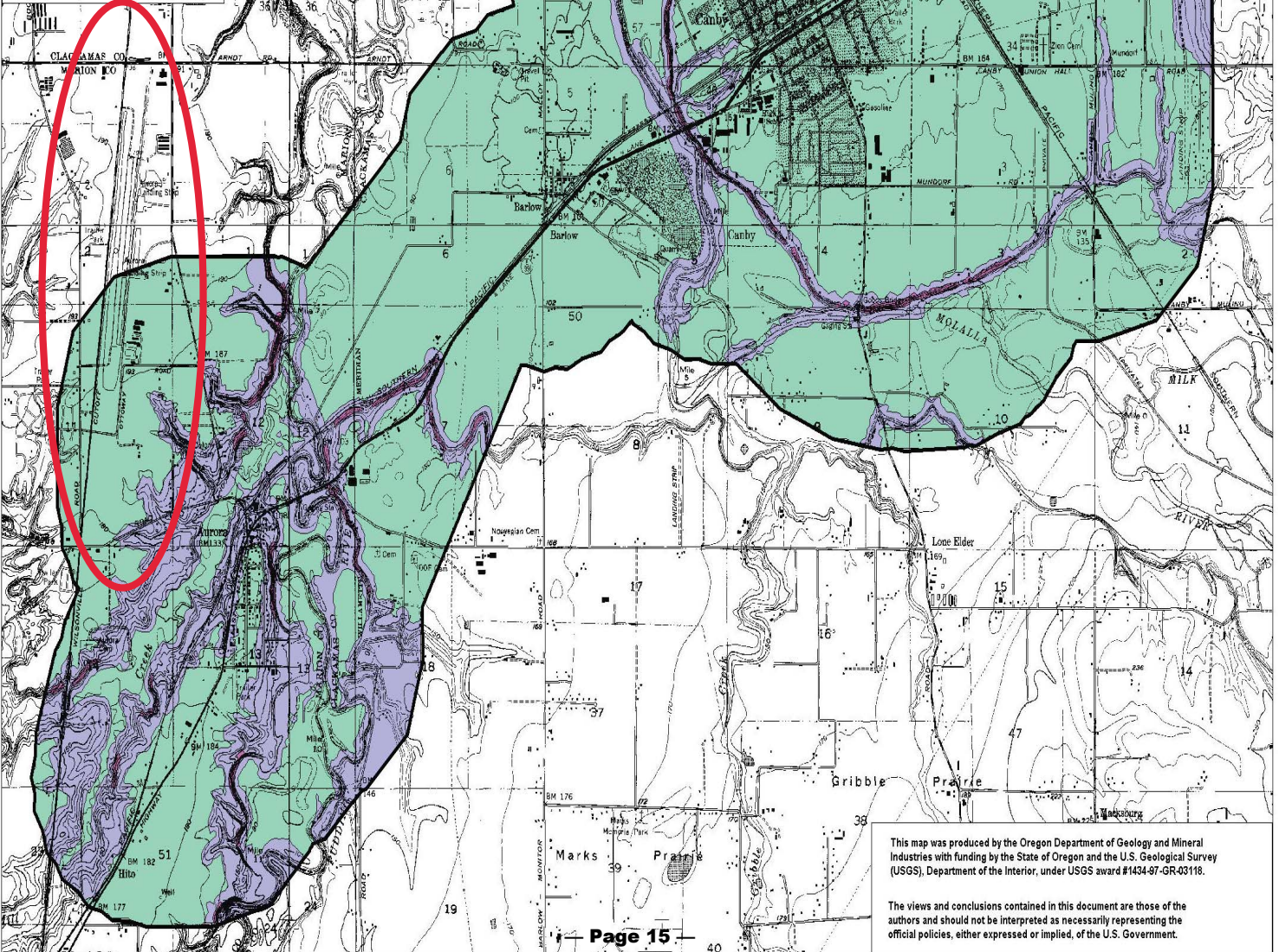
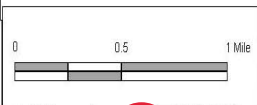
Hazard zones are based on the possibility that
a given earthquake will trigger landslides.



See the accompanying text for an explanation of how these zones
were defined and what the various levels of hazard mean.

IMPORTANT NOTICE

This map depicts only landslide hazard zones that are based
on limited geologic and geophysical data as described in the
accompanying report. At any given site in the map area, the
maps for other types of hazards may show different hazard levels
and need to be taken into consideration along with this map.
This map cannot replace site-specific investigations. Some
appropriate uses are discussed in the accompanying report.



This map was produced by the Oregon Department of Geology and Mineral
Industries with funding by the State of Oregon and the U.S. Geological Survey
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authors and should not be interpreted as necessarily representing the
official policies, either expressed or implied, of the U.S. Government.

Canby-Barlow-Aurora Urban Area

Relative Liquefaction Hazard Map

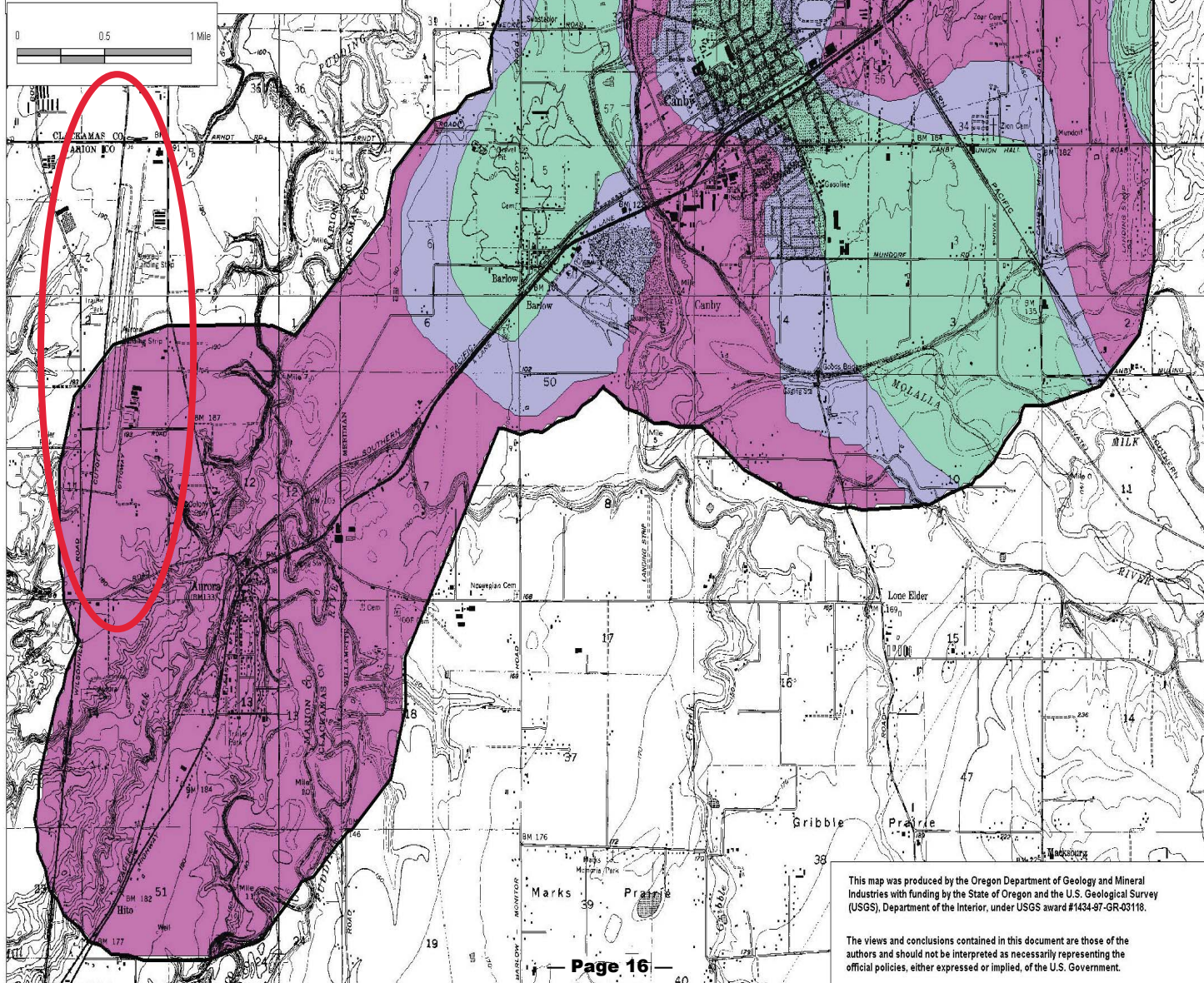
Hazard zones are based on the likelihood that liquefaction will occur in a given earthquake.



See the accompanying text for an explanation of how these zones were defined and what the various levels of hazard mean.

IMPORTANT NOTICE

This map depicts only liquefaction hazard zones that are based on limited geologic and geophysical data as described in the accompanying report. At any given site in the map area, the maps for other types of hazards may show different hazard levels and need to be taken into consideration along with this map. This map cannot replace site-specific investigations. Some appropriate uses are discussed in the accompanying report.



This map was produced by the Oregon Department of Geology and Mineral Industries with funding by the State of Oregon and the U.S. Geological Survey (USGS), Department of the Interior, under USGS award #1434-97-GR-03118.

The views and conclusions contained in this document are those of the authors and should not be interpreted as necessarily representing the official policies, either expressed or implied, of the U.S. Government.



**Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting SB 179:
*Legislation Restores Public Access to Trails and Recreational Facilities***

Scheduled for public hearing on Feb. 19, 2025, before
the Senate Committee On Judiciary

Chair Prozanski, Vice-Chair Thatcher, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of SB 179, which permanently restores recreational immunity for local governments that allow the public to walk and recreate on their publicly owned properties. This bill follows up on the temporary changes of SB 1576 in 2024 for immunity for landowners who allow public use of land without charge for recreational purposes.

Public access to trails and parks is a top priority for the Wilsonville residents, visitors and employees of Wilsonville businesses. Wilsonville's park system, which includes sports fields, sport courts, picnic shelters, trails and open spaces, also provides diverse recreational programming for all ages and abilities. The park system has grown by 23% over the past 12 years, from 230 acres in 2013 to 283 acres in 2025 with 18 parks, and is expected to continue to add acreage and facilities as population growth continues. METRO's 250-acre Graham Oaks Nature Park, located adjacent to the city, features three miles of trails, which connect to the regional Ice Age Tonquin Trail.

The Oregon Public Use of Lands Act passed in 1995 with a goal of encouraging public and private owners of land to make their land available to the public for recreational purposes. The purpose of the Act was to facilitate the ability of landowners, both public and private, that made their land available without charge for recreational use by the public were not liable if a person were to be injured while using the land for recreational purposes. The Act increased the availability of land for free recreation by limiting liability to cities, counties, parks, schools and a wide range of private owners, including farmers and timber companies that allow hunters, anglers, hikers, mountain bikers and other members of the public to use or traverse their lands at no charge.

SB 179 adds "walking, running, and biking" to the definition of recreational purposes (ORS 105.672) and adds improved trails to the recreational immunity provided via ORS 105.688. The City appreciates your consideration and urges a Do-Pass vote on SB 179.

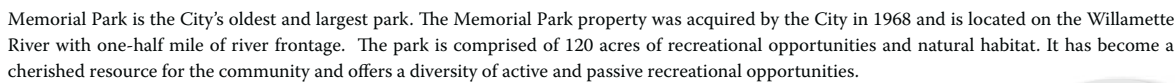
Shawn O'Neil, Mayor
City of Wilsonville

Attachment: City of Wilsonville Parks & Recreation Brochure

The Willamette River originates between the Cascade Mountains and the Coast Range. The area between these two ranges is referred to as the Willamette Valley. While the Willamette River is one of the nation's largest rivers, it also has the unique distinction of being one of only a handful of rivers that flows north. Because of the Chehalem Mountains, the river flows from west to east through the city separating the Charbonneau District to the south. The Willamette has always been a significant resource for Wilsonville. Historically, the Boone's Ferry crossed the river and connected Salem to Portland. This is the reason that Wilsonville was originally established. The river lies within the largest watershed in Oregon and provides a potable water source for the community. On average, 21 billion gallons of water flow past the Wilsonville banks daily. Downstream from Wilsonville, the river flows through Portland to its confluence with the Columbia River.



Coffee Lake Creek originates in the Tualatin-Sherwood area and flows south through Wilsonville to the Willamette River. The wetland habitat along the creek supports many important species of migratory and resident wildlife and native wetland plants. The Coffee Lake Wetlands is a part of the larger Tonquin Geological area whose unique landscape includes formations such as kolk ponds and basalt hummocks that were formed during the Missoula Floods some 13,000 to 15,000 years ago. In 2008, Boeckman Road was extended over the wetlands with a pedestrian side walk providing wildlife viewing opportunities. The impact of development was minimized with wetland mitigation and wildlife passage structures. A variety of wildlife including great blue heron, osprey, bobcat, raccoon, black-tailed deer and Northern red-legged frogs have been observed in this unique ecosystem.



Memorial Park is the City's center for active outdoor recreation and organized community team sports. It is a place where people gather for special events, picnics and day camps. There is a very clear distinction between the developed, grassy portions of the recreational core of the park and the forests that form a dense vegetative envelope that surrounds the recreational sports complex. Memorial Park features many amenities including: fields used for baseball/softball/soccer, boat dock, picnic areas, sand volleyball, disc golf, pickleball, drinking fountains, restroom facilities, an off leash dog run, tennis and basketball courts, skatepark, playgrounds and picnic shelters that can be rented for group functions.

Undeveloped portions of the park feature forested areas, stream riparian corridors and open meadow landscapes. Boeckman Creek bisects the park and joins the Willamette River just outside the southeast corner of the park. A pedestrian bridge over the creek provides an opportunity to view the City's first fish passage and stream restoration project. Approximately 50 acres of native forest can be explored in the park. The native landscapes of the park provide wonderful opportunities for walking and observing wildlife.

During the spring of 2015, the park recieved an updated 10-year Master Plan including: park rehabilitation, enhancement of existing elements and the addition of new recreational features.



Murase Plaza has become the community's playground. The interactive water feature and spray deck serve as a gateway into Memorial Park. As visitors move through the park, the amenities create a series of experiences that move the visitor from today to the City's rich past. Park users transition from urban to rural and architectural to nature as they move east across the park towards Boeckman Creek. An old nut orchard and the century old Stein-Boozier barn sit adjacent to the children's play area. Overall, the peaceful setting provides a draw for all ages and activity levels.

The Murase playground contains two large play structures with one of the structures being fully accessible.



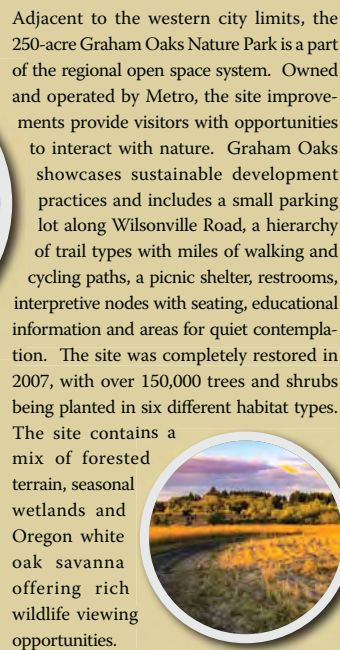
Town Center Park, an urban park located in the heart of the city, is a popular destination for people of all ages. One of the highlights of the park is a water feature where kids can play and splash on hot summer days. The park includes a large grassy area, kids play area, half-court basketball court, picnic areas and is home to community concerts and festivals. The Parks and Recreation Administrative Offices are also located within Town Center Park.

The Oregon Korean War Memorial was dedicated in Town Center Park on September 30, 2000. The memorial centerpiece is a 94 foot long 'Wall of Honor' containing the names of 287 Oregon service men and women killed in the Korean War. A bronze statue honoring General Douglas MacArthur is also located at the Memorial.


















Boone's Ferry Park is located along the Willamette River at the terminus of Boone's Ferry Road in Old Town. The park is the former location of the Boone's Ferry which crossed the Willamette River. River ferries crossed here for 107 years, transporting thousands of horses, cows, buggies, automobiles and pedestrians across the river connecting Salem to Portland prior to the completion of Interstate 5. Boone's Ferry ceased operations in 1954. The Tauchman House, located in Boone's Ferry Park, is a turn-of-the-century house available for private events. From Boone's Ferry Park, a trail under the Boone bridge connects to Memorial Park.

During the fall of 2018, the park recieved an updated Master Plan including: greater river access, a dog park, a new playground, increased trails and a landing site for the French Prairie Bridge.



A diversity of native habitats can be found within Wilsonville's park system. In the Willamette Valley, landscapes and plant communities have been influenced by geologic events, climate and cultural history. Glaciations, volcanic eruptions, earthquakes and floods have shaped the landscape and created distinct soils and landforms. Native people maintained open pasture through periodic burns and settlers cleared extensive areas for agriculture. Native habitats such as meadows, coniferous forests, mixed deciduous woodlands, riparian corridors and wetlands are all accessible in local parks. Take a moment to visit the Oregon Ash forested wetland at Park at Merryfield or the mixed coniferous/deciduous forests of Memorial Park.

[illegible]

-  Soccer Fields
-  Baseball/Softball Fields
-  Basketball Court
-  Sand Volleyball
-  Tennis
-  Pickleball
-  Skate Park
-  Children's Play Area
-  Interactive Water Feature
-  Off Leash Dog Area
-  Walking Trails
-  Picnic Tables
-  Public Restroom
-  Reservable Shelter
-  On-Site Parking

Park Rules

In an effort to keep Wilsonville parks safe and enjoyable for all users we ask that you obey the following:

Park hours are 5:00am to 10:00pm
unless otherwise approved.

Alcohol is not permitted in
Wilsonville parks unless approved
by permit.

All Wilsonville parks are smoke and tobacco-free.

Keep pets on-leash except in the Dog Park located at Memorial Park; properly dispose of pet waste.

Overnight camping is not allowed in Wilsonville parks.











No open flames, fires, charcoal grills or camp stoves shall be allowed. Propane grills may be used but must be kept on paved surfaces.

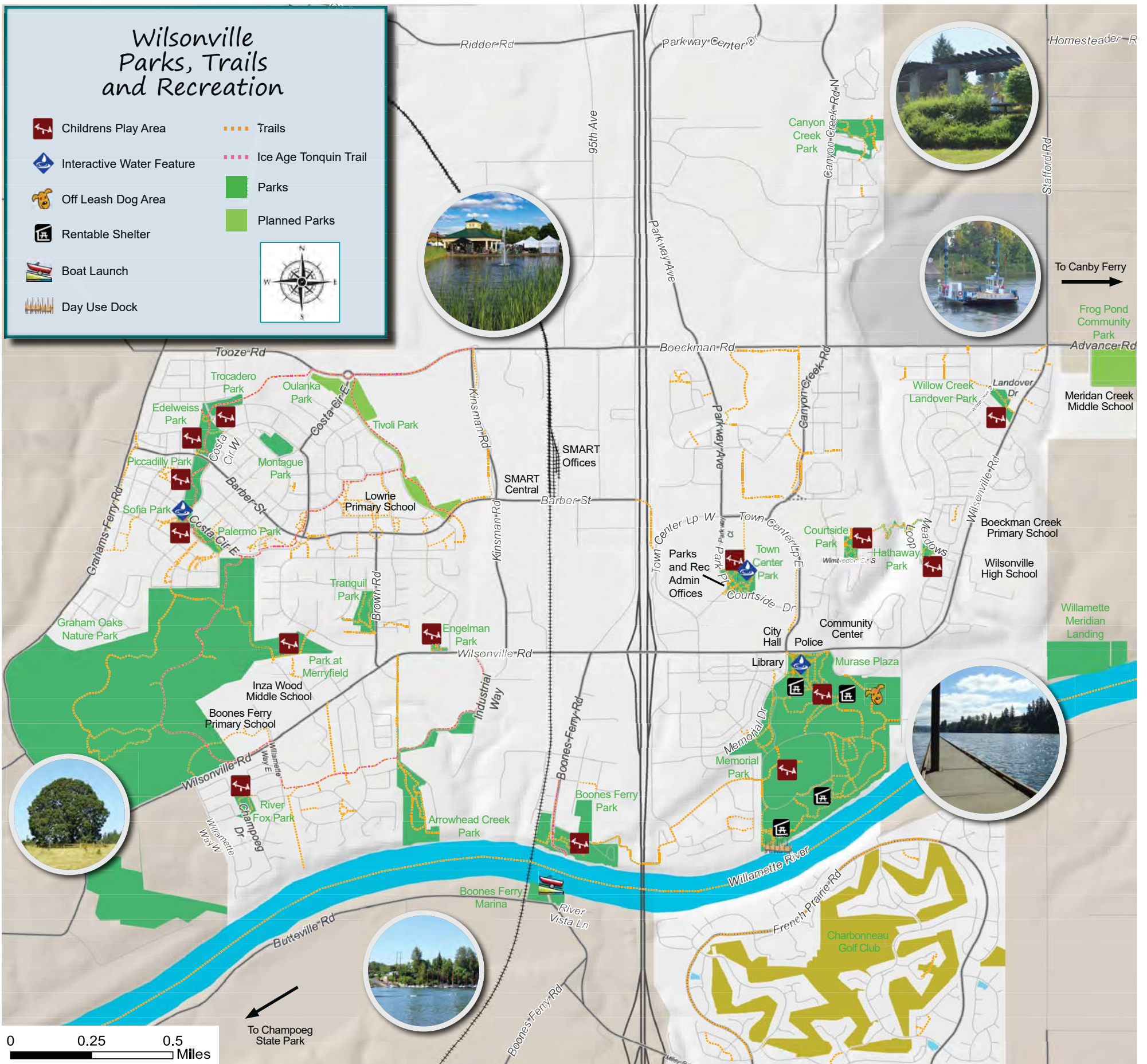
No person shall possess any loaded firearm; discharge any firearm, pellet gun, bow and arrow, slingshot, or other weapon capable of inflicting injury on any person, bird or animal.

No removal of, or damage to, park grounds, structures or facilities.



Wilsonville Parks, Trails and Recreation

-  Children's Play Area
-  Interactive Water Feature
-  Off Leash Dog Area
-  Rentable Shelter
-  Boat Launch
-  Day Use Dock
-  Trails
-  Ice Age Tonquin Trail
-  Parks
-  Planned Parks



Park Facility Rental

Stein-Boozier Barn

The Stein-Boozier Barn is a rustic barn (circa 1901) located in Murase Plaza, with a main gathering space of 1,325 square feet. Amenities include: clear bulb string-lighting, tables & chairs, and a 10' bar with a sink. The area in front of the barn contains terraced basalt stone seating and both front and rear sliding doors can be opened. Maximum capacity: 96



River Shelter

The River Shelter at Memorial Park sits in the SW corner of the park near ball field 5. This is the largest covered shelter in the park and its amenities include: electricity, water, 16 picnic tables, and a large grassy area suitable for lawn games. River access is just a short walk away. Maximum capacity: 200

Forest Shelter

The Forest Shelter at Memorial Park sits in the SE corner of the park and is a secluded shady shelter near ball field 3. Amenities include: electricity, water, and 20 picnic tables. The surrounding area is very wooded with a small sloping grassy area. Maximum capacity: 150



For more information and to view rental pricing, please visit:
WilsonvilleParksandRec.com/Reserve

Field Rental

Memorial Park

Fields are available for rent from April 1st to October 31st depending on weather conditions.

