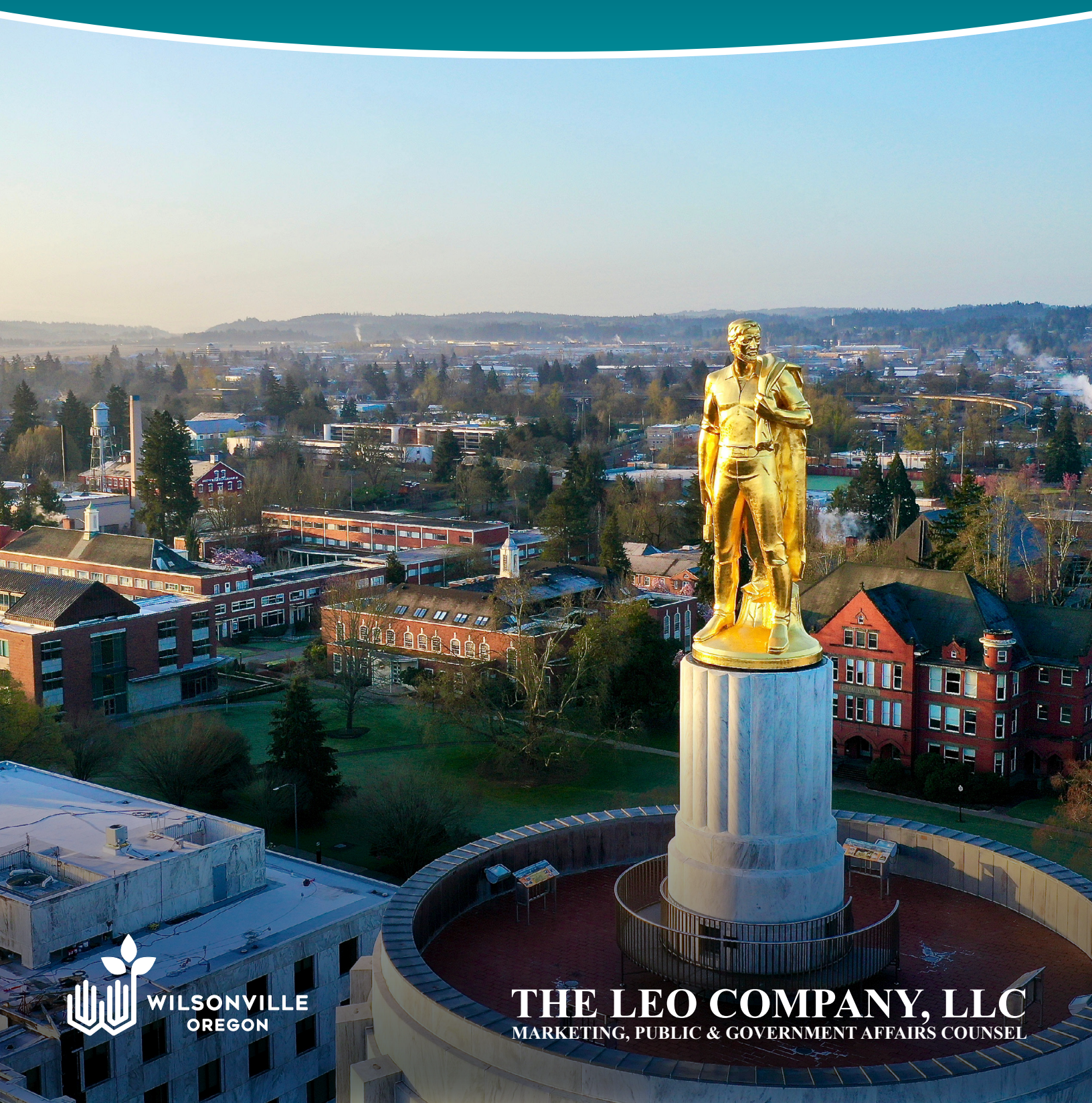


2026 STATE LEGISLATIVE SESSION SUMMARY



WILSONVILLE
OREGON

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

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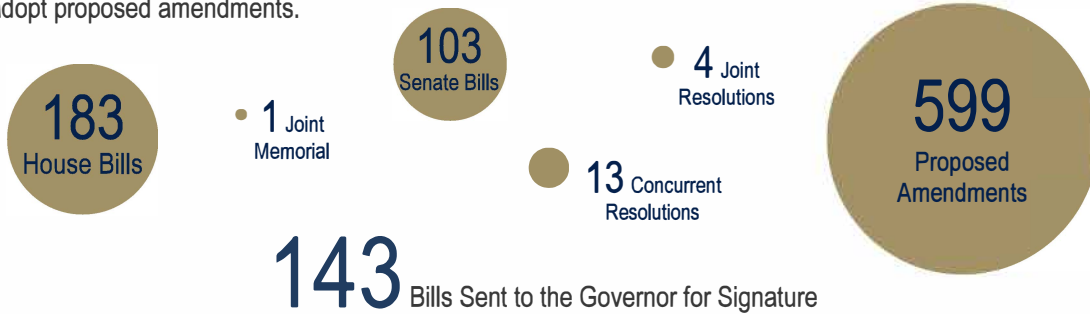
2026 Legislative Session Summary



The Oregon legislature's 2026 Regular Session convened on February 2 and adjourned on March 6.

Measures

Measures introduced during the 2026 session include bills, resolutions, and memorials. They may be revised if legislators adopt proposed 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 a measure before sending it to the Senate or House of Representatives for a vote.



279
Committee Meetings

399
Public Hearings

414
Work Sessions

Public Engagement

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



33,223
Pieces of Written Testimony Submitted

4,234
Sign-Ups to Testify in Public Hearings



LPRO
LEGISLATIVE POLICY
AND RESEARCH OFFICE

2026 Legislative Session Recap

The 2026 Legislative Session convened on February 2, 2026 and adjourned *sine die* on March 6, 2026, two days before the 35-day maximum allowed by the Oregon Constitution for legislative sessions in even-numbered years.

In short session, deadlines come fast and legislators spend a lot of time behind the scenes advocating to keep their priorities alive. Legislators, the Governor, and other statewide elected officials were limited to two (2) bills each. Legislative committees were allowed to introduce three (3) measures as committee-sponsored bills. Democrats retained a three-fifths (3/5ths) supermajority in both chambers, allowing revenue-raising bills without any Republican support, although unified alignment amongst either party was not always the case. The State Capitol reopened following a major seismic and modernization project, marking the first time in six years that the public could access the full building and bringing about increased energy and the return of legislative traditions that had been interrupted by construction.

The session was defined by the state budget, including ongoing transportation funding challenges and revenue shortfalls for this biennium and at least two additional biennia stemming from changes brought about by the federal H.R. 1 “One Big Beautiful Bill Act.” Oregon is one of a handful of states that mirrors the federal definition of taxable income regardless of changes at the federal level (a “rolling reconnect,” in place since 2011). Oregon’s strong reliance on income tax makes the state budget more susceptible to changes to the definition of taxable income, such as those in H.R. 1. The Legislature passed SB 1507 to maintain stability in revenue collections. The bill passed mostly along party lines and disconnects Oregon from three provisions of H.R. 1: qualified passenger vehicle loan interest deduction, small business stock exchange/sale exclusion, and bonus depreciation on property. Other elements of H.R. 1 remain, including the well-publicized deductions on tips and qualifying overtime.

In addition to federal tax disconnect, several other issues saw a high degree of partisanship and brought significant disagreement. A voter-led referendum on the revenue-raising portions of the 2025 transportation package (HB 3991) was to be on the November 2026 General Election ballot. SB 1599 moves the vote on the referendum to the May 2026 Primary Election. Another controversial issue was gun legislation related to implementing the “permit to purchase” program required by Ballot Measure 114 (2022).

Those three issues brought about the first caucus-wide walkouts since 2023. Minority Republicans denied a quorum several times, pausing business. However, walkouts this

year were short-lived as priorities in both caucuses, combined with the limited timeframe of short session, motivated compromises to allow business to continue.

Despite the flashpoints and constraints, bipartisanship carried the day. Nearly 90% of bills that passed the Legislature had bipartisan support.

Early themes for next session are the state budget, transportation and transit funding, additional work on economic development and housing, and potential revisions and corrections to several bills passed during the 2026 Session.

Session Highlights

Below are highlights on issues important to the City of Wilsonville. Details about priorities from the City's adopted legislative agenda and other bills of interest to Wilsonville are included in Appendix B and Appendix C, respectively.

Boone Bridge Funding Preserved

In a tight budget year for the state, the City chose not to seek millions in additional state funding for the Boone Bridge Replacement Project in 2026. However, that did not stop \$108,000 of the \$1 million secured for the project last year from potential rescission. The City made strong, session-long efforts in partnership with Sen. Neron Mislin and Rep. Rieke Smith to preserve the full \$1 million allocated in 2025 and position the project for a now-submitted federal funding request. Mayor O'Neil testified in-person several times and 27 Wilsonville residents, including multiple City Councilors, submitted letters in support of the Boone Bridge Replacement Project. Thanks to those sustained and broad efforts, we were successful in protecting against any cuts.