There are 5 baseball/softball fields and 3 soccer fields. The outfield of ball field 4 can be used for small sided soccer games.

Baseball/Softball Fields Dimensions:

Fields 1 and 2: Dirt infields with 60', 65', 70' and 80' base length capabilities

Field 3: Grass infield with pitching mound and 70', 80', and 90' base length capabilities

Field 4: Dirt infield with 60', 65', and 70' base length capabilities

Field 5: Dirt infield with 60' and 65' base length capabilities



Fields 1, 2, and 4 have lights

Wilsonville Parks

Recreational Opportunities

The City of Wilsonville is dedicated to creating community through people, parks, and programs. We strive to enrich the lives of Wilsonville citizens by providing diverse opportunities for personal development and social interaction.



The Parks and Rec Department provides recreation programs, encompassing all age groups from preschool to older adults and offering community members a chance to experience the arts, fitness programs, sports activities, family events and a wide range of classes.

To find out more information about our great program offerings, youth sports or special events please visit the Parks and Rec website.



Parks and Recreation Department
29600 SW Park Place
Wilsonville, OR 97070
503-783-PLAY | WilsonvilleParksandRec.com



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting an Amended HB 3031-1:

An Enlarged Scope of Residential Infrastructure Resource Could Substantially Advance State Goal for Housing Production

Scheduled for public hearing on Feb. 26, 2025, before the House Committee On Housing and Homelessness

Chair Marsh, Vice-Chairs Anderson and Breese-Iverson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in support of an amended version of HB 3031-1. The City of Wilsonville has been actively engaged with senior management of the Governor's Office and Department of Land Conservation and Development over the past year-plus in providing feedback on draft legislation, including hosting a tour this past summer of Wilsonville's residential development opportunities.

The City's proposed amendments to HB 3031-1 would enlarge the scope of the legislation to support substantial and significant infrastructure development off-site and for larger, new UGB greenfield areas. The City has worked for years to plan infrastructure development to serve the new Frog Pond East and South areas that are to be composed of 1,500-1,600 residential units, with approximately 50% of those units to be types of units expected to be affordable to moderate- or lower-income households. Infrastructure costs to develop the Frog Pond areas are estimated at \$45 million for water, wastewater and stormwater improvements.

The proposed legislation does not appear to aid in funding of off-site infrastructure improvements, such as Wilsonville's \$18 million Boeckman Road sewer-interceptor project to serve the Frog Pond areas. Cities cannot make developers pay for more than their proportional share of improvements to fund new infrastructure capacity without violating developers' constitutional protections under the 5th Amendment Takings Clause. Most of the time, the developer's contribution to off-site improvements is a fraction of the total cost for those off-site improvements, and cannot fully fund these vital public infrastructure improvements needed for new housing products.

Off-site improvements, such as the Boeckman Road sewer-interceptor project, are needed to unlock an entire area for development, as there is no available capacity in the downstream sewer system. A developer, however, is unlikely to agree to a deed

restriction related to affordable housing for that type of off-site public improvement project, and the City cannot mandate such a deed restriction without violating the developer's constitutional protections under the Takings Clause . This situation has not been corrected in the -1 amendment, greatly diminishing the legislation's potential effectiveness to significantly advance housing production.

While funding infrastructure for development with a ready developer partner is important, cities like Wilsonville also need funds not tied to a specific development in order to open up a larger mass of land for development. Otherwise, residential development will only be further delayed due to infrastructure needs with no specific funding source available. Once infrastructure is made available, development could occur at an accelerated pace. Moreover, developers will incur some savings not only in time, but also in a reduction of the amount, albeit limited, that they may have otherwise been required to contribute to a larger, off-site public improvement project.

A new subsection for funding off-site infrastructure improvements could be added to HB 3031-1 similar to the following:

“(X) Infrastructure funding not tied to a specific development proposal may be granted to a City, County, Service District or Tribal Government if the City, County, Service District, or Tribal Government can demonstrate all of the following:

“(a) The infrastructure will allow development of 20 or more gross acres that is otherwise development ready by having all necessary zoning and regulatory requirements in place;

“(b) Owners of property representing 75% of the acreage that would be served by the infrastructure have acknowledged in writing their interest in development in the near term.

“(c) Adopted zoning and other requirements provide for the development of housing types of which at least X percent would be expected to be affordable to moderate or low income households.

“(d) Specific requirements to qualify for funding under this subsection shall be established by rule.”

The -1 amendment appears to require all units in an eligible development to be affordable to low- to moderate-income households. While this “entire project” approach may work for smaller or in-fill projects, this model will not work for new, greenfield urban-growth

areas, which consist of hundreds of acres of potential residential development, and thousands of new residential units. In order to make development feasible in these areas, the amount of affordable units needs to be limited to a specific percentage of the overall housing units provided.

The proposed State infrastructure-funding resource of HB 3031 is critical to encourage development of mixed-income, large greenfield sites within the UGB. Facilitating these larger master-planned areas can produce a large amount of affordable units in a short timeframe — a State priority for housing production.

Based on conversations with builders, developers are not likely to develop large tracts that are 100% affordable. However, developers are open to providing 30% to 50% affordable, middle- to low-income housing of all the units constructed. Wilsonville recommends developing different standards for infill/small projects and large urban growth areas.

The City encourages the Committee to consider amending Section 2, Subsection (3):

“For developments of 50 acres or greater in gross area and planned for at least 650 residential units, at least X percent of units shall be subject to an affordable housing covenant, as defined in ORS 456.270, under which (A) of (B) must be satisfied.”

The City of Wilsonville is one of the fastest growing cities in the State and has a long track-record of producing a variety of housing integrated within every neighborhood, with half of our 27,000 residents residing in single-family homes and half living in multi-family communities.

Wilsonville has a streamlined land-use review process with clear and objective standards, which has provided an avenue for all of this housing production, and we continue to strive to improve that process wherever possible. Recently Metro regional government released building permit data that shows Wilsonville has provided 20%-25% of ALL the new housing produced in the greater Portland Metro area over a recent 10-year period.

The City appreciates your consideration of these proposed amendments to HB 3031-1.



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 3560:

Proposed Legislation Addresses Critical Need to Improve Child Care Availability that Benefits Both Working Families and Employers

Scheduled for public hearing on Feb. 27, 2025, before the
House Committee On Early Childhood and Human Services

Chair Hartman, Vice-Chairs Nguyen and Scharf, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in **support of HB 3560**, which expands the allowable areas for child care facility siting.

The proposed legislation does not prohibit imposing additional requirements on child care centers in residential zones—a provision Wilsonville supports. Given the commercial nature and operational intensity of child care centers, local jurisdictions must retain the ability to regulate them in residential areas.

For years, Wilsonville has heard from families, employers, and employees about the **shortage of child care options, which limits workforce participation and hinders businesses' ability to recruit and retain employees**. This issue is critical for both our residents and the 19,000+ employees who commute to Wilsonville for work. Recognizing the urgency, the City Council established a goal to:

"Convene a childcare partner consortium to understand the barriers, challenges, and opportunities for increasing childcare opportunities in Wilsonville. Consider the City's role and potential actions for supporting the outcomes."

Wilsonville's **2024 Childcare Survey for Families** identified three key challenges affecting child care availability and accessibility:

1. Staffing shortages
2. High operating costs
3. **Limited adequate facilities**

By allowing child care centers in **dense residential and employment zones**, state and local governments can help address these challenges and expand child care opportunities.

The **City of Wilsonville urges a Do-Pass vote on HB 3560** to improve child care access by increasing the locations where facilities can be sited. We appreciate your consideration.

Shawn O'Neil, Mayor
City of Wilsonville

Attachment: City of Wilsonville 2024 Childcare Survey for Families and a staff report summarizing key issues



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 3503:

Innovative Housing Plan Provides Opportunity for Older Homes to Be Acquired by Lower-Income Residents Who Can Become Homeowners

Scheduled for public hearing on March 3, 2025, before the
House Committee On Housing and Homelessness

Chair Marsh, Vice-Chairs Anderson and Breese-Iverson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in support of HB 3503.

For many years, the Wilsonville City Council has supported efforts to make home ownership more obtainable for our constituents. Home ownership has been demonstrated to be one of the key ways of building over time intergenerational family wealth. Furthermore, it offers more stable home environments and fosters stronger community connections for families with children. This bill provides an innovative approach for preserving affordable housing that otherwise would be converted to market-rate housing.

The bill requires that the Housing and Community Services Department disburse moneys to Community LendingWorks, a nonprofit Community Development Financial Institution (CDFI) based in Oregon since 2011, to provide grants to purchase housing in Clackamas County that will be made available through a community land trust as affordable housing to first-time home buyers.

Clackamas County seeks to sell over 140 older homes with high maintenance costs from a portfolio known as “scattered sites.” Due to disinvestment over time by the US Department Housing and Urban Development (HUD), this kind of voucher-supported housing is no longer being subsidized. The community land trust will own the land, and first time homebuyers will be able to buy into the house on the land and accrue equity instead of paying rent.

This proposal offers a good way to keep some of these scattered sites homes available to eligible lower-income homebuyers without having the houses vanish into market sales. The City appreciates your consideration and urges your support of HB 3503.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting an Amended HB 2138-1:

Ambiguous Phrases and Lack of Clarity in Some Sections of Proposed Legislation May Result in Unintended Consequences Detrimental to the State Goal of Increased Middle-Housing Production

Scheduled for public hearing on March 3, 2025, before the
House Committee On Housing and Homelessness

Chair Marsh, Vice-Chairs Anderson and Breese-Iverson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in support of an amended version of HB 2138-1. The City of Wilsonville has been actively engaged with senior management of the Governor's Office and Department of Land Conservation and Development over the past year-plus in providing feedback on draft legislation, including hosting a tour this past summer of Wilsonville's residential development opportunities.

Wilsonville was one of the first jurisdictions to adopt an HB 2001-compliant middle-housing code and has had substantial experience implementing it, including several middle-housing land divisions. Wilsonville also brings the experience of broadly allowing a variety of middle-housing housing throughout the City for decades. We hope you find the City's comments helpful in further shaping HB 2138-1.

Wilsonville is concerned that a combination of bonuses, novel definitions, and other special allowances in statute and rules lead to confusing definitions divorced from what a reasonable person could imagine what a word means. As an example, with the combination of density bonuses outlined in Section 3, defining duplexes as detached with middle-housing land divisions, a developer can put three detached units, each on its own lot, and call it a duplex. As a local government, it is difficult enough to explain, and for owners, neighbors and developers to understand, the array of choices to develop on a given site under current middle-housing statute and rules. These changes, though on the surface well-intentioned, add more complexity that may further confuse and bog down housing production.

Below are additional specific comments on different sections of the -1 amendment.

Section 1 (c) new definition of cottage cluster:

- The development form that five or more units of a broader defined cottage-cluster would take is unclear, particularly in how it interacts with definitions of multi-unit housing. Could “small” apartment buildings around a courtyard qualify as a cottage cluster under this definition? Is that the intent?
- Wilsonville suggests examining the approach we have used for years in our code: Wilsonville allows for a combination of attached and detached multi-unit development. We have allowed development of a cottage cluster-type development with larger units by calling it a multi-family development, while also maintaining a separate cottage-cluster definition for a specific development type focused on encouraging small homes.
- **Removing the limit of 900 square feet removes an important incentive to the construction of smaller needed housing.** There are other ways to accomplish what this legislation is trying to enable; for example, by allowing larger units around a courtyard, without changing this definition.

Section 1 (d) Middle Housing Land Division Definitions:

- **In Wilsonville’s view, the statute should not refer to the units of land resulting from middle-housing land divisions as “lots and parcels.”** Referring to them as “lots and parcels” can inadvertently give special rights to these units of land not intended in SB 458, which was the original middle-housing land-division bill in 2021 that made clear that the “child lots” were only for property ownership purposes, closely akin to condo ownership, rather than zoning or allowing number of units. The language in HB 2138-1 confuses this concept and language.
- Wilsonville uses the term “middle housing land division units” to refer to units of land or “child lots” that result from middle-housing land divisions. This more precise definition creates much more clarity when looking at a plat to understand what the legal rights of a given unit of land are. It is vital to keep clear the legal rights of a middle-housing land division unit and a traditional lot, as they are quite different, especially in terms of additional housing units allowed. **The City thus suggests using “Middle Housing Land Division Unit” instead of “lot or parcel” to achieve the same result without confusing the difference between a**

unit of land created from a traditional subdivision or partition versus a middle housing land division.

Section 3 Density Bonuses

- Middle housing possibilities are already complex to understand for many developers and property owners and these changes make them more so. While the City is not taking a stance, at this time, on the merits of the concept of density bonuses, we want to point out some potential technical issues and possible solutions.
- **For the affordability bonus, the threshold for the bonus seems too broad. It should be narrow enough to only apply when there is intentionality in seeking the bonus.** If the threshold for qualifying for the bonus is set too high, such as 130% of AMI, then a majority of smaller units would qualify and a majority of middle-housing lots would likely also qualify for the additional unit, intentional or not. However, if the affordability bonus is set lower, such as at 80%, then this creates a specific incentive for a specific type of underproduced unit that would not be built without specific intentionality to take advantage of the bonus.
- For accessibility bonus, similar to the affordability bonus, the threshold for the bonus should be narrow enough to drive intentionality. If the only requirement is that the units have minimal stairs to navigate to the entrance and have single-level living, that may cause a large percentage of middle-housing developments to qualify, rather intentional or not. However, if the requirement ensures some type of interior accessible design, outside of single-level living, that can better provide the desired incentive to produce specific needed units.
- For a technical standpoint, it is unclear how density bonuses work for cottage clusters, as they are already exempt from density requirements and are only limited by site-design constraints.

Section 13: Clear and objective standards for the tree code:

- (C) Tree Code. The ability to have an alternative discretionary path is not clear in the proposed language. **An updated statute needs to ensure that an alternative discretionary path is still available to work out potential better solutions on a**

case-by-case basis. The City has been reviewing subdivisions with tree regulations for nearly 30 years successfully, including having no tree-related issues being appealed to LUBA. The proposed requirement would take away aspects of the flexibility that has allowed this to be successfully navigated for decades.

The City's proposed amendments to HB 2138-1 would provide greater clarity and remove uncertainty that allows local governments and developers to focus on producing more middle-housing residential development.

The City of Wilsonville is one of the fastest growing cities in the State and has a long track-record of producing a variety of housing integrated within every neighborhood, with half of our 27,000 residents residing in single-family homes and half living in multi-family communities.

Wilsonville has a streamlined land-use review process with clear and objective standards, which has provided an avenue for all of this housing production, and we continue to strive to improve that process wherever possible. Recently Metro regional government released building permit data that shows Wilsonville has provided 20%-25% of ALL the new housing produced in the greater Portland Metro area over a recent 10-year period.

The City appreciates your consideration of these proposed amendments to HB 2138-1.



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 2679:

Proposed Legislation Restricts Use of Products Containing Powerful Class of Neonicotinoid Pesticides Shown to Be Harmful to Pollinators and Ag Industry

Scheduled for public hearing on March 4, 2025, before the
House Committee On Climate, Energy, and Environment

Chair Lively, Vice-Chairs Gamba and Levy, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of HB 2679, which directs the State Department of Agriculture to classify certain pesticides containing neonicotinoids, aka neonics, as restricted-use and prohibit application of restricted-use neonicotinoid pesticides on residential landscapes, subject to certain exceptions.

In June 2013 Wilsonville was the site on private property of reportedly the largest pollinator bumble bee-kill in the history of the US, a distinction that our community does not relish — all due to the application of neonicotinoid pesticides by trained professional applicators. This powerful class of pesticides has been shown conclusively to harm pollinators throughout the life-cycle of the product, with detrimental effects continuing long after initial treatment since plants take-up the pesticide into their tissues.

The two scientific research papers published in 2024 titled “Human acute poisoning incidents associated with neonicotinoid pesticides in the U.S. Incident Data System (IDS) database from 2018–2022” and “Neonicotinoid pesticides: evidence of developmental neurotoxicity from regulatory rodent studies,” highlight how the risks of exposure are especially concerning for infants and children, who can ingest neonics through contaminated food, water, and even breast milk.

In 2020, the US EPA issued an advisory to homeowners to not use neonicotinoid products. In 2014, the European Union banned the use of three types of neonicotinoid pesticides in crops that attract bees.

Many local, Wilsonville-area farming and nursery businesses are dependent upon pollinator health for propagation of key nut, fruit and vegetable crops. The Department of Agriculture found that four separate bumble bee-kill incidents in 2013 and three separate bee-kill incidents in 2014 were due to applications of neonicotinoid pesticides by duly licensed pesticide applicators.

The City appreciates your consideration and urges your support of HB 2679.



Shawn O'Neil, Mayor
City of Wilsonville

EXHIBITS:

- Environmental Health, 2024, “Human acute poisoning incidents associated with neonicotinoid pesticides in the U.S. Incident Data System (IDS) database from 2018–2022 – frequency and severity show public health risks, regulatory failures”
- Frontiers in Toxicology, 2024, “Neonicotinoid pesticides: evidence of developmental neurotoxicity from regulatory rodent studies”
- Los Angeles Times, Jun 21, 2013, “Pesticide blamed in death of 25,000 bumblebees in Oregon”
- ABC News, Jun 22, 2013, “More Than 25,000 Bees Die in Oregon.”
- Time magazine, August 19, 2013, “A World Without Bees: The Price We'll Pay If We Don't Figure Out What's Killing The Honeybee.”



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 3700:

Lack of Trained Water and Wastewater Operators Demonstrates High Need for State Program to Certify Qualified Out-of-State Operators

Scheduled for public hearing on March 4, 2025, before the
House Committee On Higher Education and Workforce Development

Chair Hudson, Vice-Chairs Fragala and Harbick, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of HB 3700, which permits the Environmental Quality Commission (EQC) to adopt rules to provide sewage treatment certification to individuals who are certified in another state and permits the Oregon Health Authority (OHA) to adopt rules to provide water-treatment certification to individuals who are certified in another state.

Wilsonville's Public Works Department has encountered challenges in recruiting, training, and retaining certified water and wastewater operations employees. In addition, projected statewide retirements of qualified staff over the next decade will exacerbate the problem for all operators of water and wastewater systems.

Providing clarity for out-of-state applicants on how their experience translates to Oregon's certification requirements will offer much-needed certainty in recruitment while maintaining high standards required to protect public health and the environment.

This bill is an important step toward a thorough conversation on reciprocity for drinking water and wastewater operators. I urge your support to help ensure Oregon's cities have access to a qualified workforce.

The City of Wilsonville appreciates your consideration and urges your support of HB 3700.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 3634:

Lack of Trained Water and Wastewater Operators and Pending Retirements Demonstrates High Need for State Program to Improve Workforce

Scheduled for public hearing on March 4, 2025, before the
House Committee On Higher Education and Workforce Development

Chair Hudson, Vice-Chairs Fragala and Harbick, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of HB 3634, which establishes the Water Workforce Program in the Higher Education Coordinating Commission (HECC) to operate workforce development initiatives for the water and wastewater utilities sector and requires HECC to provide grants to local workforce development boards and those boards to administer the program..

Wilsonville's Public Works Department has encountered challenges in recruiting, training, and retaining certified water- and wastewater operations employees. In addition, projected statewide retirements of qualified staff over the next decade will exacerbate the problem for all operators of water and wastewater systems.

In 2023, the Legislature approved one-time funding for the development of a training facility for certified operators and technical assistance staff in partnership with the Oregon Association of Water Utilities. Sustained funding for regional training facilities and direct funding for utilities hosting training programs is needed to train the next generation of water and wastewater operators.

Reliable water infrastructure is essential for public health and community well-being, yet cities face a growing crisis as a significant portion of the workforce nears retirement. Without trained replacements, Oregon risks disruptions to safe drinking water and wastewater services. HB 3634 is a proactive solution to recruit, train, and retain skilled professionals in this vital field. The City of Wilsonville appreciates your consideration and urges your support of HB 3634.

Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing SB 49-1:
*Proposed Preemption of Local Control by the State Is Detrimental to Communities
and State Goal to Increase Housing Production***

Scheduled for public hearing on March 5, 2025, before the
Senate Committee On Housing and Development

Chair Pham, Vice-Chair Anderson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to SB 49-1.

Section 2 of SB 49-1 usurps local control by requiring adoption of previously optional model codes from the Department of Land Conservation and Development (DLCD), thereby removing local control and flexibility. Cities will no longer be able to tailor their zoning to their local needs and implement creative solutions to build housing in their communities, instead having to adopt at least one DLCD model code.

The proposed legislation removes land-use goal planning when creating more density or upzoning of land. Cities will no longer be required to plan for Goal 10 (Housing), Goal 11 (Infrastructure), and Goal 12 (Transportation) when increasing the density requirements of a parcel of land — the exact aspects of urban infrastructure that cities need to plan for when requiring increased density.

SB 49-1 changes the fundamental makeup of the state's Building Code Structures Board, the body that decides our statewide building codes, by adding potentially multiple multi-family developers, while removing key experts in contracting, building management, and heavy-industry construction.

The bill prohibits minimum density requirements that for many cities are a key tool to promote desired types of needed housing, to prove that they are meeting Goal 14 (Urbanization), and to meet the requirements of the state-mandated Housing Production Strategies.

Oddly enough SB 49-1 proposes to change the Inclusionary Zoning (IZ) program statutes to require cities to subsidize developments if they want to create an IZ program. There are already a variety of barriers to cities establishing IZ programs, adding additional cost burden to cities is not the answer to encourage greater housing production.

The City of Wilsonville appreciates your consideration and urges your opposition to SB 49-1.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 3546:

Proposed Legislation Equitably and Fairly Allocates Costs of New Power Generation and Transmission to Industrial Customers Creating Demand

Scheduled for public hearing on March 6, 2025, before the
House Committee On Climate, Energy, and Environment

Chair Lively, Vice-Chairs Gamba and Levy, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of HB 3546.

Media reports indicate that electrical rates have increased by 50% over the past four years primarily in order cover costs for increased electrical power generation and transmission for certain industrial customers that demand new power in enormous amounts. These high rate increases over a short period of time are detrimental to the financial health of both residents and small businesses. With 34% of our residents struggling to meet basic housing needs and support their families, it is unjust to burden them with these extraneous expenses.

Double-digit increases in electricity and natural gas rates over the past two years have led to utilities reporting that they have cut service to a record number of Oregon customers who are behind on paying monthly utility bills.

The increasing number of energy-intensive data centers is unprecedented in size and scope: the energy needs are greater than the power system has ever needed to serve and are always at peak load demand. Never has a single set of customers accounted for so much growth so quickly on the power grid system as data centers have demonstrated.

The Citizens Utility Board indicates that PGE has incurred \$210 million in local transmission upgrades to serve data center load and those costs are shared by all customers. Rates for residential customers are 19.6 cents/kWh vs. 8.2 cents/kWh for industrial customers that include data centers, a 139% difference.

Utility costs are assigned to rate classes; the proposed legislation creates a data center rate class. Precedent has already been set for power customers with unique cost implications – like irrigators and street lighting – to have their own rate class. HB 3546 allows state regulators to assign these high costs to those customers creating these new expenses.

The City appreciates your consideration and urges your support of HB 3546.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting SB 1086:
Legislation Provides for State Agencies Collaboration to Increase the Number of Qualified Building Inspectors Who Can Help with Housing Production

Scheduled for public hearing on March 11, 2025, before
the Senate Committee On Labor and Business

Chair Taylor, Vice-Chair Bonham, and Members of the Committee:

I am testifying in support of SB 1086, which directs the Department of Consumer and Business Services (DCBS) to establish an apprenticeship program for building inspectors in cooperation and coordination with the State Apprenticeship and Training Council.

The City of Wilsonville is a rapidly growing Oregon community that provides both single- and multi-family residential living opportunities.

Building inspectors are needed to review, inspect, and approve all new housing projects in Oregon. In order to advance housing production on a timely basis, local jurisdictions need access to a ready supply of building inspectors who are able to competently inspect new dwellings under construction prior to occupation in order to ensure public safety.

There is an increasing shortage of building inspectors statewide due to retirements and increased demand for these services. Inspectors play an important role for ensuring our communities are built safe and in compliance with the latest building codes

SB 1086 will provide a new apprenticeship training path for inspectors in addition to those already in the field. This bill will help curtail the workforce shortage of inspectors and help keep housing approvals on track to meet statewide housing production targets.

The City appreciates your consideration and urges a Do-Pass vote on SB 1086 with a referral to Ways and Means. Thank you for your time and consideration.

Sincerely,

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O’Neil Supporting HB 3453:

Legislation Provides Opportunity to Improve I-5 Commuting Between Portland Metro Area–North Willamette Valley With Reliable High-Capacity Transit Option

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 testifying in strong support of HB 3453, bipartisan legislation that creates the Westside Express Service Authority to assume operational responsibility of WES from TriMet.

The City of Wilsonville operates the award-winning South Metro Area Regional Transit (SMART) agency, which collaborates with the Salem Area Mass Transit District (“Cherriots”) to share the Monday through Friday commuter “1X Express” bus route on I-5 between Wilsonville and Salem. SMART buses meet each WES train arriving in Wilsonville to provide last-mile connections to local-area employers. SMART also provides regular fixed-route transit service within Wilsonville, and to Canby and Tualatin, and also plans new service to Oregon City and Woodburn starting in 2025.

HB 3453 provides the opportunity to improve I-5 commuting and mobility options between the Portland Metro Area and the North Willamette Valley Salem/Keizer Metro Area with a reliable high-capacity public-transit alternative with multiple benefits:

- **Increasing population of Portland metro and North Willamette Valley region needs mobility options**, especially for working commuters, students and seniors, many of whom require transportation for jobs, education and medical appointments.
- **I-5 traffic congestion continues to worsen** and potential tolling of I-205 and I-5 in Portland metro area requires a reliable public-transit alternative unaffected by highway traffic congestion and tolls.
- **Additional Federal Transit Administration (FTA) support for high-capacity transit** WES commuter rail service connecting METRO and SKATS—two federally-designated Metropolitan Planning Organizations (MPOs) Transportation Management Areas (TMAs)—that can increase ridership and supporting revenue.

- **Transit commuting and shopping option supports economic-development efforts** of North Willamette Valley communities that seek to expand job opportunities and access to medical appointments for residents.
- **Use of former Oregon Electric Railway line**, now owned by Portland & Western and BNSF Railroads both of which support prospective WES extension, that operated from 1908 to 1933.

As traffic congestion on the South Portland Metro and North Willamette Valley I-5 corridor continues to worsen, commuting workers, shoppers and elderly constituents with medical appointments would welcome a public-transit alternative unaffected by ever increasing I-5 highway traffic congestion. As a commuter train, WES is unimpeded by highway traffic congestion, offering the potential for a reliable transportation option that connects two major metro areas.

The City believes that the WES study of a potential extension provides the state an opportunity to leverage substantial Federal Transit Administration (FTA) funds for commuter rail service connecting the Portland METRO and Salem-Keizer SKATS—two Metropolitan Planning Organizations (MPOs) Transportation Management Areas (TMAs)—and that can increase greatly WES ridership.

The primary reason that WES has failed to live-up to ridership targets is that WES currently only operates with a limited schedule and acts only as inter-city suburban connector for Beaverton, Tigard, Tualatin and Wilsonville. **Connecting the greater Portland and Salem/Keizer metro areas offers the opportunity to greatly enhance ridership and supporting revenue generation.**

Twice in the past two years members of the bipartisan Joint Committee on Transportation voted unanimously in support of proposed legislation that would have directed the Oregon Department of Transportation to undertake a study of extending WES from Wilsonville to Salem: [SB 1572](#) in 2024 and [HB 2662](#) in 2023.

SB 1572 enjoyed considerable support from a wide range of constituencies, including 27 legislators as co-sponsors, local governments along the line, transit agencies, associations and community nonprofits. Specifically, the 2024 Portland–Salem/Keizer Metro Areas WES I-5 Commuter Rail Extension Study Coalition included all of the cities along the route and other stakeholders, including:

- The cities of Aurora, Beaverton, Donald, Hubbard, Keizer, Salem, Tualatin, Tigard, Wilsonville and Woodburn;

- Transit agencies and intergovernmental organizations including the Mid-Willamette Valley Council of Governments (MWV COG), Salem Area Mass Transit District (“Cherriots”), SMART (South Metro Area Regional Transit) and Yamhill County Transit;
- Associations that include the Metropolitan Mayors’ Consortium and Association of Oregon Rail and Transit Advocates;
- Organizations that include 1000 Friends of Oregon and Travel Salem; and
- The railroads operating along the line, including Portland & Western and BNSF.

Proposals to generate highway revenue by tolling I-5 and I-205 in the Portland metro region raises equity issues of impacts to low-income populations of potential tolls to North Willamette Valley commuters. The lack of sufficient reliable, public-transit commute options along I-5 from Salem/Keizer to Portland area makes a non-highway mobility option like WES more attractive.

The City appreciates your consideration and urges a Do-Pass vote on HB 3453 with a referral to Ways and Means. Thank you for your time and consideration.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville

Enclosure:

Article – “Panel hears support for Wilsonville-Salem commuter rail study,” Portland Tribune, Feb 14, 2024

“Support SB 1572 – ODOT Study Connecting Portland Metro-Area WES Commuter Train to Salem/Keizer Metro, Extending from Wilsonville to Salem,” Portland–Salem/Keizer Metro Areas WES I-5 Commuter Rail Extension Study Coalition, Feb 9, 2024

Panel hears support for Wilsonville-Salem commuter rail study

By Peter Wong, Portland Tribune

Feb 14, 2024

10 hrs ago

https://www.portlandtribune.com/news/panel-hears-support-for-wilsonville-salem-commuter-rail-study/article_823c06c0-cb82-11ee-b447-3fc167679c48.html?utm_medium=social&utm_source=email&utm_campaign=user-share



Testifying at a Feb. 13 hearing of the Oregon Legislature's Joint Committee on Transportation are from left Dwight Brashear, transit director for South Metro Area Regional Transit (SMART), based in Wilsonville; Miles Pengilly, representing TriMet, and Maria Hinojos Pressey, president of the Salem Area Mass Transit District board. PMG PHOTO: PETER WONG



Testifying for a proposed study of Wilsonville-Salem commuter rail are from left Sen. Aaron Woods, D-Wilsonville; Rep. Courtney Neron, D-Wilsonville, and Rep. Kevin Mannix, R-Salem. They spoke Feb. 13 at a hearing of the Oregon Legislature's Joint Committee on Transportation on Senate Bill 1572. Woods and Mannix sit on the panel. Woods is chief sponsor and the others co-sponsors. PMG PHOTO: PETER WONG

A study of commuter rail service between Wilsonville and Salem is not a new idea.

But unlike a proposal more than a decade ago — and another that was left behind in last year's session — the latest legislation for a study drew an overwhelming response from lawmakers, city and transit officials, and other advocates who testified Tuesday, Feb. 13, to the Oregon Legislature's Joint Committee on Transportation.

The earlier proposal was sponsored by then-Rep. Mitch Greenlick, a Democrat from Portland who died in 2020 after 17 years in the House and made a study a pet project. It led to a broad analysis completed in 2010 by the Oregon Department of Transportation.

A proposal for a more detailed study in House Bill 2662 cleared the joint committee in the 2023 session. But it died in the Legislature's budget committee.

Now, as lawmakers gear up for 2025 — when they will consider Oregon's next major round of transportation projects and funding for a decade — the idea has renewed political momentum in the current short session due to close by March 10.

Sen. Aaron Woods, a Democrat from Wilsonville, is the chief sponsor of Senate Bill 1572, which calls for the more detailed study by ODOT. Woods was elected in 2022 from a newly redrawn district that has seen population growth and more jobs.

"However, we have seen the congestion it has caused on Interstate 5, impacting our air quality and extending our daily commutes and taking precious hours from our lives," Woods, who also sits on the joint committee, said to open the hearing. "Extending the WES commuter train is our chance to change that narrative. It is about making our community a place where public transport isn't just an option, but a preference."

His reference was to the Westside Express Service (WES), which TriMet operates on Portland & Western tracks between Wilsonville and Beaverton, but only during peak morning and evening

hours Monday through Friday. The service began in 2009 after a decade of planning and construction.

Two other chief sponsors are Republican Reps. Kevin Mannix of Salem and Democratic Rep. Courtney Neron of Wilsonville, who also sponsored the failed effort in 2023. Mannix also sits on the joint committee.

“I wish I could say it was my idea, but I can’t,” Mannix said. “They have put together a coalition of all these communities along the line that are looking toward a vision of a commuter line with a number of stations where people will be able to get on board and off from Wilsonville down to Salem. I would hope that later, we could consider the further extension of this line from Salem to Eugene.”

Neron added: “I hope you will do this again so we can finish this unfinished business in this short session... This bill is an opportunity to mitigate increased congestion and carbon emissions.”

Broader study planned

What may be the difference this time, as opposed to last year, is that Sen. Chris Gorsek, a Democrat from Gresham and co-chair of the joint committee, wants to include this study as part of a broader look at underused rail corridors in the Portland metropolitan area. He said Metro, the regional planning agency, has agreed to undertake it — if it can get \$500,000. The Wilsonville-Salem commuter rail study also is proposed at \$500,000.

“We need to think big about transportation in Oregon, especially rail transportation,” Gorsek said at the close of the Feb. 13 hearing.

The House co-chair is Rep. Susan McLain, a Democrat from Forest Grove, who said of new projects generally: “We have to consider what is adequate funding to do big things.”

The committee heard from three mayors: Cathy Clark of Keizer, Frank Lonergan of Woodburn, and Brian Asher of Aurora, although the nearest stop to Aurora on the proposed extension is Donald. Wilsonville Mayor Julie Fitzgerald filed a statement, as did Salem Mayor Chris Hoy.

Dwight Brashear is transit director for South Metro Area Regional Transit (SMART) in Wilsonville, the southern terminus of the current WES commuter rail. From there, SMART and Cherriots, the bus service run by the Salem Area Mass Transit District, operate express bus service between the cities.

“With this project, I think they can call their cities America’s finest cities,” Brashear said of the mayors’ testimony. “This is a great project and I stand in full support of it. Is it going to be hard? Sure, but anything worth anything is hard.”

Maria Hinojos Pressey, president of the Salem transit district board, also endorsed the study.

Other support

Most of the rail corridors proposed for the broader study, as well as the Wilsonville-Beaverton line, are owned by the Portland & Western Railroad — acquired in 1995 by Genesee & Wyoming, a railroad holding company. Ross Lane, an assistant vice president, testified in favor of the study. He said rail has less impact on climate change than trucking.

“It reduces greenhouse gases associated with freight transportation,” he said via video link. “But put simply, a new passenger rail service must not compromise our ability to safely and efficiently deliver freight for our customers.”

Transportation and environmental advocates also support a detailed study of commuter rail.

“It takes trips off Interstate 5 and Highway 217,” said Bob Krebs, president of the Association of Oregon Rail and Transit Advocates, and formerly with ODOT’s rail program. “Potentially it could serve more than 10% of the trips on both roads. It addresses equity issues by providing low-cost mobility for low-income people. It upgrades the existing infrastructure and takes advantage of latent capacity without impacting the taking of property off the tax rolls.”

Sam Diaz is executive director of 1000 Friends of Oregon, the citizen watchdog group founded by Tom McCall — the governor who signed Oregon’s land use planning law back in 1973 — and Portland lawyer Henry Richmond. “This kind of rail extension can honor the legacy of hard work that our farmers and farmworkers bring every day,” Diaz said, by protecting Willamette Valley farmland against further intrusion by potential highway expansion.

TriMet is neutral

Although only a few statements were filed in opposition, and no one testified against it, TriMet is neutral on the bill.

Miles Pengilly, its manager for state government affairs, said TriMet cannot operate service outside the Portland metro area. He said the existing Wilsonville-Beaverton commuter rail relies on TriMet leasing the tracks from Portland & Western, limiting its hours of operation – and that it is a high-cost, low-ridership line compared with buses and the MAX light-rail system.

He also said TriMet’s priorities are improved bus service, particularly for low-income people and neighborhoods, and a proposed rapid-bus corridor for 82nd Avenue in Portland. A similar corridor opened in 2022 on Division Street, where buses run frequently to connect downtown Portland with Southeast Portland and Gresham. TriMet sponsored a bus tour on part of 82nd Avenue when U.S. Transportation Secretary Pete Buttigieg made a brief stop in Portland last summer.

TriMet also has proposed a new Southwest Corridor light-rail line from Portland through Tigard and Bridgeport Village in Tualatin, though voters rejected a 2020 measure for the local share required to match federal money for the line.

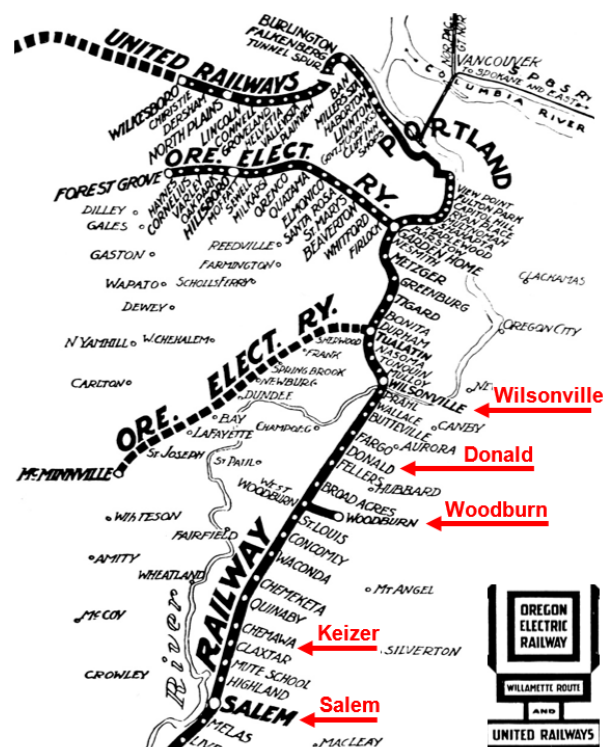
Support SB 1572 – ODOT Study Connecting Portland Metro-Area WES Commuter Train to Salem/Keizer Metro, Extending from Wilsonville to Salem

Portland–Salem/Keizer Metro Areas WES I-5 Commuter Rail Extension Study Coalition

With 27 legislators as co-sponsors, SB 1572 is a bipartisan, bicameral legislative concept to advance high-capacity transit option for Oregonians and visitors.

SB 1572 creates a multi-organizational task force—the Westside Express Advisory Committee—composed of local governments, transit agencies, railroads and public-interest groups to study 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 December 2024 with study findings and recommendations. A similar bill during the 2023 session, HB 2662, passed unanimously by the Joint Committee on Transportation.

- **Increasing population** of Portland metro and North Willamette Valley region needs mobility options, especially for commuters and seniors, many who require transportation for jobs, education 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 and tolls.
- **Additional Federal Transit Administration (FTA) support** for high-capacity transit WES commuter rail service connecting METRO and SKATS—two federally-designated 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 and BNSF Railroads, which support the WES extension study, that operated 1908 – 1933.



- **SB 1572 is supported** by the Cities of Aurora, Beaverton, Donald, Hubbard, Keizer, Salem, Tualatin, Tigard, Wilsonville and Woodburn; Metropolitan Mayors' Consortium; Mid-Willamette Valley Council of Governments; Salem Area Mass Transit District ("Cherriots"), SMART (South Metro Area Regional Transit) and Yamhill County Transit; 1000 Friends of Oregon; Association of Oregon Rail and Transit Advocates, Travel Salem; and the railroads.

FOR MORE INFO, CONTACT:

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Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 2968:

Proposed Legislation Provides for City Opt-In for Deferral of SDCs and Makes the State a Partner to Guarantee Needed Infrastructure Support

Scheduled for public hearing on March 12, 2025, before
the House Committee on Housing and Homelessness

Chair Marsh, Vice Chairs Andersen and Breese-Iverson, and Members of the Committee:

I am testifying in support of HB 2968, which establishes a program within the Housing and Community Services Department to recover unpaid system development charges (SDCs) from developers who fail to pay after an agreed-upon deferral period by transferring debt collection responsibility to the state.

Local jurisdictions are authorized by statute to assess SDCs to help cover the incremental impact on the capital costs of infrastructure capacity upgrades made by new development on transportation; sewer, water, and stormwater systems; and/or parks. These elements of infrastructure are an essential part of making homes safe and communities livable.

The Oregon Legislature has been grappling with the rising cost of housing for over a decade. During that time, legislation has been introduced regularly that would require local governments to defer SDCs until the issuance of the certificate of occupancy in the name of housing affordability. That approach has caused deep concerns from local governments that cannot guarantee an SDC will be paid at certificate of occupancy in the way it can guarantee payment at the time a building permit is issued. **In effect, by deferring the collection of the needed SDCs, the city takes on considerable risk and loses leverage to make the developer pay the required fees that support the expansion of infrastructure to serve new development.**

HB 2968 would allow local governments to defer SDC payments for market-rate developments until 180 days after the certificate of occupancy has been issued, and for affordable-housing developers up until one year after the certificate of occupancy. **The key here is rather than preempt local control for appropriate fiscal management, the legislation is permissive and allows a city to voluntarily opt-in to participate in a new state program that reduces municipal risk for the collection of crucial SDC revenue that supports new development.**

HB 2968 appropriately proposes the State become a partner with local governments and housing developers in achieving our shared objectives to increase housing production and affordability. The bill removes the risk to local taxpayers and ratepayers by requiring the state to buy SDC debt that cannot be collected at the issuance of the certificate of occupancy. HB 2968 is a thoughtful way to mitigate risk to tax-paying residents while supporting capacity improvements to public infrastructure that are necessary to support housing production.

The City appreciates your consideration and urges a Do-Pass vote on HB 2968 with a referral to Ways and Means. Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Shawn O'Neil', is positioned above the printed name.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing SB 974-1:

Proposed Legislation will Produce Fewer Building Permits and Further Slow the Pace of Housing Production

Scheduled for public hearing on March 17, 2025, before
the Senate Committee On Housing and Development

Co-Chair Pham and Anderson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to SB 974 and SB 974-1. **These bills seek to short-circuit the timeframe for building permit approvals, but as we have seen from similar regulations, the result will be the opposite: an increase in permit denials that leads to a reduced pace of permit issuance, thereby slowing housing production.**

If the problem that SB 974-1 is trying to solve is the perception of lengthy engineering review times, and there is a desire to have engineering review on a shot-clock, then engineering plans should not be allowed for submittal until a development receives a final decision through a land-use application process. In this case, legislation should model the timing after the land-use application processes established in Oregon statute — *e.g.*, times for completeness review and times for compliance review. **This is key because the reason that engineering reviews can take so long is because developers submit incorrect designs that don't conform to public works standards.**

SB 974 and SB 974-1 also presents substantial safety risks and financial liabilities for cities. Cities need to have the ability to perform due-diligence via final plat review and engineering permit review when a city is accepting real property and improvements in perpetuity — the city is acting on behalf of the public when it accepts the liability and life-cycle costs of the infrastructure being permitted. Developers move on so they are focused on the present, while cities must deal with issues in perpetuity, which requires that cities must take a longer-term look and more fully consider consequences of present actions, ensuring that all public standards are met in the permitting process.

While it may not be obvious to a lay person, legislators should be aware that local jurisdictions are likely to deny applications much more often than work with applicants to resolve issues, since doing so diminishes the timeframe for action. A process of denials and resubmittals increases time spent to get to an approved application, rather than

lessens it. Local jurisdictions are likely to also increase the detailed requirements for completeness review to support their ability to meet timeframes, which means more time and expense spent in completeness review.

In 2018, the Federal Communications Commission (FCC) acted to preempt state and local authority to regulate the placement of small cells and also set “shot clocks” that control the timeframe in which local governments must review applications for small cell siting. While the intent was to speed up permitting, it actually slowed it down substantially. The effect of the rule was to force cities to deny many more applications, charge higher fees for external review, and require much more detail and developer expense at initial application.

The “urban housing application” of Section 8 (21) definition is so broad that basically any part of the approval and construction of a housing project is now a land-use decision. This definition would appear to implicate building permits, which have previously not been considered land-use decisions.

There is no way Land Use Board of Appeals (LUBA) could handle the volume of work this bill envisions. Furthermore, LUBA is required to follow extremely tight timelines that it already struggles to meet. LUBA lacks sufficient staffing and still relies on a paper filing system that contributes to the timeframe for rulings.

Section 10 would apply to engineering review of Section 11; however, engineering review has historically been outside the scope of LUBA jurisdiction as well. There are other mechanisms, such as a writ of review, for people to challenge local government actions. It is not appropriate for it to be considered a land use decision or be referred to LUBA.

Implementing Section 11 is simply impracticable given the broad definition of “urban housing application.” For example, if an applicant separately applies for annexation and a comprehensive plan map amendment, does a city need to have final engineering review within 120 days after the applicant has submitted the annexation and comprehensive plan amendment application even though the developer has not even planned out a single road for its development?

The award attorney fees proposed in Section 10 of SB 974-1 is problematic and, combined with the shot clocks, will lead jurisdictions to approve engineering plans without sufficient review. Then the question will arise whether local governments will accept constructed infrastructure that is not built to public works standards but in

accordance with approved engineering plans. If local governments do accept constructed infrastructure that is not built to public works standards, there is significant liability concerns, and if they don't approve substandard plans, then local governments likely will face litigation from developers because the local governments approved the engineering plans.