Protecting 50-30-20

Revenues in the State Highway Fund (SHF) are allocated 50% to ODOT, 30% to counties, and 20% to cities (colloquially referred to as 50-30-20). Cities and counties receive a proportional share of revenue based on population. There have been multiple attempts in recent years to eliminate 50-30-20, allowing ODOT to keep 100% of SHF revenue. Those attempts occurred again this year, with one legislator in particular making statements and introducing amendments (HB 4007 -17 and -23) that would jeopardize 50-30-20. LOC, AOC, and many local governments including Wilsonville joined together in strong opposition to any attempts to eliminate revenue sharing. Protecting transportation revenues and advancing critical infrastructure projects remains essential to Wilsonville's safety, mobility, freight access, and economic competitiveness goals.

More Flexible Economic Development Tools

Economic development is important to Wilsonville's long-term economic vitality, job growth, and competitiveness as a regional employment center. This session saw multiple, separate economic development efforts. What connected them was a goal to make Oregon a more competitive place to attract and retain businesses. What separated them was the role of land use and Urban Growth Boundary (UGB) expansion in economic development.

The City advocated strongly for HB 4084, which makes changes to state agency permitting, modernizes the Enterprise Zone program, and adds to an industrial site readiness fund created last session. Mayor O'Neil testified in person multiple times on the latter two elements of the bill as it moved to various committees. Following concerns from some

legislators that the Enterprise Zone program encourages tax breaks for data centers, the bill was amended to place a one-year moratorium on their ability to qualify. Additionally, the amount of funding allocated to industrial site readiness was reduced from \$40 million originally proposed to \$15 million. The amended bill passed, but economic development will continue to be a top priority in the 2027 Legislative Session.

Moda Center

Related to economic development, an issue emerged partway through session with the new owner of the Trail Blazers threatening to move the team away to a more lucrative media market. That announcement brought about SB 1501 to entice the Blazers to stay in Portland, under the refrain of “where Portland goes, Oregon follows.” Ownership and operation of the Moda Center will transfer to the State, which will issue \$350 million in bonds for the arena’s renovation to be paid back through a new “Oregon Arena Fund” that derives its revenue from work performed in and surrounding the Moda Center. The City was not actively engaged on this bill.

Clarity for Public Meetings and Ethics Laws

In response to broad interpretations and unintended consequences of recent ethics rule changes, a legislative workgroup negotiated three revisions. The first two were noncontroversial; HB 4159 requires one member of the Oregon Government Ethics Commission (OGEC) to have local government experience and HB 4161 clarifies that a public official may accept, without violating the rules against prohibited financial gain, food and beverages offered as part of public meetings and merchandise offered in accordance with a policy of the public body.

The third received more scrutiny but ultimately passed as well. HB 4177 provides clarity on serial communications, intermediaries, deliberation, and other elements of the public meetings law. The bill balances transparency with compliance burden and local governments’ ability to conduct business.

Housing Policy and Public Involvement

Although less of a focus in 2026 than in recent prior sessions, housing and land use policy remained central topics in the Legislature. Wilsonville continues to monitor rule making and legislative activity related to the Oregon Housing Needs Analysis (OHNA). Housing legislation this session affected local planning authority, urban growth boundaries and justifications for expansion, and the role of public involvement in development application review. Wilsonville coordinated with neighboring jurisdictions and regional partners to raise awareness of unintended consequences and challenges related to implementing housing legislation from this—and prior—sessions.

Recreational Waiver Reform

A 2014 Oregon Supreme Court ruling effectively invalidated liability waivers in cases of ordinary negligence. Originally an issue for ski resorts, rafting guides, climbing gyms, and similar businesses, the Oregon Park and Recreation Association (ORPA) recognized the bill's potential impact to public-sponsored recreational activities. After significant amendment, SB 1517 was passed to restore immunity for operators of recreational facilities and activities. It does not exempt gross negligence but provides summary judgement for claims of ordinary negligence.

ORPA and the outdoor recreation industry are satisfied with the outcome but are concerned that some exceptions to the definition of ordinary negligence are unclear or unenforceable, and the issue may come back for additional clean-up in 2027.

Senator Woods Memorial

The Legislature passed a memorial for the late Senator Woods, SCR 206. Mayor O'Neil testified in-person alongside Senate President Rob Wagner and Sen. Woods' former Chief of Staff, LaTonya Blanco. Members of Sen. Woods' family visited from out of state to observe the proceedings on the Senate floor, which included heartfelt remarks about Sen. Woods' smile, love of food, and watch collection.

Acknowledgements

Our work is always done with partnership and support of others, including:

Senator Courtney Neron Misslin

This was Sen. Neron Misslin's first full session in the Senate chamber, after her appointment to the seat formerly held by the late Sen. Aaron Woods in 2025. We extend our sincere thanks to Sen. Neron Misslin for her steadfast support for Wilsonville and the other cities she represents. She was instrumental in retaining the full \$1 million she secured last year for preliminary studies for the Boone Bridge Replacement Project. She cast one of three "no" votes in the Senate on HB 4035, which modifies a temporary urban growth boundary expansion program, and one of two "no" votes in the Senate on HB 4037, which made changes to housing programs including a provision that dramatically reduces public process in housing application review. Wilsonville and other cities expressed concerns with both bills, and we appreciate Sen. Neron Misslin's responsiveness to local concerns.

Representative Dr. Sue Rieke Smith

Rep. Rieke Smith was appointed to the House seat vacated by Courtney Neron Misslin after her appointment to the Senate. We extend our sincere thanks to Rep. Rieke Smith for her thoughtfulness and responsiveness during her first full session in the legislature. Rep. Rieke Smith was the lone "no" vote in the House on HB 4037 upon its reconsideration in the House to concur with Senate amendments. We appreciate her support to retain funding for the Boone Bridge as well.

Legislative Staff

The legislature would not function without the support of staff in the Capitol, from the clerks in each chamber; to the nonpartisan staff in the Fiscal, Revenue, and Policy and Research offices; to the legislators' teams. Special thanks to Marcella Martinson, Chief of Staff to Senator Courtney Neron Misslin and LaTonya Blanco, Chief of Staff to Representative Dr. Sue Rieke Smith for their partnership, professionalism, and attentiveness to the City of Wilsonville.

City of Wilsonville Staff

Government Relations staff are not experts on every topic and how its implementation would affect the City. We rely on the expertise of department staff in reviewing bills, providing feedback on testimony, and proposing solutions that the Government Relations team can carry forward to the Legislature. Special thanks to:

- Former City Manager Bryan Cosgrove and City Manager Jeanna Troha for their guidance and direction
- Amanda Guile-Hinman, City Attorney

- Matt Lorenzen, Economic Development Manager
- Miranda Bateschell, Planning Director
- Zach Weigel, City Engineer
- Amy Maag, Development Projects Engineer
- Dan Carlson, Building Official
- Dwight Brashear, Transit Director

Coalition Partners

Appreciation also to our coalition partners, including the League of Oregon Cities, Association of Oregon Counties, Metropolitan Mayor’s Consortium, and the many individual governments, lobbyists, and other partners with whom we collaborate and join efforts of mutual benefit. Working together, we are stronger and more effective in shaping sound public policy.

City Council

Last, but certainly not least, we extend our thanks to City Council. You play an important role in the legislative process and Wilsonville’s government relations work—from adopting our city’s legislative agenda that guides our ongoing work, to taking time to testify in Salem. Most importantly, thank you for your trust. Trust is what allows your government relations team to be an effective conduit to the legislature and emissary for the City in the Capitol.

Recognition for Source Material

This report draws on many reliable sources, including reports from the Secretary of the Senate, Clerk of the House, the Legislative Policy and Research Office, and the League of Oregon Cities.

Everett Wild
Government Relations Manager
City of Wilsonville

Greg and Rachel Leo
Principals
The Leo Company, LLC



City of Wilsonville

2026 State Legislative Agenda



Wilsonville’s Legislative Initiatives

Located at the south end of the Portland metro area, Wilsonville is the gateway to the verdant Willamette Valley. Once a small farming community, Wilsonville is now a thriving city of more than 27,000 residents and 1,400+ businesses supporting 23,300 jobs.

Frontage Improvement Conditions Technical Fix

HB 2658 (2025) prohibits cities from requiring frontage improvements when the building’s square footage or occupancy classification group does not change. This creates a situation where use could change within the same classification group—such as a sit-down restaurant to a drive-thru—that has dramatically different traffic impacts, without the ability for a city to require mitigation. The need for transportation improvements should be connected to trip generation and the demand on the transportation system, not the occupancy classification group.

The City of Wilsonville will seek legislation to make this technical fix to HB 2658’s effect on transportation frontage improvements.



Oregon Housing Needs Analysis Rules

The Department of Land Conservation and Development (DLCD) is developing rules as part of the Oregon Housing Needs Analysis (OHNA) established by HB 2001 (2023), HB 2889 (2023), SB 1564 (2024), HB 2698 (2025), SB 1129 (2025), and other legislation.

The rules as drafted are an egregious overreach and are not aligned with the original legislative intent of OHNA. DLCD has created a “model code” that is, in all effects, mandatory, as it does not afford local jurisdictions reasonable opportunity to develop unique code. For example, the model code does not contain an open space requirement. While less of an issue for infill development, it would be a dramatic shift for new subdivisions, which typically require land to be set aside for parks.