The issue of public safety and municipal liability for defective construction is of top concern to cities, which is why appropriate review of engineering permits is so important. To help resolve this concern, the City recommends adding the following language in Section 11 after line 18 on page 8 of the -1 amendment:

“(3) If a local government or special district has not approved site development permits for public infrastructure and it is deemed approved after 120 days pursuant to (2), the local government or special district, can pursue damages for 30 years from the date of approval in circuit court against the developer for failed infrastructure attributable to lack of meeting public works standards in place at the date of approval. If the developer or legal successor cannot cover the damages, as determined by the Court, the local government or special district may recover the cost of infrastructure repair or replacement due to failed infrastructure from the State of Oregon. The legislature shall allocate sufficient reserve funds to cover potential failed infrastructure. After 30 years, the cost to repair or replace any failed infrastructure attributable to not meeting local public works standards when a site development permit was issued pursuant to (2) shall be paid by the State of Oregon, and sufficient reserve funds to cover potential failed infrastructure shall be allocated by the legislature.”

The proposed design review provisions of Sections 12(5) and Section 13 (5) of SB 974-1 seem to completely undermine local authority to determine the qualities of development that are specific to each city's needs and aspirations. This represents an abhorrent intrusion by the state legislature onto local communities that leads to ugly cookie-cutter housing across the state.

Regarding the issue of plat liability that is raised in Section 14 (8), the City recommends the following language to be inserted after Page 14, line 12:

“(3) If a local government or special district has not approved the final plat and it is deemed approved after 120 days pursuant to (2), the local government, county, or any property owners within the plan can pursue damages for 30 years from the date of approval in circuit court against the developer for issues attributable to lack

of meeting platting standards in place at the date of approval. If the developer or legal successor cannot cover the damages, as determined by the Court, the local government or special district or private owner may recover the cost from the State of Oregon. The legislature shall allocate sufficient reserve funds to cover potential platting errors. After 30 years, the cost attributable to not meeting local platting standards when approval of a plat was issued pursuant to (2) shall be paid by the State of Oregon, and sufficient reserve funds to cover damages shall be allocated by the legislature.”

The City of Wilsonville agrees with the recommendation of the City of Bend to form a work group that includes planning and building staff from cities of a variety of sizes, especially those where the staff may consist of one planner and one building official. Collecting data on different processing times to identify those cities that are meeting the bill drafter’s expectations on processing time and those that are not, and then determine if there are common factors impacting permit issuance timing. This may be an area where the newly formed Housing Accountability Production Office (HAPO) can help with funding, staff recruitment, and evaluation of existing processes.

The City appreciates your consideration and urges opposing the legislation as presented or to support these proposed amendments to SB 974 and SB 974-1. Thank you.

Sincerely,



Shawn O’Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Amending HB 2258-1:

Proposed Legislation May Have Unintended Consequences that Are Detrimental to Local Control and Housing Production Goals

Scheduled for public hearing on March 17, 2025, before
the House Committee on Housing and Homelessness

Chair Marsh, Vice Chairs Andersen and Breese-Iverson, and Members of the Committee:

I am testifying in opposition of HB 2258-1 as submitted and requesting consideration of amendments. The proposed legislation has the effect of requiring local governments to issue a land-use decision notwithstanding any comprehensive plan or land use regulations or statewide land-use planning goals and approving the development of specified residential development types on certain lots or parcels under specified conditions.

The City has worked extensively with staff of the Governor's Office and the Department of Land Conservation and Development to provide meaningful input on proposed housing-related legislation. Our city has also been an Oregon leader for over two decades in producing a wide range of middle-housing types, making Wilsonville one of the fastest growing communities in our state.

There does not appear in the bill to be any prevention of single-unit housing being placed in lieu of planned middle housing or multi-unit housing. There also does not appear to be any prevention of the State process being used to avoid specific requirements for small housing units or accessible units.

To address our City's chief concern related to working around housing variety standards, the City recommends that the following text be added after Section 2, line 19 on Page 4 of the -1 amendment.

“(7) In adopting rules, the commission shall develop a process of coordination with local government, such as that similar to the Land Use Compatibility Statement used by State agencies, to ensure the at least the following for any approval development under this 2025 Act:

“(a) That in no case single-unit housing approved by the State is placed on a lot that an adopted comprehensive plan, other local land use regulation, or legislative

or quasi-judicial master plan requires to be middle housing or multi-unit development.

“(b) That in no case single-unit housing approved by the State violate housing variety regulation for a given area established in a comprehensive plan, local land use regulation, or legislative or quasi-judicial master plan that establish either or both a maximum amount of a unit type or a minimum amount of non-single-unit units.

“(c) That in no case housing approved by the State violate local government requirements for a minimum amount of small housing units less than 1200 square feet or minimum among of accessible units established in a comprehensive plan, local land use regulation, or legislative or quasi-judicial master plan.”

Additionally, the City also has concerns about the level of detail of the required Floor Area Ratio (FAR) and density of Section 2 (4)(d)(A) through (F) found on page 3 of HB 2258-1. **The City recommends that Section 3 be amended with language to allow the Land Conservation and Development Commission to refine these detailed requirements pertaining to FAR and density standards through rule-making as the proposed requirements are studied in more detail.**

The City appreciates your consideration and urges amendments to HB 2258-1. Thank you for your time and consideration.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 5024:

Support for Infrastructure Funding Programs Provides Opportunity to Create High-Wage Jobs That Benefit Working Families and State Cooffers and Meaningfully Increase New Residential Housing Production

Scheduled for public hearing on March 18, 2025, before the Joint Committee on Ways and Means Subcommittee on Transportation and Economic Development

Co-Chair Woods and Gomberg, and Members of the Committee:

I am testifying in on behalf of the City of Wilsonville in support of HB 5024, which appropriates moneys from the General Fund to the Oregon Business Development Department for certain biennial expenses and infrastructure funding programs.

In particular, the City supports the Governor's proposed bonding for recapitalization of the following infrastructure loan and grant programs administered by Business Oregon:

- **Pkg. 115 - \$50 million in lottery bond proceeds for the Special Public Works Fund**, which provides loans and grants to communities to build or rebuild essential public infrastructure.
- **Pkg. 117 - \$150 million in Article XI-M and XI-N general obligation bond proceeds for the Seismic Rehabilitation Grant Fund**, which supports earthquake readiness for schools and emergency buildings.
- **Pkg. 118 - \$10 million in lottery bond proceeds for a new Industrial Site Loan Fund**, supporting new and existing development of industrial lands for economic development-related activity.
- **Pkg. 122 - \$30 million in lottery bond proceeds for the Child Care Infrastructure Fund**.
- **Pkg. 501 - \$10 million in lottery bond proceeds for the Brownfields Redevelopment Fund**.
- **Pkg. 502 - \$5 million for the Brownfields Property Revitalization Fund**.
- **\$100 million to capitalize a new Housing Infrastructure Project Fund for grants to municipalities for infrastructure projects that support housing at specified densities and affordability levels.**

However, the City strongly believes that most of these infrastructure development funds are undercapitalized. **The reality is that the need by cities in the State of Oregon for infrastructure funding is over ten-times greater than what has been proposed.**

So, if we had our way, the City of Wilsonville would recommend adding a Zero, resulting in a 10-fold increase, to the proposed budgets of following programs:

- **Pkg. 115 - \$500 million in lottery bond proceeds for the Special Public Works Fund**
- **Pkg. 118 - \$100 million in lottery bond proceeds for a new Industrial Site Loan Fund** that would support hundreds of new family-wage jobs in the Coffee Creek Regionally Significant Industrial Area (RSIA) and Basalt Creek UGB Expansion Employment Area
- **Pkg. 501 - \$100 million in lottery bond proceeds for the Brownfields Redevelopment Fund.**
- **Pkg. 502 - \$50 million for the Brownfields Property Revitalization Fund.**
- **\$1 Billion to capitalize a new Housing Infrastructure Project Fund for grants to municipalities for infrastructure projects that support housing at specified densities and affordability levels.**

The first four programs above specifically help to fund the infrastructure that supports the development of high-wage industrial occupations that directly contribute to increased State income-tax collections. Increasing the funding for these programs is the best way that the State could assist businesses employ more Oregonians in family-wage jobs.

The Housing Infrastructure Project Fund is considerably undercapitalized. The City of Wilsonville alone could use \$100 million to advance infrastructure (sewer, water, roads) to support the advancement of 1,500-1,600 new housing units in the Frog Pond East and South UGB residential expansion areas.

The City appreciates your consideration and urges support for amendments to HB 5024 that increase the funding for the above important infrastructure-development programs. Thank you for your time and consideration.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville

March 18, 2025

Joint Committee on Ways and Means on Transportation and Economic Development
Co-Chair Senator Aaron Woods
Co-Chair Representative David Gomberg
Senator Mark Meek
Senator Bruce Starr
Representative Jami Cate
Representative Daniel Nguyen
Representative Alek Skarlatos
Representative Mari Watanabe

Re: Recapitalization of existing Brownfield Funding Programs

Dear Co-Chair Woods, Co-Chair Gomberg and Members of the Committee,

Thousands of properties around Oregon are vacant or underutilized because of known or perceived environmental contamination. More than half of these brownfields are located in economically distressed communities. These properties, which can be found in virtually every city and county in the state, are failing to contribute to Oregon's economic recovery and are undermining the livability of communities statewide.

Studies conducted by local governments across Oregon – including in the Rogue Valley, Ontario, Lincoln City, The Dalles, Tigard and Portland – have identified the local potential for cleanup and redevelopment of these vacant, blighted, and/or underutilized sites. Analysis has found that each dollar the state invests in brownfield redevelopment programs leverages an additional \$116 toward redevelopment.

In 2014, a new statewide coalition came together to address this opportunity by supporting both existing and new policy and funding tools that can facilitate brownfield cleanup and redevelopment. Beginning in the 2015 legislative session, the Oregon Brownfield Coalition has been instrumental in the passage of legislation and funding to support this goal. This Coalition continues to meet and work towards better outcomes for Brownfield properties across our State.

Two existing tools that play a key role in brownfield cleanup are the state's Brownfields Redevelopment Fund (BRF) and the Brownfield Properties Revitalization Fund (BPRF), each administered by Business Oregon. The BRF provides both grants and loans to address contaminated sites statewide and has supported projects in 33 Oregon counties. The BRF was last recapitalized with \$10 million by the 2021 Legislature with the support of the Oregon Brownfield Coalition. The Legislature created the BPRF in 2023 and capitalized it with an initial \$5 million. In just two years, the BPRF has made 13 funding awards that have helped facilitate site assessment and cleanup for affordable housing, commercial, food business, and educational use projects.

Due to increasing demand for brownfields financing assistance, Business Oregon anticipates that both the BRF and BPRF will be under high demand in the coming months and years. Continued support for both these programs will be key to unlocking redevelopment opportunities in some of our most vulnerable communities. The Governor included \$15 million in lottery bonds for both programs in her recommended budget. The undersigned here respectfully request that the Legislature allocate \$10 million to BRF (POP 501) and \$5 million to BPRF (POP 502).

Thank you very much for your consideration of this request.

Sincerely,

Bird Alliance of Oregon
Cascade Environmental Solutions
Central Oregon Cities Organization
City of Hillsboro
City of Eugene
City of Medford
City of Portland
City of Tigard
City of Wilsonville
Columbia Corridor Association
David Rabbino – Jordan Ramis PC
League of Oregon Cities
Maul Foster & Alongi, Inc.
Metro
Multnomah County
Oregon Economic Development Association
Oregon Public Ports Association
Oregon Realtors
Port of Portland
Terraphase Engineering, Inc.
Stantec
Washington County



Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing SB 974-1:

Proposed Legislation will Produce Fewer Building Permits and Further Slow the Pace of Housing Production

Scheduled for public hearing on March 19, 2025, before
the Senate Committee On Housing and Development

Co-Chair Pham and Anderson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to SB 974 and SB 974-1. **These bills seek to short-circuit the timeframe for building permit approvals, but as we have seen from similar regulations, the result will be the opposite: an increase in permit denials that leads to a reduced pace of permit issuance, thereby slowing housing production.**

If the problem that SB 974-1 is trying to solve is the perception of lengthy engineering review times, and there is a desire to have engineering review on a shot-clock, then engineering plans should not be allowed for submittal until a development receives a final decision through a land-use application process. In this case, legislation should model the timing after the land-use application processes established in Oregon statute — *e.g.*, times for completeness review and times for compliance review. **This is key because the reason that engineering reviews can take so long is because developers submit incorrect designs that don't conform to public works standards.**

SB 974 and SB 974-1 also presents substantial safety risks and financial liabilities for cities. Cities need to have the ability to perform due-diligence via final plat review and engineering permit review when a city is accepting real property and improvements in perpetuity — the city is acting on behalf of the public when it accepts the liability and life-cycle costs of the infrastructure being permitted. Developers move on so they are focused on the present, while cities must deal with issues in perpetuity, which requires that cities must take a longer-term look and more fully consider consequences of present actions, ensuring that all public standards are met in the permitting process.

While it may not be obvious to a lay person, legislators should be aware that local jurisdictions are likely to deny applications much more often than work with applicants to resolve issues, since doing so diminishes the timeframe for action. A process of denials and resubmittals increases time spent to get to an approved application, rather than

lessens it. Local jurisdictions are likely to also increase the detailed requirements for completeness review to support their ability to meet timeframes, which means more time and expense spent in completeness review.

In 2018, the Federal Communications Commission (FCC) acted to preempt state and local authority to regulate the placement of small cells and also set “shot clocks” that control the timeframe in which local governments must review applications for small cell siting. While the intent was to speed up permitting, it actually slowed it down substantially. The effect of the rule was to force cities to deny many more applications, charge higher fees for external review, and require much more detail and developer expense at initial application.

The “urban housing application” of Section 8 (21) definition is so broad that basically any part of the approval and construction of a housing project is now a land-use decision. This definition would appear to implicate building permits, which have previously not been considered land-use decisions.

There is no way Land Use Board of Appeals (LUBA) could handle the volume of work this bill envisions. Furthermore, LUBA is required to follow extremely tight timelines that it already struggles to meet. LUBA lacks sufficient staffing and still relies on a paper filing system that contributes to the timeframe for rulings.

Section 10 would apply to engineering review of Section 11; however, engineering review has historically been outside the scope of LUBA jurisdiction as well. There are other mechanisms, such as a writ of review, for people to challenge local government actions. It is not appropriate for it to be considered a land use decision or be referred to LUBA.

Implementing Section 11 is simply impracticable given the broad definition of “urban housing application.” For example, if an applicant separately applies for annexation and a comprehensive plan map amendment, does a city need to have final engineering review within 120 days after the applicant has submitted the annexation and comprehensive plan amendment application even though the developer has not even planned out a single road for its development?

The award attorney fees proposed in Section 10 of SB 974-1 is problematic and, combined with the shot clocks, will lead jurisdictions to approve engineering plans without sufficient review. Then the question will arise whether local governments will accept constructed infrastructure that is not built to public works standards but in

accordance with approved engineering plans. If local governments do accept constructed infrastructure that is not built to public works standards, there is significant liability concerns, and if they don't approve substandard plans, then local governments likely will face litigation from developers because the local governments approved the engineering plans.

The issue of public safety and municipal liability for defective construction is of top concern to cities, which is why appropriate review of engineering permits is so important. To help resolve this concern, the City recommends adding the following language in Section 11 after line 18 on page 8 of the -1 amendment:

“(3) If a local government or special district has not approved site development permits for public infrastructure and it is deemed approved after 120 days pursuant to (2), the local government or special district, can pursue damages for 30 years from the date of approval in circuit court against the developer for failed infrastructure attributable to lack of meeting public works standards in place at the date of approval. If the developer or legal successor cannot cover the damages, as determined by the Court, the local government or special district may recover the cost of infrastructure repair or replacement due to failed infrastructure from the State of Oregon. The legislature shall allocate sufficient reserve funds to cover potential failed infrastructure. After 30 years, the cost to repair or replace any failed infrastructure attributable to not meeting local public works standards when a site development permit was issued pursuant to (2) shall be paid by the State of Oregon, and sufficient reserve funds to cover potential failed infrastructure shall be allocated by the legislature.”

The proposed design review provisions of Sections 12(5) and Section 13 (5) of SB 974-1 seem to completely undermine local authority to determine the qualities of development that are specific to each city's needs and aspirations. This represents an abhorrent intrusion by the state legislature onto local communities that leads to ugly cookie-cutter housing across the state.

Regarding the issue of plat liability that is raised in Section 14 (8), the City recommends the following language to be inserted after Page 14, line 12:

“(3) If a local government or special district has not approved the final plat and it is deemed approved after 120 days pursuant to (2), the local government, county, or any property owners within the plan can pursue damages for 30 years from the date of approval in circuit court against the developer for issues attributable to lack

of meeting platting standards in place at the date of approval. If the developer or legal successor cannot cover the damages, as determined by the Court, the local government or special district or private owner may recover the cost from the State of Oregon. The legislature shall allocate sufficient reserve funds to cover potential platting errors. After 30 years, the cost attributable to not meeting local platting standards when approval of a plat was issued pursuant to (2) shall be paid by the State of Oregon, and sufficient reserve funds to cover damages shall be allocated by the legislature.”

The City of Wilsonville agrees with the recommendation of the City of Bend to form a work group that includes planning and building staff from cities of a variety of sizes, especially those where the staff may consist of one planner and one building official. Collecting data on different processing times to identify those cities that are meeting the bill drafter’s expectations on processing time and those that are not, and then determine if there are common factors impacting permit issuance timing. This may be an area where the newly formed Housing Accountability Production Office (HAPO) can help with funding, staff recruitment, and evaluation of existing processes.

The City appreciates your consideration and urges opposing the legislation as presented or to support these proposed amendments to SB 974 and SB 974-1. Thank you.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting SB 1103:
*Significant State Support for Critical Infrastructure Funding Can Increase
New Residential Housing Production in a Meaningful Way***

Scheduled for public hearing on March 31, 2025, before the
Senate Committee On Housing and Development

Chair Pham, Vice Chair Anderson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of SB 1103, which establishes a \$300 million revolving loan program to provide below-market interest rate loans for infrastructure projects that support housing development within designated Urban Growth Boundary (UGB) areas and “Climate Friendly Areas”.

By providing a significant investment in infrastructure, SB 1103 could meaningfully move the needle on the State Goal of Increasing Housing Production. The League of Oregon Cities’ 2024 survey of cities demonstrated a need for over \$12 billion in housing-related infrastructure funding to advance new residential developments statewide.

Simply put, imposing more regulations does *not* produce substantial new housing; only more funding to support municipal infrastructure capacity and extensions can reduce development costs and unlock land for housing production. The private sector has demonstrated that it does not want to sink money in the ground for infrastructure that is costly and has an uncertain delayed timeline for payoff. Public-sector funds that underwrite the necessary infrastructure expenses of both on-site extensions and off-site capacity improvements such as water, sewer, stormwater, roads, sidewalks, parks, etc. is what facilitates the private sector’s ability to produce new housing developments.

Together, a total of \$400 million of proposed funding that includes \$300 million of SB 1103 coupled with the proposed \$100 million of HB 3031 to capitalize a new Housing Infrastructure Project Fund for grants to municipalities for infrastructure projects that support housing at specified densities and affordability levels could actually result in increased housing production. The City encourages the State to put its money where its mouth is: Provide cities with appropriate, realistic funding sources to advance municipal infrastructure that serves new middle-housing residential development.

The City of Wilsonville alone could use \$100 million to advance infrastructure (sewer, water, stormwater, roads, sidewalks, etc.) to support the advancement of 1,500-1,600 new housing units in the Frog Pond East and South UGB residential-expansion areas.

The City's Department of Land Conservation and Development (DLCD)-designated "Climate Friendly Area" for the proposed Town Center Plan requires at least \$162 million in infrastructure funding to advance the development of over 1,600 multi-family and dense middle-housing residential units over the next 30 years, with additional units developable further into the future.

Even assuming that the City is able to obtain \$67 million (41%) in developer-funded contributions for Town Center Plan infrastructure, this still leaves a \$92 million shortfall to fill. With very limited funding and financing options for public infrastructure, having access to below-market rate low-interest revolving loan and grant-funded programs would be a great option to add to the toolbox for reducing barriers to housing production, particularly in redevelopment areas like Town Center.

The City appreciates your consideration and urges a DO-PASS vote for SB 1103 with a referral to the Joint Committee On Ways and Means. Thank you.



Shawn O'Neil,
City of Wilsonville Mayor

Attached Exhibit: Infrastructure Survey Report, League of Oregon Cities, August 2024



Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing HB 3062-3

Ambiguous Phrases and Lack of Clarity of Proposed Legislation Creates Unintended Consequences Detrimental to Community Economic Development

Scheduled for public hearing on April 1, 2025, before the House Committee on Emergency Management, General Government, and Veterans

Chair Tran, Vice-Chairs Grayber and Lewis, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in opposition to HB 3062-3, which was circulated among cities by the League of Oregon Cities. The City of Wilsonville, in alignment with LOC, remains deeply concerned about the unintended consequences of this proposed legislation on economic development, community planning, and local governance.

While we appreciate the refinement of the bill's focus, the proposed -3 amendment still presents significant challenges for local governments, businesses, and economic development efforts across Oregon. Legislation intended to address one area's problems can lead to unintended consequences detrimental to other communities, including Wilsonville's efforts to advance high-wage industrial development. The City recommends tabling the proposed legislation and forming a workgroup between legislative sessions to examine the issue in greater detail.

Key Concerns by the City of Wilsonville with the -3 Amendment to HB 3062:

- **Ambiguous and Overly Broad Definitions**

The amendment applies to “any existing or new industrial land,” but does not provide clarity on which properties would be subject to these requirements. Furthermore, the definition of “sensitive receptor” appears overly broad. Without precise definitions, local governments and businesses are left without a clear understanding of which areas and facilities will be impacted, leading to regulatory uncertainty and potential unintended consequences.

- **Lack of Clear Mitigation Standards**

The amendment requires an impact assessment for traffic, odor, noise, vibration, light, and glare, assuming mitigation will be necessary. However, it does not specify what levels of these factors are considered excessive or unhealthy. Without defined

thresholds, enforcement becomes subjective and inconsistent, creating uncertainty for local jurisdictions and businesses. Who determines what is “too much” traffic, odor, or noise? This vagueness opens the door for potentially costly, prolonged disputes and arbitrary decision-making.

- **Unfunded Mandates and Burden on Existing Facilities**

The amendment does not address the critical question of *who will bear the cost of mitigation?* Industrial facilities—both existing and new—could be forced to undertake expensive, undefined mitigation measures without financial support. This places an undue burden on businesses and could discourage new industrial investments, stalling high-wage job creation and economic growth.

- **Local Land Use Planning Already Addresses These Concerns**

Cities, including Wilsonville, already evaluate traffic, noise, light, and other factors as part of their development processes through established performance standards. This amendment could override locally tailored policies, removing flexibility and imposing one-size-fits-all requirements that fail to consider unique community needs. Additionally, there is no assurance that local mitigation efforts will be deemed sufficient, creating a regulatory “moving target.”

Oregon’s local governments are committed to responsible land-use planning and public-health protections. However, the -3 amendment to HB 3062 introduces regulatory uncertainty, financial burdens, and implementation challenges without a clear path forward. The City of Wilsonville is working with Metro and other state agencies to advance development of hundreds of family-wage jobs in the Coffee Creek Regionally Significant Industrial Area and Basalt Creek Employment UGB-expansion area that could be negatively impacted by the proposed legislation.

The City urges the committee to reconsider HB 3062 and allow for more meaningful engagement with affected stakeholders before proceeding further. Please table this legislation for now and set up a work group between legislative sessions to review options.

Thank you for your time and consideration of this testimony.



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 2574:

Proposed Legislation Advances Re-Opening of Willamette Falls Locks to Improve River Transportation and Economic Development Opportunities

Scheduled for public hearing on April 1, 2025, before the
Joint Committee On Transportation

Co-Chairs Gorsek and McLain, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in support of HB 2574, which authorizes actions of the Willamette Falls Locks Authority to act as a public corporation and provides the second portion of a State match of \$11.4 million in lottery bonds to implement repairs that advance reopening of the Locks.

Repairing the Locks to resume riverboat traffic on the Willamette River has been a coordinated, joint federal-state-local effort ever since 2011 when the Locks were closed. The initial, first State investment of HB 2564 in 2021 appropriated \$7.25 million in lottery funds to match federal funds of \$14 million and local governments support of more than \$750,000.

Creation of the Willamette Falls Locks Authority as a State public corporation was the first step in facilitating the ownership transfer of the Locks from the federal government via the U.S. Army Corps of Engineers (US ACE) to the State of Oregon. Federal and state funds to repair the Locks, transfer of the ownership of the Locks and a state/regional commitment to long-term maintenance were essential to reopening the Locks to river travel.

The City of Wilsonville is one of three Willamette River cities appointed by the legislature to serve on the Willamette Falls Locks Commission created by SB 256 of 2017. Wilsonville has vested interests along with other public- and private-sector stakeholders in reopening and sustainably operating the Locks, which significantly impact the recreational, tourism and commercial economy of the region, and provide a non-roadway mode of transportation crucial for recovery after the projected Cascadia 9.0 seismic event.

Closure of the Locks since 2011 has placed a severe hardship on commercial, recreational and tribal river users, including precipitating relocation of long-time Wilsonville employer Marine Industrial Construction, LLC, which used the Locks for 129 years of commerce. However, tourism operators such as Portland Spirit have expressed an interest in using the Locks to conduct 'Wine Country' excursions upriver to Wilsonville and Newberg.

The City of Wilsonville urges a Do-Pass vote on HB 2574. Thank you.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 3669:
Proposed Legislation Advances Increased Access for Diverse Populations to Workforce Development Services Benefitting a Wider Range of Industries

Scheduled for public hearing on April 3, 2025, before the
House Committee On Higher Education and Workforce Development

Chair Hudson, Vice-Chairs Fragala and Harbick, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of HB 3669, important legislation significantly improving the reach of the **Prosperity 10,000 Program** to include career advancement for incumbent workers in high-growth industries designated by state and local workforce development boards that help employers and workers to adapt and thrive.

Wilsonville, like so many other cities, relies upon strategic partners like Clackamas Workforce Partnership and Clackamas Community College for vital workforce development services benefiting our local employers and their employees. **Wilsonville hosts over 23,000 jobs at 1,400 businesses with an aggregate annual payroll over \$1.7 billion.** About half of those jobs are in family-wage industries such as those targeted by this bill: **Warehousing and Distribution, Advanced Manufacturing, Construction, and High Tech.**

HB 3669 specifically improves the Higher Education Coordinating Commission's Prosperity 10,000 Program with greater community engagement for workforce development services:

- **Expansion of Workforce Development Goals**
 - The bill broadens the program to support both **career coaching** and **job placement** services, as well as **career advancement** for incumbent workers.
 - The addition of **on-the-job training grants, curriculum development, and customized training** that allow workers to improve their skills and increase job quality.
- **Wraparound Services for Participants**
 - The expansion of Prosperity 10,000 Program includes supporting key services like **transportation, child care, and rental assistance**. Accessing these services helps sustain individuals' ability to overcome barriers to workforce participation, particularly for those from **priority populations**.
- **Strengthening Local Workforce Development Boards**
 - The bill empowers local boards to use funds more effectively and **distribute resources** to nonprofit organizations, educational institutions, and employers that directly support workforce development.

- HB 3669's emphasis on improving local control ensures the program meets **specific regional needs** and enhances **community-based partnerships**.
- **Focus on Equitable Access**
 - Ensures that services are tailored to meet the needs of **priority populations**, ensuring **equitable access** to training and career opportunities.
 - The focus on **targeted recruitment** in high-growth industries such as **clean energy**, **semiconductor manufacturing**, and **mental health** can create lasting economic benefits for Oregon's diverse communities.
- **Support for Oregon's Economy**
 - By building **career pathways** and improving job quality, HB 3669 is able to help Oregon meet the demands of a rapidly changing economy, thereby creating a **skilled and resilient workforce**.

We thank you for considering this important bill advancing greater workforce development opportunities for Oregonians and urge a 'do pass' on **HB 3669** with a referral to Joint Committee On Ways and Means.



Shawn O'Neil, Mayor
City of Wilsonville

HB 3062-3: Threatens the Oregon Economy and Community Vitality

Zoning is a foundational responsibility for local governments in Oregon. Local governments zone so community members have access to jobs (industrial/commercial), access to goods and services (commercial), and access to housing (residential). All these zones are necessary for thriving communities. While zoning, local governments must balance the current and future needs of their communities, comply with state land use goals, and plan for growth. To ensure efficient use of land, zones must abut each other and sometimes zones of various uses are across the street from each other or there are zones with multiple uses. We understand and share the goals of protecting and ensuring public health. The –3 amendment of HB 3062 raises concern, including:

1. **It creates an ambiguous process in the already complicated land use system.** The bill is narrowed to warehouses and distribution centers, but has no threshold to decide which are less burdensome to communities, like a grocery store and which are more burdensome, like a logistics center. There are no thresholds on loading bays, number of trucks, etc. The bill says that local governments will use the DEQ Level 1 Risk Assessment to evaluate what mitigation efforts may be needed but provides no clarity on what cities are allowed to require for mitigation, how is a city to determine when to deny an application. This concept is not fully fleshed out enough to move forward this session, for a land use bill of this scope to be implementable it would need substantially more developed, with clauses about enforcement, the role LUBA, who has standing, metrics for denial or approval and more.
2. **It limits local government's ability to recruit necessary jobs for the community.** Local governments need a strong industrial and employment land base (where warehouses and distribution centers are typically and appropriately sited) because those business spur the economy and help cities afford critical services like safe drinking water, police and fire, libraries, and more. Adding more barriers like those in HB 3062 could delay or prevent certain industries from coming to communities because of added bureaucracy or force communities to develop industrial land further in greenspaces not already included in their urban growth boundaries further from services, increasing time needed and cost to develop employment land. Oregon already has a \$300-500 million need to develop industrial lands inside communities now.
3. **It still applies to many small and rural local governments.** The bill requirements apply to any local governments within a metropolitan statistical area (MSA) defined by the U.S. Office of Management and Budget. [The MSAs in Oregon](#) include 13 counties and many cities, including small ones like Rivergrove (pop.569), Detroit (pop. 174), Coburg (pop.1419) and Rogue River (pop. 2419).

We are opposed and urge the committee to create space outside of the legislative session for impacted stakeholders to help shape any necessary policy changes before taking any action on this bill.

Respectfully,





**Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing SR 2
and Supporting a Proposed SR 2-1:**

***Proposed Resolution Is Inappropriate and Contains Factual Errors;
A Proposed Dash-1 Amendment Provides Realistic Assessment***

Scheduled for public hearing on April 16, 2025, before the Senate Committee On Rules

Chair Jama, Vice-Chair Bonham, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to SR 2 and in favor of a proposed dash-1 amendment, SR 2-1.

The Aurora State Airport controversy has raged on for over 10 years, with the Oregon Department of Aviation disregarding state land-use and public-engagement laws in an effort to use tax-payer funds to subsidize Airport expansion onto prime farmland that benefits a wealthy elite while impacting the livability and way of life of its neighbors.

Supposedly, this resolution seeks to recognize “the important role of Aurora State Airport in the State of Oregon’s emergency preparedness and response efforts.” However, **the Aurora State Airport is rated the lowest-level priority of Tier 3 airports in the Oregon Resilience Plan for a Cascadia Subduction Zone Earthquake. The Tier designations “indicate the priorities for making future investments,” indicating the Aurora State Airport is not considered a priority for making emergency-response investments.**

Specifically lines 19-21 of SR 2 are completely false. **Oregon Department of Geology and Mineral Industries (DOGAMI) seismic maps show that the Aurora State Airport is located in an area subject to major potential damage in a projected 9.0 Cascadia Subduction Zone Earthquake.**

The “Mid/Southern Willamette Valley Geologic Hazards, Earthquake and Landslide Hazard Maps, and Future Earthquake Damage Estimates,” DOGAMI publication IMS-24, show that the **Aurora State Airport is located in a geologically vulnerable area:**

- **Rated High for Ground Shake Amplification**
- **Rated High for Amplification Susceptibility**
- **Rated Moderate to High for Liquefaction Susceptibility**

As a result of such an earthquake, the Airport runway is likely unusable for a long period of time (over one year) after a Cascadia Subduction Zone Earthquake. **Rather than allow aircraft to take-off or land due to an inoperable runway, the most likely role of the Aurora State Airport is to accommodate vertical take-off and landing of heavy-lift**

helicopters with locally-based Columbia Helicopters and Helicopter Transport Services, neither of which require a runway extension to operate.

Additionally, federal IRS Form 990 tax-filings and State Corporation Division registrations over the past several years appear to indicate that the “Aurora Airport Improvement Association” is actually just a two-man show run by individuals whom have declared publicly vested monetary interests in commercial operations at the Aurora State Airport.

The City appreciates your consideration and urges opposition to SR 2 and support for a proposed SR2-1 amendment. Thank you.



Shawn O'Neil, Mayor
City of Wilsonville

EXHIBITS:

- Page 3 SCR 2-1, 2/3/25, Proposed Amendments To Senate Concurrent Resolution 2, a model Dash-1 amendment for SR 2
- Page 7 **Citations to the Aurora State Airport as a low-level Tier 3 investment priority** in “The Oregon Resilience Plan: Reducing Risk and Improving Recovery for the Next Cascadia Earthquake and Tsunami”
 Geologic Maps demonstrating Earthquake Liquefaction Susceptibility and Earthquake Hazards of the Aurora State Airport Area:
- Page 12 • Map of Aurora State Airport area Earthquake Liquefaction Susceptibility prepared for the Oregon Seismic Safety Policy Advisory Commission for use in preparing “The Oregon Resilience Plan; Reducing Risk and Improving Recovery for the Next Cascadia Earthquake and Tsunami”
- Page 13 • Oregon Department of Geology and Mineral Industries (DOGAMI) Interpretive Map Series, Appendix E, Marion County, Crustal Earthquake Magnitude 6.9 Scenario Details for Marion County, DOGAMI publication IMS-24
- Page 15 ○ Crustal Earthquake Scenario Ground Motion Map
- Page 16 ○ Relative Ground-Shaking Amplification Susceptibility Map
 Oregon Department of Geology and Mineral Industries (DOGAMI) Relative Earthquake Hazard Maps Canby-Barlow-Aurora Urban Area
- Page 17 • Relative Amplification Hazard Map
- Page 18 • Relative Earthquake Hazard Map
- Page 19 • Relative Hazard Map of Earthquake-Induced Landslides
- Page 20 • Relative Liquefaction Hazard Map
- Pages 2020 – 2024 Federal Internal Revenue Service Form 990 Return of Organization
21-61 Exempt From Income Tax for Aurora Airport Improvement Association
- Pages 2019 – 2024 Oregon Secretary of State Corporation Division filings for Aurora Airport
62-73 Improvement Association



Follow-up Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing SR 2

Proposed Resolution Is a Scam Seeking to Provide Special Interests with State Authority to Appeal FAA Public Safety Standards at Aurora State Airport

Scheduled for public hearing on April 16, 2025, before the Senate Committee On Rules
Follow-up Testimony Submitted April 18, 2025

Chair Jama, Vice-Chair Bonham, and Members of the Committee:

After hearing from proponents of proposed Senate Resolution 2, we now know the real reasons behind the motivation to advance this legislation. **Monied interests that seek to expand the Aurora State Airport are deceptively using the State legislative process to seek a waiver to Federal public-safety standards at the Airport in order to further a proposed \$185 million expansion of the Airport onto prime agricultural land.**

Along with City of Aurora Mayor Brian Asher, I am testifying on behalf of the City of Wilsonville in strong opposition to SR 2. As the two communities in closest proximity to the Aurora State Airport, Wilsonville and Aurora recommend that the Senate Rules Committee table SR 2, and that no further work sessions be scheduled on the bill. Please accept my apology for being unable to testify during the hearing due to a schedule conflict.

The Oregon Department of Aviation (ODAV) and the Federal Aviation Administration (FAA) are in the process of completing a new master plan for the Aurora State Airport, a lengthy process with poor public engagement that has dragged on for over four years.

During the course of the developing master plan, the FAA determined that the Aurora State Airport is operating in a dangerous manner that threatens public safety.

In particular, the FAA has determined that the location of the Aurora State Airport is a highly constrained site surrounded by roads on all sides and that ODAV has permitted many non-standard facilities to be placed. The FAA is now requiring that the State address these “nonstandard” conditions of the Aurora State Airport in order for the Airport to expand to allow more larger jets use the Airport.

The FAA has determined that “The below listed nonstandard conditions are the highest priority to FAA for the Airport (ODAV) to mitigate at Aurora State Airport.


- “• Runway Object Free Area (ROFA)

- “- Acquire property within the ROFA

- “- Relocate the ASOS, Windcone, Fencing, Roadways outside of the ROFA

- “• Runway Safety Area (RSA)

- “- Remove drain fields out of RSA
- “- Mitigate drainage ditch
- “• Direct Access Taxiways to Runway
- “- Relocate or remove taxiways that connect the apron directly to the runway”




Nonstandard Conditions

The below listed nonstandard conditions are the highest priority to FAA for the Airport (ODAV) to mitigate at Aurora State Airport.

- Runway Object Free Area (ROFA)
 - Acquire property within the ROFA
 - Relocate the ASOS, Windcone, Fencing, Roadways outside of the ROFA
- Runway Safety Area (RSA)
 - Remove drain fields out of RSA
 - Mitigate drainage ditch
- Direct Access Taxiways to Runway
 - Relocate or remove taxiways that connect the apron directly to the

Note – mitigating other nonstandard conditions not listed above will be coordinated with FAA on timing and priority.

Reminder – A modification of standards (MOS) is not a planning level solution for any nonstandard conditions in the Airport Master Plan.



SOURCE: 12/10/2024 Aurora State Airport Master Plan Planning Advisory Committee meeting number 8, Century West Engineering for Oregon Dept. of Aviation (ODAV)

The City would like to clarify its position that the Aurora State Airport has serious public safety concerns that the FAA and ODAV's Master Plan consultants Century West Engineering pointed out during the recent Master Plan process. **These public safety concerns brought about by ODAV's push to expand the Airport in a highly constrained site and the agency's creation of nonstandard conditions can only be addressed by expanding the Aurora State Airport onto Exclusive Farm Use (EFU) resource lands, and the passage of SR 2 would appear to endorse the subversion of the safety-related findings and state EFU land-use protection laws from the recent FAA assessment regarding the Aurora State Airport.**

The FAA has indicated to ODAV and the Aurora State Airport Master Plan Planning Advisory Committee that a "Modification of Standards" (MOS) is not possible for the Aurora State Airport due to the level of concern over violations of key FAA public-safety standards. Thus, the FAA has stated that none of these nonstandard conditions can be addressed by the issuance of a MOS. **This FAA determination, however, has not deterred Airport expansion interests who now seek to use a State legislative process to petition the FAA and federal government to advance a request for MOS to violate public safety standards for the proposed expansion of the Aurora State Airport.**

What isn't a MOS

- An approved MOS cannot be modified. The airport must submit a new MOS if changes are needed.
- MOS is not used for:
 - Non-standard RSA dimensions.
 - Non-standard Obstacle Free Zone (OFZ) surfaces.
 - Non-standard approach / departure surfaces.
 - To match existing equipment owned by the airport.
 - Impermissible land use within Runway Protection Zone (RPZ) limits.



Federal Aviation
Administration

9

SOURCE: 8/6/2020 Federal Aviation Administration (FAA) Modification of Standards Process presentation, FAA Airport Certification Program Overview

The Aurora State Airport Master Plan Planning Advisory Committee explored with the FAA if a MOS could be requested; the FAA response: No.



PAC Feedback

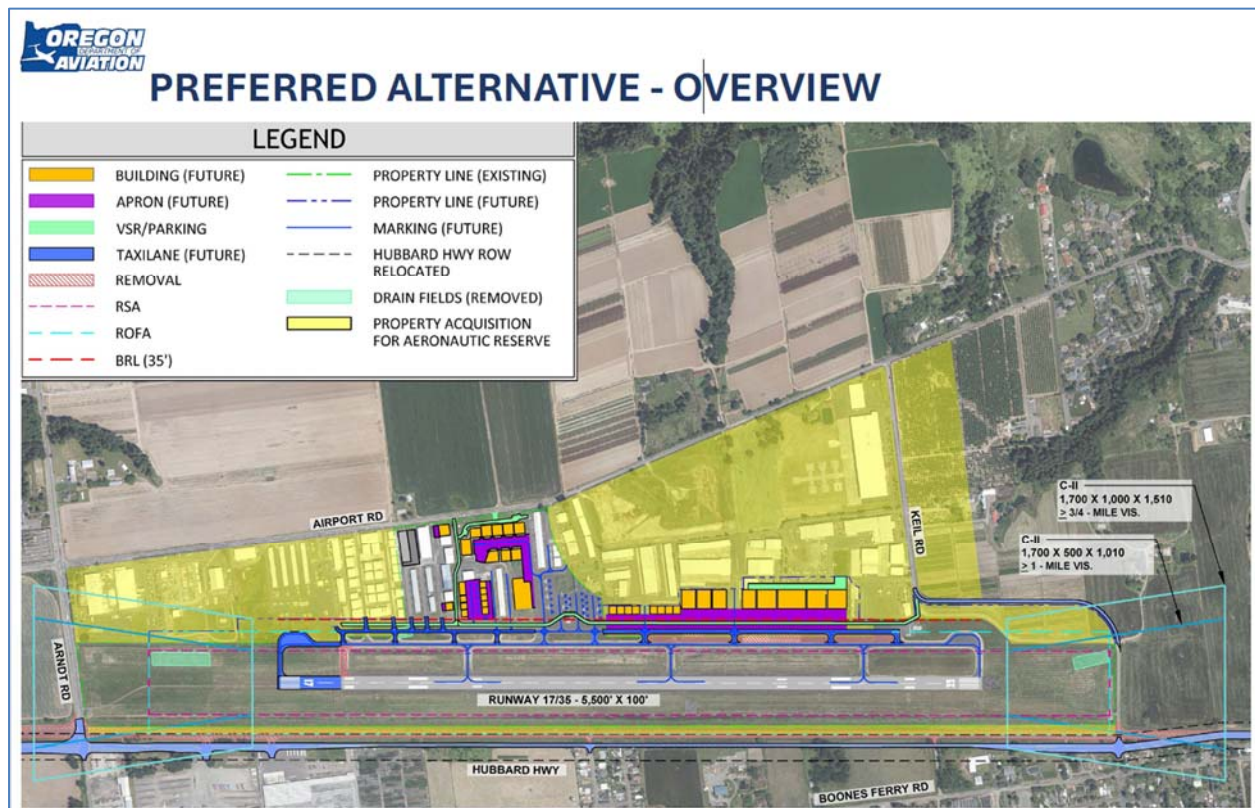
Comment Themes - MOS

- Can we request a modification of standards (MOS)?
 - Under current FAA guidance, MOS are temporary and not a permanent solution for non-standard conditions. FAA has indicated they are not providing a MOS for this project.
- Does the 2012 ALP include an approved MOS?
 - No, the ALP noted that a MOS would be requested. Request for MOS is a specific process separate from the ALP approval process and does not guarantee an approval of a MOS.
- Can we move toward conformance by relocating the property fence closer to Hubbard Highway?
 - The fence and a portion of Highway 551 is within the ROFA. Both the highway and fence require relocation outside of the ROFA.



SOURCE: 10/15/2024 Aurora State Airport Master Plan Planning Advisory Committee meeting number 7, Century West Engineering for Oregon Dept. of Aviation (ODAV)

No Airport expansion, runway extension, or proposed relocation of State Highway 551 (Wilsonville-Hubbard Cut-Off) at the estimated cost of \$185 million can make this airport safe enough to accommodate the large jets and consequent aviation-gas fuel sales that airport developers wish to bring to the Aurora State Airport. None of these costly changes at the airport serve the greater public interest. Rather, airport expansion plans are all driven by the profits of private property owners seeking state and federal funds to develop and enhance their privately owned properties.



SOURCE: 12/10/2024 Aurora State Airport Master Plan Planning Advisory Committee meeting number 8, Century West Engineering for Oregon Dept. of Aviation

The Aurora State Airport is composed of a public runway and some public property that is surrounded by private property. Public expenditures at the Airport benefit the private property owners who make money from aviation fuel and aircraft hanger rentals. The map picture above shows in yellow proposed expansion of the Aurora State Airport by condemning private property composed of both hangers and EFU farm land.

ODAV supports the Airport expansion in order to sell more aviation fuel to more aircraft of a larger size. A State tax on aviation fuel is the primary source of revenue for ODAV, which has a perverse pecuniary incentive to undermine State Climate Protection Goals.

The new Aurora State Airport Master Plan proposes extensive State condemnation of private property and Airport expansion onto prime farmland in contradiction to Oregon

land-use law. The new Master Plan fails to address any of the important infrastructure issues that a traditional master plan deals with.

The new Aurora State Airport Master Plan fails in many aspects — the Plan:

- Does not address surface transportation impacts from proposed increased automobile traffic to/from the Airport;
- Fails to account for a lack of infrastructure for appropriate sewage treatment, drinkable water or stormwater detention;
- Neglects to provide any study of toxic PFAS chemicals that the EPA and DEQ have identified at the Aurora State Airport;
- Provides no study of impacts to endangered species from Airport pollution being channeled into salmon-bearing streams;
- Neglects to conduct a review of negative impacts to local cities from subsidized Airport operations;
- No recommendations on low-flying aircraft and noise on the quality-of-life of local area residents.