Wilsonville strongly supports legislation that retains safe harbor and local autonomy for cities that have adopted housing strategies and are meeting state-established housing targets.



Legislative Priorities

The City of Wilsonville seeks to advance the following state-level priorities:

Boone Bridge Replacement Project

The Boone Bridge is an essential link on Interstate 5, the country’s primary West Coast highway, carrying over 126,000 vehicles, including 17,000 trucks, daily.

A state-designated Seismic Lifeline Route, the bridge is at risk of falling during a Cascadia Subduction Zone earthquake. Additionally, local traffic using the bridge causes congestion. The Oregon Department of Transportation’s Boone Bridge Replacement Project would make the bridge seismically resilient, add a southbound auxiliary lane, and improve safety.

Wilsonville strongly supports advancing the Boone Bridge Replacement Project, including providing a project update to the Joint Committee on Transportation.



Infrastructure Financing

Infrastructure like utilities can be significant barriers to both housing and economic development. Programs such as the Housing Infrastructure Finance Program (HIFP) help cities fund major infrastructure projects that unlock new housing and jobs.

However, eligibility requirements make it challenging for cities to ensure success. HIFP contains minimum density requirements that could create downstream infrastructure capacity issues. Additionally, cities could be on the hook for repayment of HIFP funds if private development stalls or fails.

Wilsonville supports legislation that expands eligibility and reduces barriers to accessing infrastructure assistance.



Public Meetings Law Interpretation

The Oregon Government Ethics Commission (OGEC) has issued new interpretations of what qualifies as a “serial communication,” vastly expanding the reach of the law and constraining local governments’ ability to do business.

For example, e-mailing a link to a news article to other members of a governing body or a constituent calling multiple members of a governing body could be interpreted as a “serial communication.”

Wilsonville supports legislation that brings prudence to Oregon’s public meeting and serial communication laws.

Homelessness Management

Following the U.S. Supreme Court’s 2024 ruling in *City of Grants Pass v. Johnson*, Oregon’s rules on camping in public spaces are unique because of HB 3115 (2021). Currently, Oregon law includes an “objectively reasonable” standard, which is not defined.

Wilsonville supports legislation that increases flexibility for cities to address homelessness in a public safety-oriented, compassionate manner.

At a minimum, legislation should create a rebuttable presumption that cities’ regulations are “objectively reasonable” if the city conducted a public process and adopted findings explaining each regulation.

Legislative Principles

The City of Wilsonville’s policy positions, outlined below, are guided by its City Council Goals, Comprehensive Plan, community surveys, and other inputs. The City supports state legislation that would:

Governance

- ✓ Preserve the **home-rule autonomy** of local governments.
- ✓ **Maintain state shared revenues**—such as fuels, alcohol, and tobacco taxes— which support effective delivery of essential services for our shared constituents.
- ✓ Provide **adequate funding** to implement state policy changes. Wilsonville opposes unfunded and partially-funded mandates.

Transportation and Public Transit

- ✓ Invest in a **multi-modal transportation system** using funding mechanisms that are sustainable over the long term, maintain Oregon’s longstanding user-pay model, and are balanced and fair to all users.

- ✓ Improve **seismic resiliency, reduce congestion and emissions, and enhance safety** for all users of our transportation system.

- ✓ Recognize the role **small transit providers** play in providing essential transportation services in communities that are otherwise un- or under-served.

- ✓ Promote the availability of **commuter rail**, including establishment of an Oregon Rail Authority and expansion of the Westside Express Service (WES).

- ✓ Mitigate public safety and quality of life issues caused by **aviation activity**.



Natural Resources and Environment

- ✓ Enhance connections to the Willamette River for economic, tourism, and cultural benefits, including re-opening the **Willamette Falls Locks and Canal**.
- ✓ Support the **conservation of valuable resource lands** outside of the Urban Growth Boundary (UGB).
- ✓ **Protect natural resources** for the benefit of human health, quality of life, recreational opportunity, and wildlife habitat.



Legislative Principles Continued

Housing and Community Development

Provide grants and loans for cities to **expand or upgrade public infrastructure**—including water and sewer treatment, utilities, and stormwater management—that enable housing development.

Address Oregon’s housing shortage by encouraging a **broad mix of housing types** for residents of all income levels.

Wilsonville opposes efforts to revoke local flexibility in comprehensive planning, apply uniform design requirements, or grant the state supersiting authority.



Preserve **local control over System Development Charges (SDCs) and expand the statewide SDC loan program**. Wilsonville opposes efforts to eliminate longstanding eligible uses of SDCs or change when in the permit approval process SDCs must be paid.

Maintain Oregon land use law’s requirement that **urban development activities occur in cities**. Wilsonville opposes efforts to encourage urban-level development outside of cities.

Economy and Workforce

Increase funding for industrial site development, including the **Regionally Significant Industrial Sites (RSIS) program** and reclaiming “**brownfield**” sites.

Create, extend, or increase existing and innovative new economic development tools to attract and retain businesses and jobs, such as an **Industrial Development Revolving Loan Fund** capitalized with a portion of state income tax generated by jobs created as a direct result of the RSIS program.

Expand **childcare availability and affordability** as a key method to support workforce recruitment and retention.





Wilsonville's Largest Employers

- 1 Siemens (Mentor Graphics)
- 2 Rockwell Collins
- 3 Swire Coca-Cola USA
- 4 Sysco Food Service
- 5 Columbia Distributing
- 6 Costco
- 7 TE Medical (Precision Interconnect)
- 8 Twist Bioscience
- 9 OrePac Building Products
- 10 Fred Meyer Stores

Wilsonville By the Numbers

27,634 2025 Population

28% Growth Rate, 2013-2023
(5th fastest in Oregon)

1,440 Businesses

23,330 Jobs
(half in family-wage industries)

\$1.7B Annual Aggregate Payroll

200,000 Annual passenger trips on SMART buses

49% Households living in multi-family housing

121 Units in new, 100% affordable housing development opening early 2026



Key City Staff

Bryan Cosgrove
City Manager

Amanda Guile-Hinman
City Attorney

Everett Wild
Government Relations Manager

Greg Leo
Public Affairs Consultant

Elected Officials

 **Shawn O'Neil**
Mayor

 **Caroline Berry**
Council President

 **Adam Cunningham**
Councilor




 **Sam Scull**
Councilor

 **Anne Shevlin**
Councilor








Appendix B: Disposition of Wilsonville’s 2026 Legislative Agenda






The City of Wilsonville monitored approximately 100 bills and submitted written and oral testimony on 13 bills, some multiple times as they moved through the legislative process. Appendix D contains all the written testimony submitted by the City.


The below chart shows the items included on Wilsonville’s 2026 Legislative Agenda and their outcomes.

Initiatives		
	Frontage Improvement Conditions Technical Fix	<p>HB 2658 (2025) ties frontage improvements to a building’s classification group and prohibits cities from requiring frontage improvements unless specified, narrow conditions are met.</p> <p>The City sought to tie transportation improvements to transportation impacts rather than the classification group in building code. The sponsor of the 2025 legislation viewed the City’s suggestions as more significant than a technical fix, did not believe changes were warranted until more specific examples of the problem were available, and indicated that he was not interested in changing the statute.</p>
	Oregon Housing Needs Analysis	<p>The Land Conservation and Development Commission (LCDC) entered rulemaking in response to a number of bills passed by the legislature in 2023-2025. The rules as drafted were difficult for cities to implement and alignment with the original intent of the Legislature was questionable.</p> <p>Wilsonville submitted two comment letters to LCDC during rulemaking. We also coordinated closely with LOC, and our input was incorporated into their testimony.</p> <p>LCDC moved all but one of the mandatory provisions to “safe harbors” that provide more choice and local control. Essentially, rather than <i>telling</i> the City how we need to structure our housing strategy and code, the rules give us <i>cover</i>—if we adopt the state’s language (or something substantially similar) it’s very challenging to contest.</p>
Priorities		
	Boone Bridge Replacement Project	<p>The City made strong, sustained efforts to protect funding already allocated to the Boone Bridge Replacement Project. Those efforts were successful.</p> <p>Additionally, we secured commitments from multiple legislators to hold a Boone Bridge informational hearing during</p>

		Legislative Days, using the bridge as a case study to showcase the process to deliver a megaproject.
✓	Public Meetings Law Interpretation	The City worked closely with LOC and other local government partners to pass legislation that clarified overly broad interpretations of the public meetings and ethics laws.
✓	Infrastructure Financing	<p>The Legislature allocated \$15 million for industrial site readiness (\$5 million in General Fund available quickly plus \$10 million from bonds available in future years). This builds on \$10 million allocated in 2025, bringing the total to \$25 million. The application to access those funds will open soon.</p> <p>The City will continue to advocate for additional resources to the industrial site readiness program. Given the need and expense of infrastructure, this will be an issue well into the future.</p>
–	Homelessness Management	<p>HB 3115 (2021) requires jurisdictions to implement time, place, and manner ordinances that include a place for people to camp outside or in vehicles before enforcing homeless camping bans. SB 1514 would have repealed HB 3115 but it did not advance.</p> <p>Wilsonville did not directly support or oppose a repeal of HB 3115. Rather, we support legislation that increases flexibility for cities to address homelessness and clarifies that cities can meet the “objectively reasonable” threshold in HB 3115 if the city conducts a public process and adopts findings explaining each regulation.</p>
Principles		
✓	Preserve Home- Rule Autonomy	Successfully removed preemption language from several bills.
✓	Maintain State- Shared Revenues	Successfully advocated to protect revenue sharing from the State Highway Fund (colloquially known as 50-30-20).
✓	Adequately Fund Policy Changes	Opposed unfunded mandates and proposals that shift costs, or the responsibility for backfilling revenues, from the State to the City.
–	Multi-Modal Transportation Investments	Transportation policy this session was limited in scope as ODOT’s budget shortfall, the referendum on HB 3991, and ODOT accountability took center stage.
✓	Transportation Resiliency, Emissions, and Safety	Wilsonville joined other local governments concerned with SB 1542, as introduced, which did not advance. The original bill would have imposed a methodology for ODOT to score projects for placement on their Capital Improvement Plan in a manner

		that deprioritized additional capacity, such as the auxiliary lane on the Boone Bridge.
	Support Small Transit	HB 4008 would have created a task force to study and make recommendations on transit funding statewide. Wilsonville supported the bill and was interested in obtaining a seat on the task force, but the bill did not pass.
	Promote Commuter Rail	No action this session due to budgetary constraints and broader questions about transit funding.
	Mitigate Public Safety and Quality of Life Issues from Aviation Activity	No action this session.
	Willamette River Connections	No action this session; at this time river-focused development and access are led by quasi-public, tribal, philanthropic, and private groups.
	Conserve Resource Lands Outside the UGB	Some Urban Growth Boundary (UGB) expansion criteria were approved by the Legislature (HB 4035 and HB 4082 in particular). Woodburn also superseded a UGB expansion for farmworker housing. The City engaged in conversations about how to thoughtfully approach land conservation balanced against economic development.
	Protect Natural Resources	Wilsonville supported a Metro-led effort to add batteries to Oregon’s extended producer responsibility (EPR) law. EPR requires manufacturers to develop recycling solutions for the products they make and sell. Existing EPR-covered products include bottles/cans, paint, mattresses, and some plastics. Republic Services is highly supportive, and appreciates Wilsonville’s support, as fires from batteries (especially lithium-ion batteries) thrown in the trash are a significant issue for their employee safety and pollute landfills. HB 4005 designates Water Professionals Week in October annually, recognizing the essential role drinking water, stormwater, and wastewater treatment professionals play in protecting public health and the environment.
	Funding for Public Infrastructure Expansion or Upgrade	No direct infrastructure package for public infrastructure that supports housing development, however the Legislature allocated \$75 million in bonds to the Local Innovation and Fast Track (LIFT) program for affordable rental housing and \$25

		million in bonds to preserve existing affordable rental housing and manufactured home parks.
	Local Control Over Housing Flexibility and Comprehensive Planning	<p>HB 4037 made multiple changes to housing programs. One section was of particular concern to Wilsonville, Sherwood, Tigard, and other cities because it revokes local control and eliminates longstanding public processes. Sen. Neron Misslin and Rep. Rieke Smith voted no on the final version of the bill.</p> <p>SB 1561 provides certain benefits to a property owner who is replacing a dwelling destroyed by natural disaster. That includes using the building codes in place at the time the original structure was built (which is dangerous for safety and potential destruction of the dwelling again by another disaster) and allowing the building to be expanded up to 25% without additional plan review.</p>
	Local Control over SDCs and Expansion of the SDC Loan Program	No action this session.
	Require Urban Development to Occur in Cities	<p>While there were land use changes this session, expansions are designed to occur within cities.</p> <p>SB 1578 would have allowed rural counties to rezone up to 50 acres outside a UGB for housing development, with an average density of five dwellings per acre. The sponsoring legislator will likely bring the concept back in 2027.</p>
	Increase Funding for Industrial Site Readiness	\$15 million added to the industrial site readiness loan fund. See additional detail under the Infrastructure Financing Priority above.
	Create, Extend, or Increase Economic Development Tools	<p>HB 4084 modernized the Enterprise Zone program, while ensuring it is not used by data centers, which do not create substantial new employment. Because of the changes in HB 4084, Wilsonville will now be eligible to create an Enterprise Zone.</p> <p>HB 4103 did not advance, but would have created a Commission on Artificial Intelligence in the name of the late Sen. Aaron Woods. The Commission would serve as a resource, monitor the use of AI technology in state agencies, and advise the legislature on policy implications of AI as it</p>

		becomes more intertwined in workplaces. OregonTech supported the bill.
	Expand Childcare Availability	The Legislature allocated \$68 million to the Employment Related Daycare (ERDC) program.

Appendix C - 2026 Monitored Bills

Bill #	Topic	Status	City Position	Bill Catchline (NOTE: bill catchlines are produced by the State at the beginning of session. Catchlines may not accurately reflect the policy implications of bills, particularly bills with multiple sections and bills that have been amended.	City Testimony
SB 1551	Building Codes	Passed - Awaiting Governor's Signature	Neutral	Invalidates deed restrictions and planned community governing documents prohibiting the replacement of nonfire-hardened building materials or installation of fire-hardened building materials on residential properties	
SB 1576	Building Codes	Passed - Awaiting Governor's Signature	Neutral	Requires the Director of the Department of Consumer and Business Services to adopt rules to conform the state building code to accessibility requirements under the Fair Housing Act	
SB 1561	Building Codes	Passed - Awaiting Governor's Signature	Oppose	Requires local governments to approve restoration or replacement of dwellings rendered uninhabitable under an alternative process that is not a land use decision	
HB 4010	Contracting and Procurement	Did Not Pass	Oppose	Requires contracting agencies that procure public improvement contracts or contracts for public works and require additional work outside the scope set forth in the public improvement contract or contract for public works to issue change orders for the additional work within a specific time or to pay interest for failing to do so	
HB 4084	EcDev Business	Passed - Awaiting Governor's Signature	Support	Establishes the Joint Permitting Council	Written and Verbal
SB 1586	EcDev Business	Did Not Pass	Neutral	Modifies the tax credit allowed for semiconductor research	
HB 4061	EcDev Business	Passed - Awaiting	Watch	Directs the Oregon Business Development Department to set up a program for micro-	
HB 4062	EcDev Business	Passed - Awaiting Governor's Signature	Watch	Requires the Director of the Oregon Business Development Department to evaluate the programs administered by the department and provide recommendations for streamlining them	

HB 4104	EcDev Business	Did Not Pass	Watch	Authorizes Oregon CHIPS Fund grants and loans to businesses that are eligible for federal semiconductor financial assistance under the CHIPS Act but have not applied for it
HB 4086	EcDev Industrial Lands	Passed - Awaiting Governor's Signature	Support if Amended	Directs the Oregon Business Development Department to develop a roadmap for the purpose of promoting industrial symbiosis activities in Oregon
HB 4094	Employment and Labor	Did Not Pass	Neutral	Requires employers that provide, by written policy or employment contract, for the payment of earned or accrued but unused paid time off upon termination to make such payments in accordance with statutory requirements governing final wages
SB 1566	Employment and Labor	Did Not Pass	Neutral	Exempts certain projects for public works, primarily related to affordable housing, from the requirement to pay a prevailing rate of wage
HB 4093	Employment and Labor	Did Not Pass	Neutral	Directs the Bureau of Labor and Industries to create certain guidance and informational materials to assist employers and employees
HB 4109	Employment and Labor	Did Not Pass	Watch	Repeals Enrolled Senate Bill 916 (2025), which authorized unemployment insurance benefits for individuals who are unemployed due to a strike
HB 4013	Employment and Labor	Governor Signed	Watch	Clarifies which federal rules apply to the scope of the rulemaking authority of the Bureau of Labor and Industries regarding rules that govern the hours a minor can work
HB 4111	Employment and Labor	Passed - Awaiting Governor's Signature	Watch	Provides that evidence of a party's or a witness's immigration status is not admissible as evidence in a civil proceeding
SB 1569	Employment and Labor	Did Not Pass	Watch	Provides that certain members of the Public Employees Retirement System qualify as police officers under the system
HB 4012	Employment and Labor	Governor Signed	Watch	Directs the Construction Contractors Board to consult and collaborate with the Bureau of Labor and Industries to carry out a targeted assessment initiative to observe and collect

HB 4076	Energy Electricity	Passed - Awaiting Governor's Signature	Neutral	Requires the Energy Facility Siting Council to find that reasons justify why the state policy in applicable statewide planning goals should not apply to a proposed energy facility if the council finds that the proposed energy facility will deliver electricity to the electric grid using an existing energy facility's surplus interconnection and does not require associated transmission lines more than two miles from the existing energy facility
HB 4080	Energy Electricity	Did Not Pass	Neutral	Allows a retail electricity consumer to install and use portable solar photovoltaic energy devices with up to a total maximum generating capacity of 1,200 watts
SB 1582	Energy Electricity	Did Not Pass	Watch	Requires each electric company to develop a distributed power plant program for the procurement of grid services to be provided by distributed energy resources
HB 4031	Energy Electricity	Governor Signed	Watch	Exempts an energy facility from needing a site certificate from the Energy Facility Siting Council if the energy facility produces power from a renewable energy source, qualifies for certain federal renewable energy tax credits and is placed in service on or before
HB 4032	Energy Fuels	Did Not Pass	Neutral	Directs the State Department of Energy to evaluate and prioritize geographically dispersed emergency fuel storage sites
HB 4129	Energy Fuels	Did Not Pass	Watch	Limits greenhouse gas emission reductions, for purposes of low carbon fuel standards, to 10 percent below 2010 levels
HB 4100	Energy Fuels	Passed - Awaiting Governor's Signature	Watch	Requires owners or operators of bulk oils or liquid fuels terminals to obtain a certificate of financial responsibility from the Department of Environmental Quality
HB 4159	Governance Ethics	Passed - Awaiting Governor's Signature	Support	Provides that at least one member who is appointed to the Oregon Government Ethics Commission must have local government experience