The Aurora State Airport controversy has raged on for over 10 years, with the Oregon Department of Aviation disregarding state land-use and public-engagement laws in an effort to use tax-payer funds to subsidize Airport expansion onto prime farmland that benefits a wealthy elite while impacting the livability and way of life of its neighbors.

The City appreciates your consideration and urges opposition to SR 2. Thank you.



Shawn O'Neil, Mayor
City of Wilsonville

EXHIBITS:

12/10/2024 Presentation: Aurora State Airport Master Plan Planning Advisory Committee meeting number 8, Century West Engineering for Oregon Dept. of Aviation (ODAV)

10/15/2024 Presentation: Aurora State Airport Master Plan Planning Advisory Committee meeting number 7, Century West Engineering for Oregon Dept. of Aviation (ODAV)

10/15/2024 Aurora State Airport Oregon Department of Aviation Master Plan Update - Cost Estimates

8/6/2020 Presentation: Federal Aviation Administration (FAA) Modification of Standards Process presentation, FAA Airport Certification Program Overview



Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing HB 3505 A:

Proposed Legislation Deprives Cities of Key Infrastructure Funding Mechanism by Limiting System Development Charge for Water Capacity

Scheduled for public hearing on April 16, 2025, before
the Senate Committee On Housing and Development

Chair Pham, Vice-Chair Anderson, and Members of the Committee:

I am testifying in opposition to HB 3505 A, which preempts cities' ability to apply a key System Development Charge (SDC) for a larger-than-normal water meter used for residential fire-sprinkler systems.

SDCs are one-time fees that local governments and utilities charge to new developments to help pay for the infrastructure needed to support growth. These charges are intended to fund the expansion of public facilities, ensuring that new developments contribute their fair share to the costs of roads, water, sewer, stormwater, and parks. SDCs in Oregon are authorized under ORS 223.297 to 223.314, which sets out guidelines for how local governments can establish and administer these fees.

The City has to ensure there is capacity in its water system to supply the additional fire-fighting water flow, even if it's not anticipated to be utilized often. Paying for the additional water capacity for new development comes from SDCs.

If Wilsonville needs to accommodate an exemption for fire-sprinkler meters, then the city will need to update its SDC-charging methodology to assure that it is not under-collecting for future infrastructure system upgrades. Updating the city's SDC methodology costs around \$200,000 and may result in an overall increase in SDCs for all properties to offset the loss of revenue from exempting larger-than-normal water meters used for residential fire-sprinkler systems. In this way, HB 3505 A creates an unfunded state mandate to local governments costing additional funds and that impairs their ability to appropriately fund important infrastructure upgrades.

The City appreciates your consideration and urges a "no" vote on HB 3505 A.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting SB 967 A:
Legislation Clarifies Cities' Ability to Create Local Improvement Districts in Urban Growth Expansion Areas to Facilitate New Development

Scheduled for public hearing on April 16, 2025, before
the House Committee On Housing and Homelessness

Chair Marsh, Vice-Chairs Anderson and Breese-Iverson, and Members of the Committee:

I am testifying in support of SB 967 A, which allows local governments to enter into an intergovernmental agreement (IGA) to allocate jurisdiction over a local improvement district (LID) sited or proposed for an unincorporated area within a city's urban growth boundary (UGB).

When a city expands its UGB, infrastructure improvements on land owned by a single landowner are typically managed during phased development and annexation into the city. However, in areas with multiple property owners, shared infrastructure requirements like major roads and large water or wastewater systems can be more difficult to finance.

Local Improvement Districts (LIDs) are an effective way to share infrastructure costs among multiple owners with local government support. State law currently allows LIDs within city limits and, under certain circumstances, outside UGBs. However, state law does not clearly authorize collaboration between cities and counties to establish LIDs in unincorporated UGB areas.

SB 967 A amends existing law to make clear that local governments are allowed enter into IGAs to establish LIDs for unincorporated areas within a city's designated UGB and in conformance with the city's comprehensive plan. While a simple change in law, SB 967 A could significantly help move the needle on infrastructure development and provide local governments with an important finance tool to increase jobs and housing production.

Wilsonville has a number of UGB expansion areas with fragmented property ownership that could benefit from potential formation of a LID to help finance infrastructure serving new employment or residential development.

The City appreciates your consideration and urges a Do-Pass vote on SB 967 A.

Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting SB 179:
*Legislation Maintains Public Access to Trails and Recreational Facilities***

Scheduled for public hearing on April 24, 2025, before
the House Committee On Judiciary

Chair Kropf, Vice-Chairs Chotzen and Wallen, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of SB 179, which permanently restores recreational immunity for local governments that allow the public to walk and recreate on their publicly owned properties. This bill follows-up on the temporary changes of SB 1576 in 2024 for immunity for landowners who allow public use of land without charge for recreational purposes.

SB 179 adds “walking, running, and biking” to the definition of recreational purposes (ORS 105.672) and adds improved trails to the recreational immunity provided via ORS 105.688. The bill provides for local governments’ limiting of liability from ordinary negligence claims arising from the use of trails or structures on public lands. And the proposed legislation limits immunity for an improvement, design, or maintenance that was completed in a manner constituting gross negligence or reckless for which the actor is strictly liable.

Public access to trails and parks is a top priority for residents, visitors and employees of Wilsonville businesses. Wilsonville’s park system, which includes sports fields, sport courts, picnic shelters, trails and open spaces, also provides diverse recreational programming for all ages and abilities. The park system has grown by 23% over the past 12 years, from 230 acres in 2013 to 283 acres in 2025 with 18 parks, and is expected to continue to add acreage and facilities as population growth continues. METRO’s 250-acre Graham Oaks Nature Park, located adjacent to the city, features three miles of trails, which connect to the regional Ice Age Tonquin Trail.

The Oregon Public Use of Lands Act passed in 1995 with a goal of encouraging public and private owners of land to make their land available to the public for recreational purposes. The purpose of the Act was to facilitate the ability of landowners, both public and private, that made their land available without charge for recreational use by the public were not liable if a person were to be injured while using the land for recreational purposes. SB 179 continues the worthy goals of the Oregon Public Use of Lands Act.

The City appreciates your consideration and urges a Do-Pass vote on SB 179.

Mayor Shawn O'Neil, City of Wilsonville

Attachment: City of Wilsonville Parks & Recreation Brochure

Oregon bill designed to expedite land use processes passes Senate amid opposition from Lake Oswego, Wilsonville

Corey Buchanan, Portland Tribune

Apr 28, 2025

https://www.portlandtribune.com/news/oregon-bill-designed-to-expedite-land-use-processes-passes-senate-amid-opposition-from-lake-oswego/article_5b6001fc-8958-5951-ad97-040607614aad.html

A bill opposed by the cities of Lake Oswego and Wilsonville that is aimed to quicken land use processes in urban areas has passed the Oregon Senate.

The bill would set a 90-day deadline for decisions on housing applications in urban areas and ease design review requirements. It would also issue the award of attorney fees to project applicants if engineering plans or land use approvals for residential development are not processed timely, and would require governments to waive design review process for things related to “aesthetics, landscaping, building orientation, parking or building design” for urban developments with 20 or more units. Local governments would also be allowed to waive processes for smaller developments.

The bill would apply to cities, counties and districts within urban growth boundaries.

“We bring hurdles down so developers can put housing up,” said Senate Majority Leader Kayse Jama, D–Portland, Damascus and Boring, in a press release. “Long delays on application decisions were holding up subdividing land, putting in roads and utilities, and more. Today’s legislation smooths the way.”

In a letter signed by Lake Oswego Mayor Joe Buck, the city reiterated its stance that the state should put a pause on new housing policies to allow local governments to adjust to provisions passed in recent years that have created mandates for housing production and liberalized regulations, among other actions.

Of the sped-up land use process, the city said: “These reviews are critical for ensuring sound development, and forcing expedited decisions could lead to either hasty approvals or preemptive denials, both of which negatively impact developers and strain relationships between cities and the development community.”

In a letter signed by Wilsonville Mayor Shawn O’Neil, the city said developers submitting applications incorrectly is often the reason why processes can stall. If the bill passes, according to the letter, local governments will be more likely to deny applications rather than work with builders to correct issues. A process of denial and then resubmittal adds more time and cost, the letter said.

“Cities need to have the ability to perform due-diligence via final plat review and engineering permit review when a city is accepting real property and improvements in perpetuity — the city is acting on behalf of the public when it accepts the liability and life-cycle costs of the infrastructure being permitted. Developers move on so they are focused on the present, while cities must deal with issues in perpetuity, which requires that cities must take a longer-term look and more fully consider consequences of present actions, ensuring that all public standards are met in the permitting process,” the city of Wilsonville said.

The measure passed unanimously in the Senate and will now be considered in the Oregon House of Representatives.

“Cutting down the timeline to break ground is a game-changer for families waiting on housing and builders ready to get to work,” said state Sen. Dick Anderson, R–Lincoln City, in the press release. “Today’s vote sends a clear message: Oregon is ready to build.”



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 3560 A:

Proposed Legislation Addresses Critical Need to Improve Child Care Availability that Benefits Both Working Families and Employers

Scheduled for public hearing on May 1, 2025, before the
Senate Committee On Early Childhood and Behavioral Health

Chair Reynolds, Vice-Chair Anderson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in **support of HB 3560 A**, which expands the allowable areas for child care facility siting.

The proposed legislation does not prohibit imposing additional requirements on child care centers in residential zones—a provision Wilsonville supports. Given the commercial nature and operational intensity of child care centers, local jurisdictions must retain the ability to regulate them in residential areas.

For years, Wilsonville has heard from families, employers, and employees about the **shortage of child care options, which limits workforce participation and hinders businesses' ability to recruit and retain employees**. This issue is critical for both our residents and the 19,000+ employees who commute to Wilsonville for work. Recognizing the urgency, the City Council established a goal to:

"Convene a childcare partner consortium to understand the barriers, challenges, and opportunities for increasing childcare opportunities in Wilsonville. Consider the City's role and potential actions for supporting the outcomes."

Wilsonville's **2024 Childcare Survey for Families** identified three key challenges affecting child care availability and accessibility:

1. Staffing shortages
2. High operating costs
3. **Limited adequate facilities**

By allowing child care centers in **dense residential and employment zones**, state and local governments can help address these challenges and expand child care opportunities.

The **City of Wilsonville urges a Do-Pass vote on HB 3560 A** to improve child care access by increasing the locations where facilities can be sited. We appreciate your consideration.

Shawn O'Neil, Mayor
City of Wilsonville

Attachment: City of Wilsonville 2024 *Childcare Survey for Families* and a staff report summarizing key issues



**Testimony by City of Wilsonville Mayor Shawn O'Neil
Opposing SB 974 A and Supporting Amendments:**

***Proposed Legislation's Unintended Consequences Will Produce Fewer
Building Permits and Further Slow the Pace of Housing Production***

Scheduled for public hearing on May 5, 2025, before
the House Committee On Housing and Homelessness

Chair Marsh, Vice Chairs Andersen and Breese-Iverson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to SB 974 A that **seeks to reduce the timeframe for engineering permit approvals, but as we have seen from similar past regulations, the unintended result will be the opposite: *more rigid completeness requirements that results in an increase in permit denials, which in turn leads to a reduced pace of permit issuance, thereby slowing housing production.***

Wilsonville is one of Oregon's fastest-growing cities for the past 20 years, contributing an estimated 20% of all new housing to the Portland metro area during that time with the largest percentage of 50% of middle-housing residential units in multifamily communities.

The City has three substantial concerns regarding SB 974 A:

Concern #1: The City is alarmed by the language inserted into Section 4, Subsection (5). The intent of the originally drafted bill was to provide some level of certainty in plan review timelines after a project has been entitled. **The language inserted into Section 4, Subsection (5) is not related to the originally intended bill and should be removed in its entirety.** If there is a desire to include modifications for design standards in this bill, the language should be modified to apply **design standards for any development with fewer than 20 units**. Based on prior legislative discussions, small projects on infill sites, are uniquely challenged and developers have argued for more flexibility on design standards.

As such, if Section 4, Subsection (5) is not removed entirely, the City recommends the following amendments in bold to the language in (5)(a):

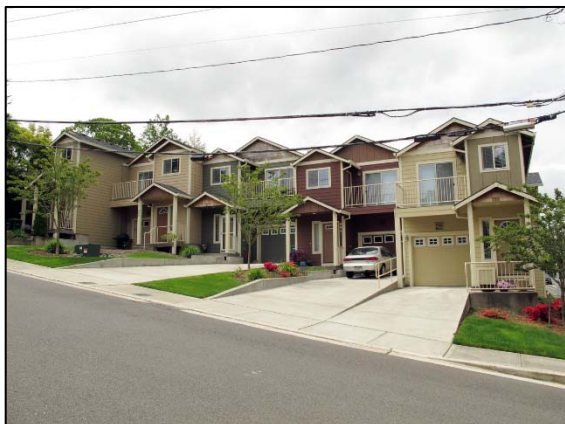
“(a) Shall waive the process or requirements for an urban housing application for the development of 20 or **more less** residential lots or parcels; and

“(b) May waive the process or requirements for a **smaller greater** number of residential lots or parcels.”

Cities have worked with DLCD, the Governor's Office and the Legislature to balance reasonable design requirements that benefit communities' walkability and livability without unreasonably increasing the cost of housing. Careful consideration of design standards was incorporated into the original Middle Housing legislation (HB 2001) and associated rules. We also recognize the thoughtful approach the House and Governor's Office have taken for additional middle housing reform in House Bill 2138, including rulemaking to refine model design standards consistent with this ongoing collaborative effort around design standards.

The City of Wilsonville recently adopted innovative housing variety requirements that only work with design requirements that ensure cohesive neighborhood design rooted in important considerations like building orientation and landscaping standards. The ability to reasonably regulate design is what produces healthy, livable, mixed-income communities.

For example, the City has long regulated parking and garage design to limit driveways and promote safe and walkable communities; here is an example:



Front-loaded townhouses without garage standards create an unsafe pedestrian environment.



Townhouses with garage standards that provide for alley access create a safer and more friendly pedestrian environment.

Taking reasonable design standards away from Oregon's communities will not produce additional housing, reduce housing costs, or increase access to healthy communities. Design standards are not about aesthetics for exclusion; rather, they are most often used to promote public safety and create green, walkable, and inclusive neighborhoods.

The language used in SB 974 appears to be a "bait-and-switch" from the work the State did five short years ago related to HB 2001 middle housing siting and design standards, and then communicated broadly to jurisdictions and residents throughout the State. How

much time and money were spent to develop the model code? It appears that the legislature is taking public input that occurred as part of that rulemaking process and subsequent local-adoption processes and disposing of it because it inconveniences builders. **Any removal of design standards needs to be extremely narrow to identify a specific issue, otherwise the State ends up with unsafe, less diverse neighborhoods.** If any version of this bill moves towards law, this section must be struck or modified as suggested above.

Concern #2: Additionally, the City finds Section 3(21)(a)(A) of great concern by **defining a comprehensive plan change as a quasi-judicial limited land use decision.** Comprehensive Plans are by their nature a legislative policy document. It is unclear what type of quasi-judicial decisions the bill drafters intended when defining amending Comprehensive Plans as adopted, but this needs to be struck.

The City recommends amending Section 3(21)(a)(A) as follows: “Amend a comprehensive plan or seek a variance from a land use regulation.”

Concern #3: Lastly, Section 1 of the Bill is **too simple of an approach to engineering permitting fast tracking that will end up making the process take longer and be more expensive for developers, as well frustrate the ability for design engineers and City engineers to iteratively work through complex engineering issues.** As previously expressed in City testimony on SB 974, we have witnessed the expense and timeline for review increase for wireless facilities under federally-mandated shot clocks. The City does not want to see the same thing happen to housing production.

In 2018, the Federal Communications Commission (FCC) acted to preempt state and local authority to regulate the placement of small cells and also set “shot clocks” that control the timeframe in which local governments must review applications for small cell siting. While the intent was to speed up permitting, it actually slowed down the issuance of permits substantially. The effect of the rule was to force cities to deny many more applications, charge higher fees for external review, and require much more detail and developer expense at initial application.

The proposed completeness review period of SB 974A is less than half the period allowed for land use applications. As noted above, when a similar compressed review timeline was instigated for wireless facilities based on federal law, the City was forced to create a more extensive list of mandatory standard submittal requirements, which helped protect the City by ensuring that not only everything that was needed, but could be needed, was submitted. **This “could be needed” list is where the unintended**

consequence and additional expense for the developer comes into play with SB 974 A. With limited ability to go back and ask for additional clarifying documentation when questions arise through detailed technical review, cities will be forced to ask for more materials up-front, knowing that there is realistically only the one chance to obtain the needed information within a compressed timeframe.

This need-to-have-everything for completeness under a compressed timeframe also limits the ability to utilize deferred submissions. The City will often begin engineering plan review even though there is missing information from a utility provider or certain technical reports are not complete. This flexibility of scheduling prevents these often lagging items from holding-up the process and review timelines. **With a more limited timeframe for review as proposed by SB 974 A, cities will most likely need to have all of the utility provider designs and detailed technical reports prior to proceeding with review, delaying the whole process of engineering review and permit issuance.** This is just one example where it is critical to complete a wholistic look at the process as proposed in SB 1537 (2024) rather than jump to solutions with unintended consequences.

It should be understood that cities and special districts, from a risk management standpoint, are required to perform due-diligence review for infrastructure to accept ownership and maintenance responsibilities. **For liability and public-safety reasons, cities and special districts cannot accept substandard infrastructure. If inadequate technical materials are submitted, cities will be forced to deny an application rather than continue to collaborate with an applicant, thereby, stopping the development in its track.** While the language allowing for developers and cities to request 30-day extensions is helpful, the language still pushes towards the unintended result of more denials of engineering permits, which is exceedingly rare to non-existent under current practice, and something both parties generally want to avoid.

Section 5 of SB 1537 (2024) directed by Housing Accountability and Production Office (HAPO) to study the housing permit process and make recommendations for improvements by September 15, 2026. Rather than implement new regulations at this time, the State should allow for HAPO to complete this study to identify and make recommendations for process improvements.

The City of Wilsonville agrees with the recommendation of the League of Oregon Cities and the Cities of Beaverton, Bend, Eugene, Hillsboro, Portland and others to form a legislative work group that includes planning and building staff from cities of a variety of sizes, especially those where the staff may consist of one planner and one building

official. Collecting data on different processing times to identify those cities that are meeting the bill drafter's expectations on processing time and those that are not, and then determine if there are common factors impacting permit issuance timing. This may be an area where the newly formed HAPO can help with funding, staff recruitment, and evaluation of existing processes.

The City of Wilsonville appreciates the thoughtfulness with which this committee has considered various bills regarding the permitting and review of housing and made improvements to many bills to increase their effectiveness and avoid undesired outcomes. As a jurisdiction that aims to partner with the development community to increase housing production, while maintaining reasonable standards focused on long-term fiscal responsibility and community livability, the City feels it has an obligation to continue to be involved in these conversations.

Wilsonville knows both how to produce housing *and* create attractive, livable communities with substantial middle-housing residential living opportunities.

The City appreciates your consideration and urges opposing the legislation as presented or to support these proposed amendments to SB 974 A. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Shawn O'Neil', is positioned above the printed name.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing SB 974 A-4:

Proposed Legislation's Unintended Consequences Will Further Slow the Pace of Housing Production and Increase Costs to Home Buyers

Scheduled for public hearing on May 12, 2025, before
the House Committee On Housing and Homelessness

Chair Marsh, Vice Chairs Andersen and Breese-Iverson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to SB 974 A and the -4 amendment that **seek to reduce the timeframe for engineering permit approvals, but as we have seen from similar past regulations, the unintended result will be the opposite: more rigid completeness requirements that results in an increase in permit denials, which in turn leads to a reduced pace of permit issuance, thereby slowing housing production.**

Wilsonville is one of Oregon's fastest-growing cities for the past 20 years, contributing an estimated 20% of all new housing to the Portland metro area during that time with the largest percentage (50%) of middle-housing and multifamily residential units.

More time is needed for a deliberative review of the contributing factors to housing approval timelines as directed in SB 1537 (2024). While the city is pleased with the positive direction in the -A4 amendment, we continue to have deep concerns about A-Engrossed SB 974 and the -A4 amendment that leads us to request that the bill not move forward this session without significant further amendments. **Better yet would be to form a work group during the interim to better understand the core issues around permit issuance.**

Considering the -A4 amendment, the city is concerned that the definition of final engineering plans is problematic because it includes infrastructure plans that may not be under the authority of a local government. Final engineering plans may include infrastructure plans under the approval authority of other agencies such as a local district, or a state agency such as the Division of State Lands or the Oregon Department of Transportation. Placing the shot clock burden only on local governments is unreasonable when only local governments will be subject to a writ of mandamus and an award of attorney fees and engineering costs.

The bill prescribes engineering review within an arbitrary artificial timeline, with needlessly punitive consequences for local jurisdictions that are unable to comply. It also includes provisions that are not implementable as drafted. The city believes these provisions will lead to problematic and unintended consequences for jurisdictions and

developers around the state. In the event this bill moves forward, our specific requests and rationale/concerns are described below in more detail.

- **Sec. 1(2)(a): The city requests that the 14-day completeness review for engineering plans be eliminated. If a mandatory timeline is retained, we request it be extended to 30 days, consistent with the land use requirement.**
- **Sec. 1(2)(b): The city requests that the 90-day jurisdiction review timeline for engineering plans be eliminated. If a mandatory timeline is retained, we request it be extended to 120 days, consistent with the land use requirement.**
 - Even with the -A4 amendment's new clock-tolling provision in Sec. 1(3) when engineering plans are out of the local jurisdiction's hands, the proposed 14- and 90-day timelines are simply too short to be consistently met for all projects.
 - The 14-day “completeness review” provision for engineering plans is modeled after the provisions for land use applications, which provide for a 30-day completeness review, which is more realistic.
 - The city has several full-time staff members dedicated to these plan reviews, and average about 120-150 days per project. Some can be completed in less time; some take longer due to complex site conditions and the varying quality of submissions by the consulting engineers that prepare the plans for jurisdiction review. The rigid timelines in this bill do not account for these factors.
 - Infrastructure engineering reviews are complex and vary widely due to variations in project scope and scale, as well as topography, soil and other unique site conditions. The rigid, uniform and artificial review timelines in proposed A-Engrossed SB 974 - A4 do not lend themselves to the collaborative and iterative process that has enabled successful development of challenging sites. These reviews often require an ongoing series of conversations between the reviewing agency, the developer and their consultants to ensure infrastructure is adequately planned, appropriately sized, and connects to the greater community system.
 - Failing to adequately review infrastructure plans can have catastrophic life-safety and financial consequences to the residents of the housing units, neighbors, and communities. Local governments and the communities we serve cannot accept or afford the transference of the risks of infrastructure failure or substandard infrastructure from developers to the community solely because we are unable to ensure consistent compliance with local standards within a rigid and arbitrary timeline.