Written

HB 4161	Governance Ethics	Passed - Awaiting Governor's Signature	Support	Provides exceptions to the prohibited use by a public official of official position or office to obtain financial gain or avoid financial detriment that permit a public body to give public officials food, beverages and merchandise	Written
HB 4177	Governance Ethics	Passed - Awaiting Governor's Signature	Support	Restates the serial communications prohibitions for public meetings law purposes	Written
SB 1589	Governance Ethics	Did Not Pass	Watch	Requires lobbyists to provide a notice to the Oregon Government Ethics Commission regarding certain information about the lobbyist's representation of certain clients, the lobbyist's compensation and the lobbyist's new or different position on legislative action or administrative action	
SB 1517	Governance Liability and Litigation	Passed - Awaiting Governor's Signature	Support if Amended	Provides that an operator may require a participant in a sport, fitness or recreational activity to release the operator for claims for ordinary negligence under certain circumstances	
HB 4143	Governance Liability and Litigation	Did Not Pass	Watch	Authorizes the Governor to direct state agencies to withhold moneys owed to the federal government if federal funds are being withheld from the state in contravention of a valid court order	
SB 1593	Governance Liability and Litigation	Did Not Pass	Watch	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	
SCR 204	Governance Municipal	Filed with Secretary of State	Support	Honors the Association of Oregon Counties on the 120th anniversary of its founding	
SCR 206	Governance State	Filed with Secretary of State	Support	In memoriam: State Senator Aaron Lionel Woods, 1949-2025	Written and Verbal
HB 4150	Governance State	Did Not Pass	Neutral	Directs state agencies to require prospective contractors, subcontractors and grant recipients to attest that they do not and will not transport individuals detained by federal agencies for the purpose of deportation, except in accordance with judicial orders	

SB 1585	Governance State	Passed - Awaiting Governor's Signature	Neutral	Sets maximum matching fund requirements for state grants to small incorporated cities for certain capital construction and municipal infrastructure and improvements
HB 4002	Governance State	Did Not Pass	Watch	Limits to 25 the number of legislative measures that a member of the Legislative Assembly may ask the Legislative Counsel to prepare for a regular session of the Legislative Assembly that begins in an odd-numbered year
HB 4021	Governance State	Passed - Awaiting Governor's Signature	Watch	Modifies effective date and notice requirements for certain permanent rules adopted, amended or repealed by certain agencies
SJR 202	Governance State	Did Not Pass	Watch	Proposes an amendment to the Oregon Constitution to extend the duration of a regular session of the Legislative Assembly by one calendar day for each day that the Senate or the House of Representatives fails to achieve a quorum after attempting to do so
HB 4135	Governance State	Governor Signed	Watch	Designates March 4th of each year as HPV Awareness Day
SB 1514	Homelessness	Did Not Pass	Neutral	Repeals the statute enacted by House Bill 3115 (2021) that established objective reasonableness as a statewide standard, for city and county laws regulating the use of
SB 1567	Housing Affordable	Passed - Awaiting Governor's Signature	Support	Authorizes the Housing and Community Services Department to fund mixed income housing
HB 4036	Housing Affordable	Passed - Awaiting Governor's Signature	Neutral	Establishes the Housing Opportunity, Longevity and Durability Fund to deposit Article XI-Q bonds to be used by the Housing and Community Services Department to preserve affordable housing at risk of loss

SB 1522	Housing Other	Did Not Pass	Oppose	Requires the Housing and Community Services Department to study housing	
HB 4128	Housing Other	Passed - Awaiting Governor's Signature	Watch	Prohibits covered entities from purchasing, acquiring or offering to purchase or acquire a	
SB 1521	Housing Planning	Passed - Awaiting Governor's Signature	Neutral	Prohibits cities and counties within the Portland MSA from enforcing requirements that developers provide affordable units in multiunit dwellings unless the city or county first calculates the developers' average expected losses due to providing affordable housing and the city or county offsets those losses	
HB 4037	Housing Planning	Passed - Awaiting Governor's Signature	Oppose	Adjusts certain terms of the revolving loan program for cities and counties to fund affordable housing projects	Written
HB 4103	Information Technology	Did Not Pass	Support	Establishes the Senator Aaron Woods Commission on Artificial Intelligence within the office of Enterprise Information Services	Written and Verbal
HB 4055	Information Technology	Did Not Pass	Support if Amended	Requires a local government, local service district or special government body to notify and submit a report to the State Chief Information Officer within 48 hours of an	Logo Letter Sign-On
HB 4113	Land Use UGB and EFU	Did Not Pass	Oppose	Requires the Department of Land Conservation and Development to study housing development opportunities conditioned upon land conservation	
SB 1578	Land Use UGB and EFU	Did Not Pass	Oppose	Allows counties with a population density of less than 30 people per square mile to rezone up to 50 acres to be divided and developed for residential dwellings of at least five	
HB 4035	Land Use UGB and EFU	Passed - Awaiting Governor's Signature	Oppose	Expands eligibility for cities and Metro to amend their urban growth boundaries under a temporary program	
HB 4082	Land Use UGB and EFU	Passed - Awaiting Governor's Signature	Oppose	Adds to a temporary UGB addition program an option for each city or Metro to also add to its urban growth boundary a site for manufactured dwellings, prefabricated structures or manufactured dwelling parks, or for housing that is predominantly for older persons and affordable for households with incomes not more than 120 percent of area median	

SB 1564	Land Use UGB and EFU	Did Not Pass	Oppose	Adds specified lands to the City of Woodburn's urban growth boundary	
		Passed - Awaiting Governor's		Allows the City of Eugene to annex noncontiguous land upon receipt of a petition from all owners of the land that satisfies four eligibility criteria	
HB 4108	Land Use UGB and EFU	Governor's	Watch		
		Passed - Awaiting Governor's			
HB 4153	Land Use UGB and EFU	Signature	Watch	Allows counties to approve farm stores as nonfarm use on lands zoned for farm use	
		Passed - Awaiting Governor's			
HB 4102	Natural Resources and Environment	Signature	Watch	Modifies the authority of the Department of Environmental Quality to enter into agreements with regulated entities to expedite or enhance a regulatory process	
HB 4019	Permitting	Did Not Pass	Watch	Requires certain agencies to base approval or denial of an application for a new permit on the rules and standards that are applicable at the time that the agency determines the application is complete	
		Passed - Awaiting Governor's			
HB 4020	Permitting	Signature	Watch	Requires certain agencies to specify the authority justifying the denial of a permit application and provide the applicant a guide on how to contest the denial	
SB 1530	Public Safety and Justice	Did Not Pass	Support	Expands the crime of aggravated harassment to include threats concerning public officials in specified circumstances	
HB 4001	Public Safety and Justice	Did Not Pass	Neutral	Requires the Department of Justice to study ways the state may address unlawful immigration enforcement activity	
SB 1563	Public Safety and Justice	Did Not Pass	Watch	Allows 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	

HB 4114	Public Safety and Justice	Passed - Awaiting Governor's Signature	Watch	Creates a civil cause of action against certain individuals who under color of law enter certain property without a warrant or an exception to the warrant requirement
HB 4138	Public Safety and Justice	Passed - Awaiting Governor's Signature	Watch	Requires law enforcement agencies to require officers to wear uniforms with specified identifying information
HB 4151	Public Safety and Justice	Passed - Awaiting Governor's Signature	Watch	Increases the penalties for the crime of initiating a false report when a person intentionally causes an enhanced law enforcement response and recklessly causes serious physical injury or death as a result of the response
SJR 203	Public Safety and Justice	Did Not Pass	Watch	Proposes an amendment to the Oregon Constitution establishing a right to be free from enforcement of the law by secret police
SB 1552	Public Safety and Justice	Did Not Pass	Watch	Requires the county clerk to notify the owner of real property when an instrument affecting the title to the property is presented for recordation unless presented by a
HB 4081	Public Safety and Justice	Did Not Pass	Watch	Makes changes to the highway worker photo radar laws
HB 4016	Revenue Reform and Other	Passed - Awaiting Governor's	Neutral	Requires public contractors to demonstrate and maintain tax compliance, through a certification process, as a condition of the execution of a public contract
SB 1510	Revenue Reform and Other	Passed - Awaiting Governor's Signature	Watch	Updates the terminology used to describe certain income earned by multinational corporations to reflect a change in the term used in federal law
SB 1511	Revenue Reform and Other	Did Not Pass	Watch	Converts the \$1 million exclusion for an estate subject to tax to a deduction of \$2.5 million

SJR 201	Revenue Reform and Other	Did Not Pass	Watch	Proposes an amendment to the Oregon Constitution to require a portion of surplus revenue that would otherwise be returned to personal income taxpayers to be used for	
SB 1507	Revenue Reform and Other	Passed - Awaiting Governor's Signature	Watch	Updates the connection date to the federal Internal Revenue Code and other provisions of federal tax law	
HB 4014	Revenue Reform and Other	Did Not Pass	Watch	Establishes the Task Force on Taxation of International Income	
HB 4015	Revenue Reform and Other	Did Not Pass	Watch	Updates the connection date to the federal Internal Revenue Code and other provisions of federal tax law	
HB 4125	Revenue Reform and Other	Did Not Pass	Watch	Prescribes methodology for the preparation of revenue estimates used in the budgeting process and as applicable to the surplus revenue refund process	
HB 4148	Revenue TLT	Passed - Awaiting Governor's Signature	Neutral	Allows net local transient lodging tax revenue to be used for resiliency grants for small businesses in the restaurant and lodging industry	
SB 1562	Revenue TLT	Did Not Pass	Neutral	Allows 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	
HB 4134	Revenue TLT	Passed - Awaiting Governor's Signature	Neutral	Increases the state transient lodging tax	
HB 4144	Solid Waste	Passed - Awaiting Governor's Signature	Support	Requires producers of batteries or battery-containing products to join a battery producer responsibility organization and implement a battery producer responsibility program for the collection and recycling of batteries	Logo Letter Sign-On
HB 4007	Transportation	Passed - Awaiting Governor's Signature	Neutral	Defines "powered micromobility device" for the vehicle code	

SB 1544	Transportation	Passed - Awaiting Governor's Signature	Neutral	Makes changes to laws regulating dismantlers	
HB 4085	Transportation	Did Not Pass	Oppose	Allows a person to operate an autonomous vehicle with the automated driving system engaged without a grant of driving privileges if certain conditions are met	
SB 1543	Transportation Capital Projects	Did Not Pass	Neutral	Modifies membership of the Oregon Transportation Commission	
SB 1542	Transportation Capital Projects	Did Not Pass	Oppose	Directs the Oregon Transportation Commission to create a 10-year capital investment plan	
SB 1599	Transportation Revenue	Governor Signed	Watch	Moves the election date for the parts of chapter 1, Oregon Laws 2025 (special session), referred to the people by Referendum Petition 2026-302, to the primary election held on	
HB 4126	Transportation Revenue	Did Not Pass	Neutral	Requires the Department of Transportation to submit a biennial report to the Legislative Assembly recommending a rate for the per-mile road usage charge that would sustainably raise the revenue necessary to maintain the public highways in this state	
HB 4009	Transportation Revenue	Did Not Pass	Neutral	Phases in a mandatory per-mile road usage charge for registered owners and lessees of electric and hybrid passenger vehicles and delivery vehicles engaged in e-commerce	
HB 4008	Transportation Transit	Did Not Pass	Support	Establishes the Transit Funding Task Force and directs the task force to report to an interim committee of the Legislative Assembly related to transportation no later than December 1, 2026	Written
HB 4023	Transportation Transit	Did Not Pass	Watch	Restores the restrictions on methods of financing for certain mass transit districts	
HB 4025	Utilities Other	Governor Signed	Neutral	Allows an increase in the residential rates of a public utility to take effect from November 1 to March 31 for public utilities other than public utilities that provide electricity or natural gas services	
HB 4005	Utilities Water	Governor Signed	Support	Designates the first Saturday of October of each year through the end of the Sunday of the following weekend as Water Professionals Appreciation Week	Written

Appendix D

Wilsonville Testimony and Budget Requests for the 2026 Legislative Session



October 17, 2025

Land Conservation and Development Commission
Oregon Department of Land Conservation and Development
550 Capitol St. NE, Suite 505
Salem, OR 97301

Via email

RE: Comments on Oregon Housing Needs Analysis Rulemaking and Model Code

Dear Members of the Land Conservation and Development Commission:

The City of Wilsonville appreciates the opportunity to comment on the proposed amendments to OAR Chapter 660 relating to Oregon Housing Needs Analysis (OHNA) rules and model code. This letter reflects our preliminary, high-level comments and we plan to submit more detailed feedback prior to the closure of the public comment period on November 7. Please enter this letter into the public record.

The draft rules represent a significant effort to streamline Goal 10 (Housing) compliance, and are intended to provide clarity, reduce burdens, and increase legal certainty for local governments. However, as drafted, the rules do the exact opposite, creating more uncertainty and risk. The rules are an egregious overreach by the Department of Land Conservation and Development (DLCD) and several provisions raise practical, technical, and legal concerns, which we outline below.

Alignment with Legislative Intent

The legislative intent behind the OHNA program was to ensure cities adopt a Housing Production Strategy (HPS) and meet the associated production goals.

DLCD's role is enumerated in ORS 197.290—define what kind of actions cities must take in their HPS, provide clear and objective targets while accounting for city size, and create safe harbors for cities that are in compliance.

The outcome of these rules, if adopted, would be the exact opposite. Rather than creating a voluntary toolkit, the draft rules create a “model code” that is, in all practicality, mandatory. HB 2001 (2023) Section 8(1)(d) contains specific language to clarify that there is no intent to create a mandate—instead that DLCD should provide technical assistance and other tools and resources to help local governments address barriers to housing production. The tenor of the language is clearly collaborative, not punitive. In fact, HB 2001 Section 17 (now

ORS 197.335) goes so far as to say that **LCDC may only impose the models developed by DLCD on cities that fail to comply with housing acceleration agreements.**

Mandatory “Model” Code

The draft rules contain a “model code,” as directed by the legislature. However, through rulemaking, DLCD has essentially created a backdoor mandate by structuring the model code in a manner such that cities have no other option but to use it or risk being referred to a Housing Acceleration Program. Jurisdictions in Oregon have unique needs, characteristics, and constraints. Rather than encourage housing production through creativity and flexibility, the model code stifles cities.

In order to not adopt the model code, a jurisdiction is required to prove that its own code “meets or exceeds” the model. Yet nowhere do the rules explain what evidence is sufficient to ‘rebut’ or ‘exceed’ those presumptions. Wilsonville is deeply concerned that this opens the door for DLCD to apply a subjective review that could change over time, rather than an outcome-based, data-driven review based on established performance benchmarks. The City of Wilsonville encourages the Land Conservation and Development Commission (LCDC) to **amend the draft rules to include language stating that a comparative analysis conducted by a professional land use consultant will be accepted as safe harbor for using an alternative to the model code.**

Not only is there no viable alternative to the model code, but without any published data or actual on-the-ground application, **it is unclear whether the model code would even produce more housing, better affordability, or stronger fair-housing outcomes than existing local regulations.** For example, the model code appears to only consider infill situations, rather than new greenfield subdivisions. A prime example of this is that the model code does not contain an open space requirement. Subdivisions are typically required to set aside land for parks, trails, stormwater bioswales, or other open space needs. Surely the Legislature would not intend to create inherently park-deficient housing.

Rather than the clarity the Legislature intended, OHNA is now creating uncertainty and increased legal risk in the production of housing. The model code establishes different standards for different types of housing—existing local regulations for some parcels and DLCD model code for others—based on whether land is merely “buildable” (OAR 660-008-0005(6)) or “development-ready” (OAR 660-008-0005(45)), creating a patchwork that undermines transparency and public trust.

Divergent Development Standards

The draft development standards are overly complex, open to multiple interpretations, and need further simplification as well as ground-truthing.

The model code presents development review timelines that differ from the 120-day clock established in ORS. Our city staff is busy and supports multiple applicants through their process. Especially on larger subdivisions or complex projects, 120 days is necessary to ensure accuracy, presenting serious legal risk if a city makes a mistake and applies the wrong timeline to a project. The shorter review timeline also prioritizes one development type over another, regardless of its impact on affordability, accessibility, or overall production. For example, staff would have to put aside a multi-family affordable housing

project in order to process a four-unit infill middle housing project on the required accelerated timeline.

Administrative and Legal Risk

In large part because of the lack of demonstrated, real-world application of the model code, Wilsonville has serious, extensive concerns about potential administrative and legal costs. If an applicant appeals to the Land Use Board of Appeals (LUBA), the City could potentially have to bear staff time and administrative costs (including the City's legal counsel), attorney's fees to the petitioner, remand and reconsideration costs, and costs associated with appeals to the Oregon Court of Appeals or Oregon Supreme Court. This is the exact opposite of the Legislature's goal of providing cities with certainty and lowering legal risks.

Even more alarming is that staff from DLCD, in particular the Housing Accountability and Production Office (HAPO) are refusing to answer basic questions from cities and are apparently as confused about the intricacies and outcomes of the rules as cities are. HAPO staff has told cities to consult with our legal counsel and that the department cannot provide any technical assistance, guidance, or interpretation of the rules. At the same time, **DLCD staff have made it clear that they will not intervene or support local cities who implement the model code and are subsequently taken to LUBA or court.**

Conclusion

We understand that LCDC is under a Legislative mandate to adopt rules related to all or parts of HB 2001 (2023), HB 2889 (2023), SB 1564 (2024), HB 2698 (2025), and SB 1129 (2025) by January 1, 2026. However, none of those bills directed LCDC to adopt a statewide zoning ordinance or planning code, to wipe away local comprehensive plan maps, or to hold cities accountable for market conditions beyond their control.