- Consistently meeting a 90-day deadline will require additional staffing and result in increased review fees. The city is already challenged to find enough qualified plan review staff and will need more revenue in order to do so. Cost-recovery fees are already high, and additional increases may reduce the willingness of property owners and small developers to develop their properties to their highest and best use.
- Earlier versions of the bill included problematic provisions regarding platting and surveying that have been removed. The city has similar concerns with the engineering provisions, and they should also be removed.
- **Sec. 1(4): If the above timeline provisions are retained, the ability to extend the deadline “by one or more 30-day periods” should be changed to provide more flexibility to respond to the unique challenges of a particular development proposal.**
- **Sec. 2(3)(b)(A) and (B): The city requests that the vague and punitive provisions regarding award of attorney fees and engineering costs be removed in their entirety.**
 - Including “the costs of preparing and processing the application and supporting the application in local land use hearings or proceedings” in the definition of “attorney fees” is vague and is an unnecessarily punitive overreach for jurisdictions who are generally acting in good faith to complete timely reviews.
 - Further, “attorney fees” as defined in the -A4 amendment appears to provide the ability for a developer to recoup all costs associated with processing a prior related land use review application. If so, that is unprecedented and seems to be another unnecessarily punitive measure that will only cost jurisdictions more.
 - The provision allowing a developer to recoup “engineering costs” is also vaguely written, unnecessarily punitive and unprecedented.
 - These punitive provisions will also result in higher fees for all applications as agencies will need to build up an “insurance” pool of funds to cover agency costs in the event of a failure to comply (even if unintentional) and a successful writ.
 - If this bill is passed, the city will do its best to meet its requirements. However, these provisions may result in frequent jurisdiction denials of plans nearing the end of the arbitrary 90-day review period solely to ensure we are not held liable for delays and subjected to these punitive cost-recovery provisions. This may result in longer overall review timelines, not shorter. This does not sound like progress toward meeting housing needs more quickly.

The city is also opposed to language in the definition of “urban housing application” that includes amendments to a Comprehensive Plan and planned unit developments. The city alone is responsible for its Comprehensive Plan policies and their adherence to statewide planning goals and this type of action should not be available to a developer of housing.

- **Section 3 (21)(a): The city requests that this new definition of “urban housing application” be modified to remove subsections (A) and (B).**
 - Lumping comprehensive plan/zoning and map changes into the definition of “urban housing applications” subject to limited land use decisions is not workable because these types of applications cannot be processed as limited land use decisions under current statute.
 - Cities must be able to review zoning proposals against adopted policies and infrastructure plans to ensure infrastructure systems remain functional and future development supports current and projected needs.
 - Similarly, with the requirement for clear and objective housing standards, a planned unit development application is a discretionary option available to, but not required of, a developer of housing. Because this is an application type that the developer is opting for in lieu of a clear and objective pathway, it should not be included in the definition of urban housing application.

The city is also opposed to further pre-emption of local review of housing, given the already limited processes in place as a result of clear and objective requirements and the mandatory adjustments process adopted with SB 1537 in the last session. It is not clear what problem the pre-emption of design review on 20 or more residential units is attempting to solve.

Waiving standards does not change process or timeline, nor reduce the cost to the homebuyer, which is the stated intent of the bill. But it will impact the livelihood of our community members who are left to live in and pay the extra costs of poorly designed neighborhoods.

Waiving design standards for developments with 20 or more units appears to be a bait-and-switch from the work the State did just five short years ago for Middle Housing siting and design standards and SB 1537 mandatory adjustments, which were carefully drafted, provide an incentive for dense housing types, and the result of compromise by all stakeholders. The design language in SB 974 was added last minute, lacking transparency and undermining prior collective work. The fact is, in many cases subdivisions will get more waivers than the priority housing types in SB 1537 and permanently.

Across Oregon, city planning departments have been in a nonstop cycle of code revisions since passage of the original middle housing bill, House Bill (HB) 2001, in 2019. The five or six mandates issued since 2019 have been an enormous drain on staff time, city resources, and public outreach capacity. In a city with only a few planners, other work falls by the wayside when such serial unfunded mandates come out of the legislature.

There is a significant lack of clarity in the language of this bill, meaning there is a high likelihood of litigation to follow to resolve this lack of clarity. Further, we offer to the Committee that this lack of clarity can also mean that there are unintended consequences that may follow. While the design standards section states its purpose and target is aesthetics, the specific provisions listed go beyond that and will impact cities abilities to:

- Meet climate, habitat, and stormwater management goals through tree preservation and landscaping standards.
- Achieve weatherization, protection from elements, and reduced housing costs for residents (with design elements like eaves and covered porches).
- Properly delineate and protect natural areas and public open spaces with appropriate fencing.
- Require various house plans, including to meet accessibility needs.

As a result, these waivers to design standards make it more difficult to meet Statewide Planning Goals, such as Goals 5 and 10, including new OHNA requirements.

Please amend the bill by removing Section 5. Alternatively, address the process, which is the intent of the SB 974, by requiring design review to be concurrent with land use review. Simultaneous review would actually help to reduce process and costs. If you do keep Section 5, the city respectfully requests that the committee address the technical issues raised in this testimony, and to have it expire at the same time SB 1537 is set to sunset, so we aren't undermining good development and rewarding large subdivisions over other types of housing in perpetuity. Please address the technical issues the city's testimony has raised by incorporating the proposed language below:

“(c)(A)(ii) Roof decoration, form ~~or eave overhang~~;

“(iv) Window elements including trim, ~~recesses~~, shutters or grids, **excluding window material and bird safe glazing**;

“(v) Fence type, design or finishes, **unless adjacent to and separating a natural area**;

“(vii) **Aesthetics of** ~~Covered~~ porches or balconies;

“(viii) Variety of design or floorplan, **excluding accessibility and other OHNA housing requirements**; or

“(ix) The specific landscaping materials in front or back yards, **unless the vegetation serves a functional purpose of managing stormwater or meeting urban tree canopy requirements**.

Section 5 of SB 1537 (2024) directed by Housing Accountability and Production Office (HAPO) to study the housing permit process and make recommendations for improvements by September 15, 2026. Rather than implement new regulations at this time, the State should allow for HAPO to complete this study to identify and make recommendations for process improvements.

The City of Wilsonville agrees with the recommendation of the League of Oregon Cities and the Cities of Beaverton, Bend, Eugene, Hillsboro, Portland and others to form a legislative work group that includes planning and building staff from cities of a variety of sizes, especially those where the staff may consist of one planner and one building official. Collecting data on different processing times to identify those cities that are meeting the bill drafter's expectations on processing time and those that are not, and then determine if there are common factors impacting permit issuance timing. This may be an area where the newly formed HAPO can help with funding, staff recruitment, and evaluation of existing processes.

If any part of the bill proceeds, the City supports extending the effective date for at least 12 months, preferably 24 months. It takes over 100 days just to get through the required noticing, public hearings, and appeals period, which does not provide any time for code revisions and work sessions. The requested implementation timeline will allow jurisdictions to recruit staff, develop new policies and procedures, and update codes. As jurisdictions work on implementation and discuss details with development partners, we anticipate opportunities for technical amendments to address unintended consequences of this hastily drafted bill. The later implementation date will provide time for these technical fixes during next year's short session before the final implementation deadline.

The City of Wilsonville appreciates your consideration and urges opposing SB 974 A-4 as presented and urges amendments as outlined in this testimony. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Shawn O'Neil', is written over a light blue circular stamp.

Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil
Opposing and Seeking Amendments to HB 3336-2:**

***Proposed Legislation Contains Substantial Ambiguities Apt to Create
Legal Challenges; Recommend Interim Work Group to Iron-Out Details***

Scheduled for public hearing on May 12, 2025, before
the Senate Committee On Energy and Environment

Chair Sollman, Vice Chair Brock Smith, and Members of the Committee:

I am testifying in opposition to HB 3336-2, which preempts local government processes to make a decision on an application to upgrade an existing electric power transmission line using ambiguous terms and phrases apt to create costly legal challenges.

Our initial concerns pertain to issues that the bill raises but does not address that include:

1. Is there a technical or regulatory distinction between a “high-capacity electric line” and a “transmission line”? For example, are the terms interchangeable under Oregon law or utility industry standards, or do they serve different functional or classification purposes?
2. If the terms are effectively equivalent, and the bill adopts a 57,000-volt threshold for transmission lines, would this require local jurisdictions to update their development codes to reflect the new threshold to remain consistent with state law and avoid legal or permitting ambiguity?
3. What are the governing statutes for tree removal within a utilities ROW and does that definition match the definition in the bill?

Additionally, there is a need for increased specificity on exactly what utility infrastructure is allowable. Page 1 line 15/16 of the -2 amendment could be tightened up “...appurtenances and all related facilities required for the acceptance of electric services by the transmission lines”. In the same vein, the following terms could use definitions as these are not layperson terminology: Conduits, Conductors, Guys, Cutouts, Capacitors, Stubs, Cutouts, Switches.

HB 3336-2, page 2, Line 5, Section 4 (2)(c) states: “Does not expand the footprint of any part of the transmission lines if sited within an area designated for a statewide land use planning goal relating to natural disasters or hazards, including floodplains, riparian zones or environmental health hazards.”

Again, the City is concerned about ambiguous terms and phrases that are not defined in law or rules:

- “Footprint” should be defined. For example, is this the structure and lines itself and the managed area? What is the definition of “footprint” when in a natural resources area?

- This is too narrowly written in the reference to “natural disasters and hazards.” Our main concern is that it encompass City overlays for natural resource protection that are Goal 5 resources, as well as Willamette River Greenway resources, Goal 15. These are our environmental overlays and river overlays.
- This should also include a limit on disturbance in natural resource areas for construction access and staging, as well as managed area if that is not included in footprint. The limit on disturbance could also be handled in the clear and objective standards in Section 5.

HB 3336-2, page 2, Line 16, Section 4(3)(a) states “May be subject only to clear and objective standards that do not require the exercise of judgment by the decision maker;” Greater clarity is needed in order to determine how a local government is to process an application for transmission line upgrades to implement grid enhancing technologies::

- Are those set by the local jurisdiction, or would there be rulemaking involved?
- It would be better to have a requirement for standards, but allow for a discretionary review for situations that don't meet the standards. The City assumes this is what is intended, but that isn't clear.
- If there is direction added about what can/cannot be in the clear and objective standards, the City recommends that jurisdictions be allowed to set reasonable parameters on how much the facility is allowed to expand its footprint/managed area under the standards and limits on resource impacts, such as tree removal.
- Make sure there is adequate time to adopt the standards and alternative review.

HB 3336-2 as written contains many ambiguities that may likely lead to expensive litigation by electric utilities, local governments and other interest due to differences in interpretation. The City recommends creating an interim work group to further refine the proposed legislation. In the alternative, adopt the base bill HB 3336 without the -2 amendment. The City understands that Representative Gamba worked for 18 months to draft HB 3336. The proposed removal or significant reduction of land use requirements is a more recent request made by an electric utility that should have been vetted during the 18-month bill-preparation time and not added at last minute.

The City of Wilsonville appreciates your consideration and urges tabling HB 3336-2 and urges the committee to form an interdisciplinary workgroup composed of local government, power utility, environmental and other interests to workout the issues identified in this and other testimony. Thank you for your time and consideration.



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing HB 2658:

Proposed Legislation Creates Unintended Consequence that Could Harm Housing Production and Reduce Affordable Housing Options

Scheduled for public hearing on May 12, 2025, before
the Senate Committee On Housing and Development

Chair Pham, Vice Chair Anderson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to HB 2658 and the -1 amendment, which preempts cities or counties with a population of 15,000 or greater from conditioning a permit or a zone change on the development of an improvement project that has already been financed, planned, or approved. **Because competent local governments plan and approve infrastructure projects that support new housing production prior to construction, the net effect of the proposed legislation will be to force the local government to carry the costs of the infrastructure, resulting in a decrease of housing production that can advance due to local-government financing limitations.**

Wilsonville is one of Oregon's fastest-growing cities for the past 20 years, contributing an estimated 20% of all new housing to the Portland metro area during that time with the largest percentage (50%) of middle-housing and multifamily residential units.

If this bill were to pass as currently written, the City would have to stop work on the \$7.1 million Stafford Road Improvements project because the current funding plan assumes reimbursement of the local portion by the developer through an infrastructure fee applied to each building permit. Without this tool, the City does not have the funding to build the project and prepare Frog Pond East UGB expansion area for residential development. The Stafford Road Improvements project, required to advance new housing development in Frog Pond East, involves improving one mile of a rural road to urban standards that also includes adding shoulders and bike/ped facility, along with required water, sewer and stormwater infrastructure.

Consequently, it would then be the responsibility of the developer to build Stafford Road Improvements project with the first phase of development, which is a large infrastructure cost for a developer to carry up-front. Adoption of HB 2658 and the -1 amendment will literally delay Frog Pond East development as the City and developer seek to find an

alternative funding strategy by the bill's removal of using an important housing-production infrastructure-financing tool.

Additionally, by making the developer carry the costs for major infrastructure projects, the developer's margins are reduced, and thereby has a direct impact on reducing the potential amount of affordable, middle-housing options that a developer may plan.

The bill could be improved with this amendment:

- Amend SECTION 1(f)(C) of HB 2658, which is identical to line 15 of page 1 of HB 2658-1:

Strike: ~~Initiated procurement of the improvement.~~

Add: **Initiated a construction contract for the public improvement.**

The phrase "Initiate procurement of the improvement" is ambiguous – What does that really mean? How does this affect the City's funding plan for the Stafford Road Improvement project? Is the City able to build a project and then apply the local road portion as a fee on the development? This language seems to prevent a City-initiated Local Improvement District (LID) to support residential development. If so, HB 2658/HB 2658-1 will actually stop residential development.

As currently drafted, initiated procurement could be interpreted broadly to include design services. This would impact the ability for the City to develop "shovel ready" construction projects that are just waiting on a viable funding option – which may include developer contributions. The City's proposed amendment clarifies that the local government must have already entered into a contract with a contractor to build the infrastructure improvements, which would occur only after the local government has the funds to build the project.

The City appreciates your consideration and urges tabling or providing a "No" vote on HB 2658 and the -1 amendment. Thank you for your time and consideration.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil
Opposing and Amending SB 974 A-5 and A-7:**

***Latest Amendments of Proposed Legislation Provide Improvements;
However, Section 8 Remains Problematic and Slows Housing Production***

Scheduled for public hearing on May 19, 2025, before
the House Committee On Housing and Homelessness

Chair Marsh, Vice Chairs Andersen and Breese-Iverson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in opposition to SB 974 A-5 and A-7 and proposing amendments for consideration at the scheduled May 21 work session. The proposed legislation has been improved considerably from prior versions, and the City greatly appreciates the committee's work to make the bill more achievable .

Wilsonville is one of Oregon's fastest-growing cities for the past 20 years, contributing an estimated 20% of all new housing to the Portland metro area during that time with the largest percentage (50%) of middle-housing and multifamily residential units.

While Wilsonville has some remaining questions on how the limited land use processes will work with zone changes to increase density and variances, the shift to limited land use review for residential development is something the City already plans to explore. The design standards of Section 8 of -5 and -7 remain problematic. The language is poorly constructed and misaligned with the bill's stated focus on streamlining processes.

Moreover, the bill's drafting reflects a fundamental misunderstanding of how and when design standards are applied in practice, on-the-ground by local governments. These standards typically *are not evaluated* at the subdivision level, but rather at the point of ministerial application for individual building permits.

Based on testimony from home-builder advocates, there appears to be a lack of clarity—even among proponents of the bill—regarding the implications of the proposed design-review provisions. As such, the City recommends that the design standards section be removed from the current bill and revisited by an interim work group or in a future legislative session.

If the overarching goal is to reduce procedural delays and regulatory uncertainty, the City could support language that prohibits hearings or even limited land-use processes for design review of residential buildings within the UGB. Design standards, if applied, would be enforced solely through a ministerial process conducted concurrently with building-permit review.

To better align with the bill's intent to expedite housing development, the City proposes the following amendment in bold text for Section 8:

“SECTION 8. (1) A local government may not apply residential design standards to an application for the development of housing within an urban growth boundary **except for clear and objective standards applied through a ministerial process concurrent with building permit review**, unless the application is for the development of fewer than 20 residential units.”

The City of Wilsonville appreciates your consideration and urges opposing SB 974 A-5 and A-7 as presented and urges amendments as outlined in this testimony. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Shawn O'Neil', is positioned above the printed name.

Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil
Opposing and Amending HB 2658 -5:**

***Latest Amendments of Proposed Legislation Provide Improvements;
However, Section 2 Remains Problematic***

Scheduled for public hearing on June 16, 2025, before
the Senate Committee on Rules

Chair Jama, Vice Chair Bonham, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in opposition to HB 2658 -5 and proposing amendments for consideration at the scheduled June 16, 2025, public hearing. The proposed legislation has been improved considerably from prior versions, and the City greatly appreciates the committee's work to make the bill more workable.

Wilsonville has been one of Oregon's fastest-growing cities for the past 20 years, contributing an estimated 20% of all new housing to the Portland metro area during that time, with the largest percentage (55.5%) of middle-housing and multifamily residential units.

Wilsonville understands the balance between supporting development and exacting necessary public improvements with development. Rough proportionality is a standard developed by the US Supreme in cases like *Dolan v. City of Tigard* to ensure that public infrastructure requirements are roughly proportional to the exactions imposed on the developer.

The criteria for establishing exactment of public improvements found in Section 2(a) of -5 is problematic. Specifically, the language prohibits a municipality from requiring frontage improvements if the alteration does not increase the square footage or footprint and does not result in a change of occupancy classification group. This could allow for a sit-down restaurant to be converted to a drive-through restaurant, both considered occupancy A, with no transportation improvements required, assuming that the improvements were less than \$150,000 and the footprint of the building did not change. Such a modification from a sit-down restaurant to a drive-through restaurant has significant impacts to the transportation system that should be mitigated by the developer with the building permit application. Transportation improvement exactions should be

based on the increased demand on the transportation system, not connected to the occupancy classification group.

Additionally, the language in Section(b)(B) of the -5 amendments limits the ability to exact ADA improvements to those in effect on the effective date of this proposed 2025. It is important that we make continuous efforts to improve our transportation systems accessibility for our most vulnerable populations, as those federal regulations are updated into the future.

To better align with the bill's intent to ensure that exaction of public improvements are proportional with the actual development's improvements, the City proposes the following amendment in bold text for Section 2:

“SECTION 2. (2)(a)(D) Existing or proposed uses for the building do not result in an increase in average daily trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily trips, unless a specific trip generation study is approved by the municipality.

.....

SECTION 2. (2)(b)(B) If the Americans with Disabilities Act of 1990, 42 U.S.C 12101 et seq., ~~as in effect on the effective date of this 2025 Act~~, requires the municipality to include the installation of a frontage improvement as a condition in, or as a condition of obtaining a construction permit.

The City of Wilsonville appreciates your consideration and urges opposing HB 2658 -5 as presented and urges amendments as outlined in this testimony. Thank you.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil - TRIP 2025 Omnibus Transportation Bill, HB 2025 -28 amendment:

Reinvesting in Oregon's Transportation System

Scheduled for public hearing on June 26, 2025,
before the Joint Committee on Transportation Reinvestment

Co-Chairs McLain and Pham, Co-Vice Chairs Starr and Boshart-Davis and members of the Joint Committee on Transportation Reinvestment:

The City of Wilsonville supports the -28 Amendments to HB 2025 and requests a Do Pass recommendation.

As we have previously stated in testimony on HB 2025, we support efforts of the Oregon Legislature to raise needed revenue sources for the State Highway Fund. We support the 50-30-20 allocation of these revenues to ODOT, counties and cities for the correct funding of our state highway system operations and maintenance. We believe that the provisions of -28 Amendment accomplish these objectives.

We suggest **the addition of the I-5 Boone Bridge to the 'anchor projects' in Section 120 (3)(c) on page 109 of the -28 Amendment.** Replacement of the I-5 Boone Bridge is necessary to bring this critical facility up to seismic standards and to assure resilience in a major earthquake or other natural disaster.

We strongly support these three other sections of the -28 Amendment:

1) Section 176, Page 152 — 'Capacity expansion project'

We urge the study of expanding capacity on I-5 between the I-205 Interchange and the Donald/Aurora Exit. This often congested area needs special planning and design attention as designated in this section of the amendment.

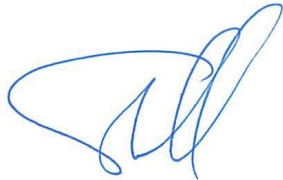
2) Section 178, Page 153 — Westside Express Service study

We have advocated for a study of intercity commuter rail between Beaverton and Salem for three legislative sessions. Now is the time to conduct this study to determine how best to efficiently move passengers and freight along the congested I-5 corridor in the Northern Willamette Valley. We strongly support this study and are pleased to work with other jurisdictions and transit districts to refine the planning for future commuter rail to connect the cities along this rail corridor.

3) Section 183, Page 154 — Rail Transportation Study

We appreciate the vision and potential of this section to plan for statewide commuter rail expansion in a thoughtful and organized way. It is not too soon to be looking at alternatives to the finite capacity of the interstate highway system and plan for future modes of transportation to meet the needs of Oregonians.

We thank the members of the Joint Committee on Transportation Reinvestment for hearing our concerns and suggestions for meeting the needs of our state and keeping Oregon moving through more efficient and cost-effective policies and planning.



Shawn O'Neil, Mayor
City of Wilsonville

City of Wilsonville project requests submitted via the Office of Senator Courtney Neron Misslin (FKA Representative Neron) to Legislative Fiscal Office (LFO) for 2025 legislative session funding consideration



Project Name	Amount Requested	Beneficiary Agency	Project Description
I-5 Boone Bridge Seismic Replacement Project: Next phase of project development costs Pages 2-17	\$6.0M	ODOT	\$3M for studies on archeological and historic resources, ESA/biological, wetlands/waters, noise, land use, visual and environmental justice; survey and geotechnical investigation; \$3M for bridge and roadway design, traffic design, hydraulic and stormwater design; utility and right of way coordination.
Stafford Road Improvement Project for 1,500-1,600 new residential units in the Frog Pond East/South UGB expansion areas Pages 18-108	\$3.5M Named project in HB 3939-1	City of Wilsonville	\$7.1M Total Cost; \$3.6M (51%) City match. Project improves Stafford Road between Boeckman Road and Frog Pond Lane, including addition of sidewalk, bike lane, and transit enhancements, add a single lane roundabout at the intersection of Stafford Road and Brisband Street, and extend drinking water and wastewater pipelines along Stafford Road between Boeckman Road and Frog Pond Lane.
60th Ave Stormwater Drainage Pipeline Project for 1,500-1,600 new residential units in the Frog Pond East/South UGB expansion areas Pages 109-111	\$3.0M	City of Wilsonville	\$4.1M Total Cost; \$1.1M (27%) City match. Project extends 2,050 feet of 24-inch storm drainage pipeline and installs 310-foot-long, 30-inch storm outfall to support growing residential areas by providing required stormwater drainage to Frog Pond East.
French Prairie Charbonneau Pathway Project for senior-living community Pages 112-114	\$3.0M	City of Wilsonville	\$5.7M Total Cost; \$2.7M (47%) City match. The project improves and extends walking and biking facility along in the Charbonneau District of Wilsonville, a 3,500-population, senior-living community. The project extends a current 5-foot wide, 1,700-foot-long sidewalk to a 12-foot wide, 11,600-foot-long (2.2 miles) two-way bike/ped facility that improves livability and safety by providing mobility options that do not currently exist.