On the contrary, the Legislature expressly directed DLCD to provide technical assistance that could be utilized voluntarily by cities and to establish safe harbors that provide certainty and lower legal risks. In fact, the deadline to establish safe harbors was January 1, 2025—so the department is already behind.

Wilsonville strongly supports revising these draft rules such that they solely establish safe harbors and retain local autonomy for cities that have adopted housing strategies and are meeting HAPO's housing targets.

We appreciate your consideration of our comments and Wilsonville staff is available to discuss any of these points in further detail. Our goal is to strengthen the practicality, technical feasibility, legal certainty, and market reality of the proposed amendments while retaining our shared focus on increasing housing production.

Sincerely,



Mayor Shawn O'Neil
City of Wilsonville



November 7, 2025

Land Conservation and Development Commission
Oregon Department of Land Conservation and Development
550 Capitol St. NE, Suite 505
Salem, OR 97301

Via email

RE: Comments on Oregon Housing Needs Analysis Rulemaking and Model Code

Dear Members of the Land Conservation and Development Commission:

Thank you for the opportunity to comment on the proposed amendments to OAR chapter 660, division 008. This letter serves to follow up on the City of Wilsonville's preliminary comment letter dated October 17. The draft rules represent a significant effort to streamline Goal 10 "Housing" compliance, but several provisions raise practical, legal, and technical concerns. We respectfully submit the following comments to address additional areas where the rules would benefit from clarification, reduced burdens, legal certainty, and strengthened alignment with housing choice principles. Please enter this letter into the public record.

The City of Wilsonville reiterates and incorporates by reference our October 17 letter, including concerns raised regarding:

- The lack of alignment with legislative intent
- The absence of safe harbors and clear and objective standards
- No viable alternative to the Model Code
- Divergent development standards
- Administrative and legal risk to cities

Adoption of the Model Code

Our greatest concern is that the draft rules effectively force adoption of a model code on every city's buildable or development-ready land unless a jurisdiction can prove its own code is 'as good or better.' Yet nowhere do the rules explain what evidence is sufficient to "rebut" or "exceed" the presumption that the Model Code is superior. Is an analysis from a "qualified consultant" enough? Or will DLCD apply a subjective review that changes over time? The Department has provided no outcome-based data, performance benchmarks, or streamlined path for cities to demonstrate their own track records. Model code is meant to serve as a possible solution for jurisdictions to utilize when developing and adopting code

language unique to that jurisdiction is unfeasible, not to replace a city's authority and autonomy.

Moreover, DLCD has not proven that the Model Code is successful or will even result in more housing production. Without clear vetting criteria or any published data showing that the State's Model Code actually produces more housing, better affordability, or stronger fair-housing outcomes than existing local regulations, this is deeply concerning. Cities are left with either adopting the Model Code wholesale—despite its untested status—or risking a costly, subjective analysis that may never satisfy DLCD or HAPO and resulting in a compliance process.

The Intent of Safe Harbors

A **safe harbor** is a provision in a law or regulation that offers protection from liability or penalties if certain conditions are met. A **rebuttable presumption** is a legal assumption that a court accepts as true until the opposing party presents evidence to prove it's false. Placing the full burden of proof on a city is therefore the opposite of a safe harbor. No longer is there any protection from liability for good-faith actors.

Staff from the Housing Accountability and Production Office (HAPO) stated that the Model Code provisions serve as “a benchmark,” and cities can do work to show their codes are comparable to the benchmark. However, that is not what the rules state and not what a rebuttable presumption means. A city has to prove that the Model Code being better is false in order for a city to use its own code. That is an extremely high burden. Additionally, clear and objective explanation of how a city could meet that burden is not set forth in the Draft Rules, meaning the goal posts could constantly change and potentially be impossible to prove.

660-008-0200(4) clearly states, “Rebuttal of this requirement must demonstrate through analysis that alternative zoning or development standards are comparable or no more restrictive than the model ordinance standards.” A “city **must adopt** the model ordinances” for middle and multi-unit housing, to incentivize accessible housing, and adaptable housing (emphasis added). Excerpts from 660-008 show the lack of clarity:

- “Regulations facilitate comparable development outcomes”
- “Same or greater intensity”
- “Comparable proportional cost to development”
- “Do not create unreasonable cost or delay”
- “Provide comparable or improved economic and feasibility benefits to residential development...or increase projected revenue from development”

Those criteria are not clear and objective and place too heavy of a burden on cities with risk and legal exposure based on interpretation, which is inappropriate given these Rules were supposed to make compliance clear. To further illustrate the issue, there is zero collaboration from DLCD during cities' Housing Production Strategy (HPS) processes. This means cities would do a comparative analysis, choose not to include the Model Code as an HPS action, adopt the HPS, and then on the 120th day after submission of the decision to DLCD find out whether or not their comparative analysis is sufficient or whether their HPS is remanded (after the DLCD grant funded consultants are no longer contracted).

The intent of safe harbors was for cities to not have to do lengthy and costly analyses and instead have some certainty in the actions they choose in their HPS. The Model Code should be a safe harbor first and foremost. If it is not changed, then a comparable analysis conducted by a land use or planning professional should be a safe harbor (meet the burden of proof).

Timeline and Application of Multiple Codes

The Model Code presents development review timelines that differ from the 120-day development shot clock established in statute. When cities are understaffed and reviewing several development applications, especially larger subdivisions or complicated projects, 120 days is necessary to ensure accurate reviews. Having different timelines for different types of projects can become difficult to track and present serious legal risks if a city makes a mistake in applying the wrong timeline to a project. The shorter review period also inherently prioritizes a certain type of housing above others, even if the project has less impact on affordability, accessibility, or overall production. For example, staff would have to put aside a large subdivision review, or a multi-family affordable housing project, in order to process a four-unit infill middle housing project on a faster timeline. In reviewing the updated draft, there are **3 different review timelines proposed in Section 9 of the Model Code**, and by defining what types of land use decisions and what timelines apply to different developments, the Model Code overwrites existing state processes without engaging local authorities or being transparent. Not only was this never discussed during rulemaking, but it **appears to be inconsistent with SB 974**.

The draft Rules also impose two different “flavors” of code in a single jurisdiction—existing local regulations for some parcels and Model Code modules for others—based on whether land is merely “buildable” (OAR 660-008-0005(6)) or “development-ready” (660-008-0005(45)). In practice, almost all buildable lands will qualify as development-ready under these broad definitions, rendering the distinction trivial and forcing the Model Code citywide anyway. If the Middle Housing–required Model Code standards are more difficult to interpret and implement than the rest of city code, it will push developers to build single-family detached units. Applying different codes and standards for different types of housing is inherently confusing and is not good customer service. In this scenario, a developer proposing a single subdivision plan would have to navigate and apply two separate codes and sets of standards. How are staff or developers supposed to explain why a corner lot follows the state Model Code while its neighbor follows the local code? This patchwork approach undermines transparency and the Legislature’s goal of streamlining development.

Further, the Floor-to-Area Ratio (FAR) minimums and maximums included in the Model Code are not conducive to every context. For example, the City’s award-winning TOD project, Vuela, a 100% affordable housing project, would be able to be constructed through the bonus structure, but this same project if market-rate would not be allowed based on the restrictive FAR and other draft standards in the Model Code.

The concept of the density bonuses are far more convoluted than is necessary, leading to many unanswered questions. It would be clearer and more effective to simply exempt certain housing types from density requirements, similar to the original HB 2001 approach.

As is often the case with state-level guidance, the code seems to assume lot-level or infill development, rather than larger subdivision, master-planned, or greenfield areas (e.g. not allowing required open space). This limits flexibility and could hinder better fair housing outcomes. But it will be impossible for cities to prove our code is better when no criteria are established. The Rules echo the CFEC parking standards—whereby cities just stripped parking minimums rather than untangle the convoluted, overlapping standards. And as a result, cities will have fewer tools and less ability to address our contextualized housing needs. It is hard to even understand the point of doing a contextualized housing need anymore when all targets and codes are being mandated uniformly across the state.

Legal Risk and Cost of Defense

In Oregon, the Land Use Board of Appeals (LUBA) has developed well-established legal precedent regarding how much deference is given to a city's interpretation of its own land use codes, unless the interpretation is inconsistent with the express language of the code, or it is not plausible. **No such deference is owed when a city is interpreting statewide statutes, rules, or goals; or implementing state-mandated requirements.** In those cases, LUBA applies its own judgment to determine whether the local government's interpretation is correct — not merely "plausible." **Clearly, this puts a city at significant legal and financial risk to be implementing State code on a site development basis, especially when the intent of the draft code is not documented nor clear.**

These are all serious concerns as local jurisdictions now bear the legal costs. If an applicant appeals to LUBA, cities can face significant legal costs — both direct and indirect. Those legal costs include: Attorney Fees (City's Own Counsel), Staff Time / Administrative Costs, Potential Attorney Fees Awarded to Petitioner, Remand / Reconsideration Costs, Appeal to Court of Appeals or Supreme Court (if pursued). As a reminder, this current Rulemaking process included a directive from the legislature to provide cities with certainty and lower legal risks—forcing cities to implement a State model code for housing development of any type does the opposite, it only creates more uncertainty and higher legal (and financial) risks. The alternative is that cities will just approve applications even if they conflict with code and are not implementing needed housing, simply in order to avoid costly legal processes.