APPENDIX D

Wilsonville 2025 Legislative Bill List 100+ Bills Monitored

2025 Legislative Session Bill Watch List

Topic	City Position	Bill #	Bill Description	City Testimony	Notes
EcDev - Child Care	Support	HB 3008	Appropriates moneys to fund child care workforce investments	No	Rep. Neron bill (Presession filed) Died in Committee on adjournment
EcDev - Child Care	Support	HB 3011	Establishes the Early Childhood Education Workforce Development Fund, appropriates moneys to the Higher Education Coordinating Commission to provide funding to community colleges and public universities that offer early childhood education degrees and certificates	Yes	Rep. Neron bill. Reviewed by City Council in November. City testified in support. Died in Ways and Means, but workforce-related child care was funded, but not to the amount requested in the bill.
EcDev - Child Care	Monitor	HB 3496	Require DLCDD to create model code and best practice guide for cities and counties on siting for child care facilities	No	Rep. Neron bill. Died in committee on adjournment.
EcDev - Child Care	Support	HB 3560	Child care facility siting: expands locations for employment-related child care facilities through zoning changes to make siting child care facilities easier. Require DLCDD to create model code and best practice guide for cities and counties on siting for child care facilities	Yes	Sen. Anderson and DB Smith bill (Presession filed). Signed into on May 27, 2025.
EcDev - Child Care	Monitor	SB 567	Establish and implement a child care incentive program	No	Senators Anderson and DB Smith bill. Died in committee on adjournment.
EcDev - Child Care	Support	SB 962	Grants for in-home family child care facility improvements in rental units	No	Died in committee on adjournment.
EcDev - Willamette Falls	Support	HB 2574	Willamette Falls Locks Authority additional financing for implementation	Yes	Strong support by City. Working with City of West Linn to pass. Referred to Ways and Means. \$11M request. Died on adjournment.
EcDev - Workforce	Support	HB 3669	Expand workforce development programs administered by HECC	Yes	Died in committee on adjournment.
EcDev - Business Oregon Budget	Support	HB 5024	Appropriates moneys from the General Fund to the Oregon Business Development	Yes	Agency Budget funding for biennium. Signed into law on July 31, 2025.
Employment	Monitor	SB 847	Change the calculation of the Retirement Health Insurance Account subsidy under PERS	No	Died in committee on adjournment.
Employment	Monitor	SB 916	Allows striking workers to apply for unemployment benefits	No	Sen. Neron voted not to concur with House amendments at the request of LOC. Signed into law on June 24, 2025.
Environment	Support	HB 2679	Directs the State Department of Agriculture to classify certain pesticides containing neonicotinoids as restricted-use	Yes	Rep. Neron bill (Presession filed). Died in Committee on adjournment.
Environment - Commerce	Monitor	SB 551	Statewide ban on non-reusable plastic bags in businesses	No	Rep. Neron bill. Signed into law on June 5, 2025.
Environment - Commerce	Monitor	SB 680	Prohibits a person from publishing or causing to be published an environmental marketing claim, net zero claim or reputational advertising that is materially false, misleading, deceptive or fraudulent	No	Prohibits greenwashing. Died in committee on adjournment.
Governance	Oppose	SCR 2	Aurora Airport Emergency Preparedness Resolution	Yes	Sen. Woods offered amendment language to correct false narrative. Committee cancelled hearing due to weather and did not reschedule hearing. Died in committee.
Governance	Oppose	SR 2	Aurora Airport Emergency Preparedness Resolution	Yes	Same Language as SR 2. Passed Senate Rules after critical debate by Members. Testimony by city effective in defining issue. Passed. Vote explanation by Senator Neron Misslin. Filed with Senate clerk.
Homelessness	Support	HB 3644	Set up statewide shelter program with regional directors, broaden eligible shelter types	No	Aligned with Wilsonville priorities. Signed into law on July 17, 2025.

2025 Legislative Session Bill Watch List

Homelessness	Monitor	SB 593	Would repeal time-place-manner for homelessness - HB 3115 (2021)	No	Sen. Meek bill. City of Grants Pass SCOTUS case made this bill unnecessary. Died in committee on adjournment.
Housing	Support	HB 2074	Extends the sunset date for the partial property tax exemption for the property of vertical housing development projects (VHDZ)	Yes	City Priority. Signed into law on June 11, 2025.
Housing	Oppose	HB 2258	Require specific housing designs, not flexible to local needs and housing market; preempts local authority and hurts housing production	Yes	Governor's housing bill. Signed into law on July 17, 2025.
Housing	Monitor	HB 2872	Requires building permit to show CCB # to obtain a licence	No	Died in committee on adjournment.
Housing	Monitor	HB 3031	General Obligation infrastructure program at Business Oregon	Yes	Signed into law on July 17, 2025.
Housing	Monitor	HB 3144	Prohibits private bans on manufactured and prefab homes and ADUs	No	Rep. Marsh bill. Signed into law on June 5, 2025.
Housing	Monitor	HB 3145	Innovative Housing Types - allows use of Local Innovation and Fast Track Housing Program Fund moneys for factory-built housing	No	Rep. Marsh bill. Provides mobile home options. Singed into law on July 17, 2025.
Housing	Monitor	HB 3506	Placeholder with relating clause - Housing and Community Services Department to study housing and to report to the interim committees - supportive housing for seniors	No	Creates healthy homes fund to assist seniors with home repairs. Signed into into law on July 17, 2025.
Housing	Monitor	HB 3903	Parking minimums for residential development: requires local governments to require at least one parking space per multiunit unit with limited exceptions	No	Rep. Ruiz bill. Died in committee on adjournment.
Housing	Support	HB 3939	Increasing Work Force Housing with new housing units in the communities of Florence, Baker City, Burns, Ontario, Hines, Dallas, Carlton, Wilsonville, Adair Village, and Grants Pass. Each of the 3,080 housing units is priced at \$8,400 in public investment per door	Yes	Stafford Road infrastructure project. Rep. Elmer bill, supported by Rep. Neron, City of Wilsonville, Wilsonville Chamber of Commerce. Amy Pepper in-person testimony on the -1 amendment. Died in committee on adjournment.
Housing	Support	SB 1086	Apprenticeship concept for training new housing inspectors	Yes	Supported by Oregon Building Officials Association; Homebuilders Association; City of Wilsonville. Signed into law on May 28, 2025.
Housing	Support	SB 117	Extends the sunset date for the partial property tax exemption for the property of vertical housing development projects.	No	City priority. Died in committee on adjournment.
Housing	Monitor	SB 31	Affordability notice and restitution	No	Died in committee on adjournment.
Housing	Oppose	SB 49	Preempts local control requiring model codes. Removes Land Use Goal planning. Prohibits minimum density standards. Increases the membership of the Building Codes Structure Board from 9 to 11 members.	Yes	Heard with SB 48. City opposes preemption of local control of the building process. Signed into law on May 19, 2025.
Housing	Monitor	SB 684	Establish a program to issue low-interest short-term loans for the construction of mixed income public developments	No	Hearing with SB 50. Signed into law on July 17, 2025.
Housing	Monitor	SB 83	Repeals statewide wildfire map. Defines defensible space and wildland-urban interface	No	Signed into law on July 24, 2025.
Housing - Affordable Housing	Support	HB 3503	Housing and Community Services Department to disburse moneys to Community LendingWorks to provide grants to purchase housing in Clackamas County that will be made available through a community land trust as affordable housing to first-time home buyers	Yes	Rep. Neron bill. Died in committee on adjournment.
Housing - Affordable Housing	Monitor	SB 50	Housing and Community Services Department to study Housing and report to the interim committees - focus on affordable housing fund	No	Hearing with SB 648. Died in committee on adjournment.
Housing - Affordable Housing	Monitor	SB 973	Require a landlord of publicly supported housing to provide notice of when the affordability restrictions may be terminated	No	Rep. Neron bill. Signed into law on May 22, 2025.

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Housing - EFU	Monitor	SB 77	Modifies allowable home occupations on lands zoned EFU	No	Died in committee on adjournment.
Housing - Infrastructure	Support	SB 1103	Establish infrastructure loan fund for cities and tribes to support housing in climate-friendly areas	Yes	Died in committee on adjournment.
Housing - Land Use Planning	Oppose	HB 2316	Supersiting of affordable housing land outside of Urban Growth Boundaries	No	Signed into law on July 17th.
Housing - Land Use Planning	Support	HB 2347	Governor's technical land use update bil to clean up statute.	No	Governor's priority. Signed into law on May 8, 2025.
Housing - Land Use Planning	Monitor	HB 2950	Land Use Goal 1 updates, increasing citizen engagement	No	Died in committee on adjournment.
Housing - Middle Housing	Oppose	HB 2138	Middle Housing update bill, expands requirements to include lands outside UGB	Yes	Gov's priority. Has concerning implications for many cities; may create unfunded mandates with insufficient infrastructure in place to expand beyond UGB.
Housing - Middle Housing	Monitor	SB 737	Changes to Middle Housing Land Division (MHL) notices. Expands notice requirement. Triggers traffic study.	No	Died in committee on adjournment.
Housing - SDCs	Support	HB 2968	SDC deferral fund (state-guaranteed funds), works for infill housing, but significant infrastructure money is needed for greenfield development	Yes	Rep. Gamba bill. Voluntary SDC program. Died in Ways and Means on adjournment.
Housing - SDCs	Opposed	HB 3505	A local government may not impose or increase SDC for the installation of a residential fire sprinkler system, or a water meter required by the fire sprinkler system that is larger than the water meter that would be required for the dwelling without a fire sprinkler system installed	Yes	Changes SDC requirements. Signed into law on May 14, 2025.
Housing - SDCs	Monitor	HB 3639	SDC blanket deferral, would have delayed payment of SDCs until occupancy	No	HBA bill. Died in committee on adjournment without a hearing.
Housing and Development	Monitor	HB 2090	Extend tax credits for tenants of manufactured housing	No	Signed into law July 17, 2025.
Housing and Development	Oppose	HB 2658	Prohibits cities and counties from requiring frontage improvements on certain interior renovations that do not expand the building size or change the use	Yes	Signed into law on July 17, 2025.
Housing and Development	Monitor	HB 3065	Housing stability requirements: Cities of less than 200K must establish local standards for housing stability	No	Died in committee on adjournment.
Housing and Development	Monitor	HB 3136	Changes language regarding "real estate" profession on city Planning Commissions in statute, does not change the ability for local jurisdictions to regulate members	No	Signed into law on June 20, 2025.
Housing and Development	Monitor	HB 3154	Removes certain lands from the buildable lands inventory.	No	Did not get a hearing, died in committee on adjournment.
Housing and Development	Monitor	HB 3570	Appropriate money to Business Oregon to update the inventory of community infrastructure project needs related to the production of new housing, report on the processes and programs for maintaining inventories of, and providing funding for, drinking water, wastewater and stormwater infrastructure projects	No	Died in committee on adjournment.
Housing and Development	Monitor	HB 3673	Reduces the number of days (120 to 90 days) for mental health or addiction counseling	No	Did not get a hearing, died in committee on adjournment.
Housing and Development	Monitor	HB 3746	Condo defect liability, reduces the statute of limitations on certain defects	No	Could have chilling effect on development of new housing. Signed into law on July 24, 2025.
Housing and Development	Monitor	SB 1095	City fees on non-commercial development vacant for more than 180 days	No	Died in committee on adjournment.
Housing and Development	Monitor	SB 1129	Urban Reserves rule update. Does not impact Wilsonville since we already have established urban reserves	No	Signed into law on May 27, 2025.

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Housing and Development	Monitor	SB 462	Requires Business Oregon to establish education course for land use planners for local governments, special districts and state agencies	No	Died in committee on adjournment.
Housing and Development	Monitor	SB 48	Technical fix for SB 1537 (2023). Urban Growth Boundary expansion, housing project revolving loan fund.	No	Heard with SB 49. Primarily, a City of Bend issue. Signed into law on July 17, 2025.
Housing and Development	Oppose	SB 6	45-Day Building Permit "Shot Clock". Would upend city permitting and zoning	No	City coalition opposed. Died in committee on adjournment.
Housing and Development	Support	SB 967	Intergovernmental Agreements (IGA) allowed for unincorporated areas within a city's urban growth boundary. Facilitates local improvement districts (LIDs) in urban expansion areas	Yes	Helpful for future development of urban reserves. Signed into law on May 22, 2025.
Housing and Development	Oppose	SB 974	Engineering "Shot Clock" and prohibition on aesthetic design review. Creates a 120-day review deadline for housing infrastructure engineering plans and streamlines some PUD zone changes. Restricts cities from applying purely aesthetic design reviews for developments of 10+ units, though health, safety, and compliance reviews remain.	Yes	120-day Shot Clock. The prohibition of aesthetic review limits the city's design review process; we may want to mitigate adverse impacts with future legislation. Signed into law on June 16, 2025.
Housing Stabilization	Monitor	HB 3054	Cap annual rent increases at 6% for residents of manufactured home parks and floating home marinas with more than 30 spaces	No	Signed into law on June 24, 2025.
Industrial Land	Oppose	HB 3062	Related to zoning for industrial land development near "sensitive uses". Needed to correct ambiguous definitions. Overly burdensome regulations for siting new industrial businesses. Creates unfunded mandates for mitigation	Yes	Also signed on to two LOC coalition letters in opposition. Died in committee on adjournment.
Industrial Lands	Support	HB 2326	Requires the Oregon Business Development Department to study industrial site readiness in Oregon	No	One of two placeholder bills by Rep. Daniel Nguyễn. Died in committee on adjournment.
Industrial Lands	Support	HB 2327	Requires the Oregon Business Development Department to study industrial site readiness in Oregon	No	Industrial Site Readiness funded with \$10 million in Ways and Means process. Part of
Industrial Site Loan Fund	Support	HB 2349	Business Oregon bill authorizing the Industrial Site Loan Fund	No	Has similar parameters to the semiconductor-specific industrial site fund established in SB 4 (2023) Sections 14-23. Agency bill, doesn't include funding; funding bill is HB 2411. Died in committee on adjournment.
Industrial Site Loan Fund	Support	HB 2411	Would allocate money for Industrial Site Loan Fund: \$40M	Yes	The coalition bill drafted by Rep. Daniel Nguyen includes the same provisions for the Loan Fund, but also proposes \$40M funding. In the end, reduced to \$10M. Signed into law on July 24, 2025.
Industrial Site Loan Fund	Support	SB 5531	Lottery bond funding bill that includes \$10M in Sections 18-19 for Industrial Site Readiness (RSIS) and other economic development related projects. Many more requests for funds than funds available.	No	Signed into law on August 7, 2025
Labor	Monitor	HB 2688	Prevailing wage rate for off-site public works	No	Signed into law by Governor July 31, 2025.
Land Use	Support	HB 3013	Enforcement authority: assures that LUBA rulings are implemented and enforced	No	Rep Neron Bill, related to Aurora Airport LUBA decision. It would require enforcement of LUBA decisions. Objections by other cities. Died in Committee.
Land Use Planning	Monitor	SB 5529	Land Use Board of Appeals (LUBA) Budget	No	Signed into law on June 24, 2025.
Land Use Planning	Monitor	SB 817	Fee increase for filing a notice of intent to appeal to LUBA	No	Governor's priority bill. Signed into law on May 7, 2025.
Lawsuits	Oppose	SB 65	Suffer damages article 1 - Allow a person who has been deprived of rights, privileges or immunities secured by the Oregon Constitution or the laws of this state by a person acting under color of law to bring a civil action for economic and noneconomic damages and for injunctive or other equitable relief	No	Very concerning for cities. Died in committee on adjournment.

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Liability	Monitor	HB 3140	Provides that an operator may require a person who engages in a sport, fitness or recreational activity in various ways to release the operator from claims for ordinary negligence	No	Recreational Waiver Reform - Died in Committee
Liability	Support	SB 179	Preserve recreational immunity for public entities and land owners for ordinary negligence	Yes	City Priority. Submitted testimony in House and Senate Committee. Fields Case. Makes permanent Summary Judgement. Signed into law on May 28, 2025.
Planning	Monitor	HB 2084	Requires business tax compliance by public contractors	No	Died in Committee on adjournment.
Solid Waste	Monitor	HB 3018	Require restaurants to reduce/recycle food waste	No	Rep. Neron priority bill. Died in committee on adjournment.
Solid Waste	Support	HB 3794	Would establish Task Force on Municipal Solid Waste in the Willamette Valley to study and identify solutions for solid waste in the region	No	Signed into on July 24, 2025.
Tax Incentives	Monitor	HB 2907	State tax incentives for individuals investing in "community food resource": a community garden or a food bank or other charitable organization (\$20K)	No	Died in committee on adjournment.
Taxation - Property Tax Relief	Monitor	HB 3287	Homestead property tax relief for disabled veterans and some surviving spouses	No	Would provide housing stabilization for some of the most vulnerable members of community. Died in committee on adjournment.
Taxation - Property Tax Relief	Monitor	SB 387	Homestead property tax relief for disabled veterans	No	Would provide housing stabilization for disabled veterans. Died in committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	HB 2977	Increase statewide TLT to fund wildlife maintenance and protection	No	Passed House. Died in Senate Rules on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	HB 3325	Provide that taxing districts within counties with high averaged annual ratios of tourists to residents may expend a certain percentage of net transient lodging taxes for essential services that benefit both residents and tourists.		Rep. Javadi bill. Died in committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	HB 3556	Would allow cities and counties to use net revenue from TLT to fund the costs of public safety and costs that are tied to infrastructure	No	LOC priority. Lodging businesses coalition opposes. Died in committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	HB 3962A	Allow city and county services for which net local transient lodging tax revenue may be used to be provided either directly by the city or county or indirectly by a special district	No	Passed House. Died in the Senate Finance and Revenue Committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	SB 358	Establish the Ocean Beach Fund, using 1% of monies received from the state TLT collected. Directs the OPRD to spend moneys from the fund for expenses of managing coastal state recreation areas.	No	Sen. DB Smith bill (very similar to SB 434). Died in committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	SB 434	Establish the Ocean Beach Fund, using 1% of monies received from the state TLT collected. Directs the OPRD to spend moneys from the fund for expenses of managing coastal state recreation areas.	No	Sen. Anderson bill (very similar to SB 358). Died in committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	SB 453	Legislative Revenue Officer to study permissible uses of the 70%-30% split of the Transient Lodging Taxes	No	Sen. Weber bill. Died in committee on adjournment.
Transit	Support	HB 1202	Create Oregon Department of Rail and Transit, separated from ODOT	No	A more responsive and accountable entity distributing the STIF would be good for SMART and other transit agencies. Died in Committee on adjournment.
Transit	Monitor	HB 2383	Authorizes General Manager of mass transit to appoint transit security officers to aid in the enforcement of mass transit ordinances	No	Died on adjournment.
Transit	Support	HB 2795	Modifies the definition of "qualified entity" for purposes of the STIP distributions for transit	No	Wilsonville/SMART-requested Bill. Strong opposition by TriMet. Did not get a hearing in Joint Transportation, died in committee on adjournment.

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Transit	Monitor	HB 3453	Creates the Westside Express Service Authority to study and extend public rail service between Wilsonville and Salem	Yes	Rep. Mannix and Neron bill sponsors. Wilsonville priority. WES to Salem authority bill. Passed Joint Transportation unanimously. Died in Ways and Means. Language useful for future WES extension efforts.
Transit	Support	SB 418	Require TriMet to adopt an ordinance to modify district boundaries to exclude a specified territory	No	Sen. Woods priority bill, at City of Wilsonville request. Died without a hearing in Transportation Committee.
Transportation & Transit	Support	HB 2025	Omnibus Transportation Bill. The city supported the -28 amendment with the 50-30-20 allocation. The City of Wilsonville requested the I-5 Boone Bridge be moved to the higher priority 'Anchor Project' list and voiced support for the study of WES to Salem Extension study, the I-5 congestion study and efforts to establish Oregon Rail Department outside ODOT	Yes	Failed to get sufficient votes to pass the House; died on the House Floor.
Transportation & Transit	Support	HB 3402A	Transportation funding bill with \$.03 gas tax; city did not support because it did not include: 50-30-20 allocation, I-5 Boone Bridge Priority, WES to Salem study, I-5 congestion study, nor establishment of the Oregon Rail Department. It was too little, too late	No	Came out of the Transportation Committee engrossed with -4 amendment, but did not have enough votes to pass in the House. It was Second Read, but it did not have the votes and died upon adjournment.
Transportation Safety	Monitor	HB 2154A	Based on the successful pilot program in Marion County, designate a section of a county road as a safety corridor when that part has many bad car crashes. Make the county safety corridor program permanent so it can be used statewide	No	Marion County Public Works' successful pilot program. Strongly supported by French Prairie Forum participants. Signed into law on March 26, 2025.
Urban Renewal	Oppose	HB 3499	Requires the approval of an urban renewal plan by the electors of a municipality proposing a plan or a substantial amendment to a plan	No	Rep. Drazan bill to require voter approved Urban Renewal. Many Wilsonville residents testified both for and against. Died in committee on adjournment.
Utilities	Support	HB 3634	Operator in-training; Establishes the Water Workforce Program in the Higher Education Coordinating Commission to support workforce development initiatives within the water workforce.	Yes	LOC priority. Died in committee on adjournment.
Water - Environment	Monitor	HB 3512	PFAS Source Reduction (phase-out): Prohibits the distribution or sale of certain covered products that contain intentionally added perfluoroalkyl or polyfluoroalkyl substances.	No	Of concern for water management - both drinking water and waste water. Died in committee on adjournment.
Water Rights	Monitor	HB 3501	Prohibits the consideration of whether certain changes related to water rights would impair or be detrimental to the public interest	No	A priority of the Oregon Association of Nurseries. Bookend to SB 427. Died in committee on adjournment.
Water Rights	Monitor	SB 1153	Would require additional public interest review to water rights transfer, especially Tribal review of environmentally constrained streams	No	At the request of LOC, we met with Senator Neron Misslin to secure an amend that would provide a carve-out to cities. Died on Senate President's Desk on adjournment.
Water Rights	Oppose	SB 427	Add public interest review to water rights transfer	No	An Oregon Water Partnership priority bill. Significant threat to cities (non-negotiable for cities). LOC, SDAO opposed. Bookend to HB 3501. Died in committee on adjournment.

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