The Rules also do not clarify what happens if the implementation of the Model Code directly contradicts a city's other adopted plans and policies, including prior and existing actions from a housing production strategy, comprehensive plan, or master plan, directly related to providing needed housing in the city. In these situations, a city has no direction to “prove sufficiently” to DLCD and HAPO; it does not appear that is even an option in this kind of situation.

Proposed Revised Language

The City of Wilsonville submits the below revised language to address the concerns addressed in our written and verbal public comments:

660-008-0200(3)(B): A large city [*must*] **may** adopt the model ordinances for large cities for middle housing development types **as a safe harbor**, or **adopt** zoning or development standards that are [*demonstrably comparable or*] no more restrictive than the model ordinance standards **as shown through a written comparative**

analysis by a professional planner. DLCD must, upon the request of a city, collaborate, review, and approve or deny whether the comparable analysis sufficiently shows the city's alternative code provisions sufficiently compares to the Model Code/Ordinances during the city's Housing Production Strategy development process and prior to local adoption.

660-008-0200(4): A city must satisfy the requirement to respond to the following needed housing characteristics with land use efficiency measures in its housing production strategy under section (2) in compliance with the following subsections [*or rebut this requirement. Rebuttal of this requirement must*]. **Cities may demonstrate through analysis by a certified planner or land use professional that alternative zoning or development standards are [*comparable or*] no more restrictive than the model ordinance standards as shown through a written comparative analysis by a professional planner. DLCD must, upon the request of a city, collaborate, review, and approve or deny whether the comparable analysis sufficiently shows the city's alternative code provisions sufficiently compares to the Model Code/Ordinances during the city's Housing Production Strategy development process and prior to local adoption.** This section of rule does not apply if the city already taken (*sic.*) or exceeded the equivalence of these actions.

(a) To plan for affordable housing need with land use efficiency measures a city [*must*] **may** adopt the model ordinances appropriate for the city size to incentivize affordable middle and multi-unit housing under OAR 660-008-0425 **as a safe harbor, or adopt zoning or development standards that are demonstrably comparable or no more restrictive than the model ordinance standards.**

(b) To plan for accessible housing need with land use efficiency measures a city [*must*] **may** adopt the model ordinances appropriate for the city size to incentivize accessible housing for all housing types available under OAR 660-008-0425 **as a safe harbor, or adopt zoning or development standards that are demonstrably comparable or no more restrictive than the model ordinance standards.**

(c) To plan for adaptable housing need with land use efficiency measures a city [*must*] **may** adopt the model ordinances appropriate for the city size to incentivize adaptable housing for all housing types available under OAR 660-008-0425 **as a safe harbor, or adopt zoning or development standards that are demonstrably comparable or no more restrictive than the model ordinance standards.**

Conclusion

There has not even been time for a public review, and no evidence of a peer review during this drafting process. When asked about what the vetting process was for the Model Code, DLCD responded: "we heard interest in DLCD providing more support and clarity on how local governments can grapple with Model Code standards, and can provide [that] during rollout and implementation." Any experienced code-writing practitioner knows it takes months of work sessions to refine code to a workable standard. Creating a statewide code in a backroom without input from practitioners statewide lacks transparency and ethical integrity. The Rules also do not outline how updates to the Model Code will occur and what

type of noticing or public involvement will occur. Both staff and the Rules allude to the model ordinances being amended in the future, but it is not clear when, how, and what type of vetting will occur.

It is important to remind LCDC that HB 2001 (2023) did not direct the Department to adopt a statewide zoning ordinance or planning code. **There is no statutory language in HB 2001, SB 1564, ORS 197A.130, or HB 2138 that expressly compels DLCD to create a mandatory housing code.** On the contrary, the Legislature expressly directed DLCD to **provide technical assistance to be utilized voluntarily** by those cities seeking support with a deadline of January 1, 2026. It also directed DLCD to create safe harbors to provide cities with certainty and lower legal risks with a deadline of January 1, 2025. These were two separate directives with safe harbors adopted long before DLCD drafted a Model Code.

These Model Codes are part of a cooperative planning approach under ORS 197.291 and 197.293. ORS 197.335(6)(c) allows the Land Conservation and Development Commission (LCDC) to impose appropriate models developed by DLCD **only on cities that fail to comply with housing acceleration agreements. We encourage LCDC to reevaluate whether the Model Code, as currently written, is in compliance with state statute.**

We appreciate your consideration of these additional points. Addressing them will enhance legal certainty, reduce undue technical burdens, and better align the rules with the principles of housing choice and fair housing.

We appreciate DLCD's commitment to collaboration and stand ready to discuss these recommendations further.

Sincerely,



Miranda Bateschell
Planning Director
City of Wilsonville

HB 4144 - Providing for the Safe and Responsible Management of Batteries



Safer Management of Used Batteries, More Convenient & Accessible Collection, Recycling & Resource Recovery, and Saving Money for Local Governments in Oregon.

Why is this important?

Batteries in the trash can lead to fires in garbage and recycling trucks and at facilities. While many batteries are hazardous because of the toxic or corrosive materials they contain, they are also a valuable source of metals and critical raw materials that could be recovered.

It's estimated that over 1.4 million pounds of single-use and rechargeable batteries are disposed in Oregon each year. The number of batteries that will become waste is expected to increase drastically with more connected, portable and / or mobile products such as consumer electronics, cordless power tools, and electric bikes and scooters sold on the market.

Extended Producer Responsibility for Batteries will:

- Lower fire risk at waste management facilities, improving employee safety
- Finance battery end-of-life management, saving money for residents, businesses & local governments
- Protect the environment by reducing pollution caused by fires and toxic leakages
- Increase the number of batteries recycled and the recovery of critical raw materials

What will HB 4144 do?

The law establishes an Extended Producer Responsibility (EPR) program in Oregon that:

- Requires battery manufacturers to manage and pay for the collection, transport, and recycling of single use and rechargeable batteries.
- Provides battery recycling drop off locations that are accessible for all Oregonians.
- Establishes collection, recycling, and education performance goals.
- Prohibits lithium batteries from being disposed of in the trash.

OVERVIEW OF EPR FOR BATTERIES:

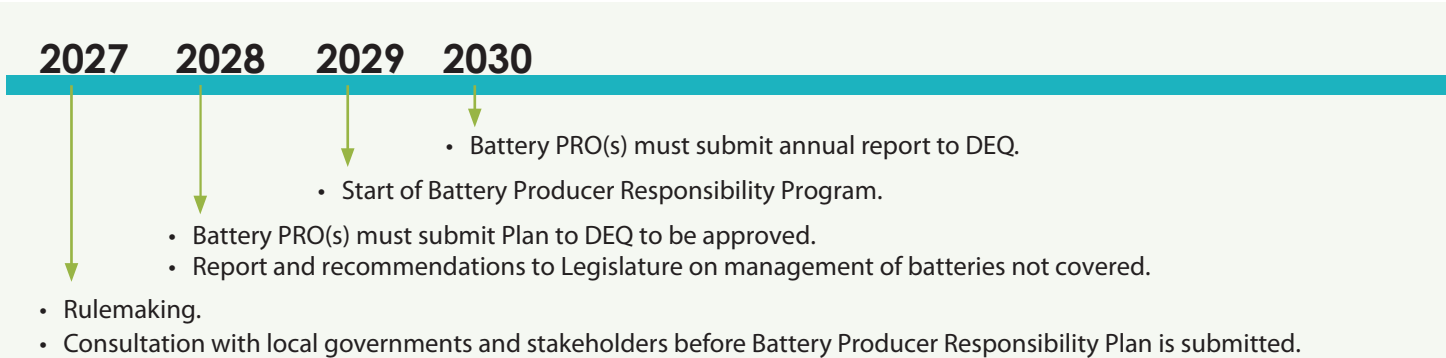
What Batteries Are Covered?

- **Portable batteries**
 - ◊ Includes primary (single-use) batteries weighing no more than 4.4 lbs
 - ◊ Includes rechargeable batteries weighing no more than 11 lbs, such as those used for power tools and digital cameras
- **Medium format batteries:**
 - ◊ Includes primary batteries weighing up to 25 lbs
 - ◊ Includes rechargeable batteries such as those used for e-bikes and e-scooters
- **Does not include:**
 - ◊ Batteries contained within a medical device that are used in locations other than the home
 - ◊ Lead acid batteries greater than 11 pounds
 - ◊ Electric vehicle batteries
 - ◊ Batteries embedded in devices covered by the E-cycles law, and batteries contained in products that cannot be easily removed

- No fees at point of sale.
- Fully funded by producers.
- Ensure 95% of residents are within 15 miles of a collection site.
- At least one collection site serving cities with a population of 4,000 or more.



The Department of Environmental Quality will review and evaluate studies and assessments regarding whether batteries that are not covered under the law should be covered, and provide findings and recommendations to the legislature no later than May 30, 2028.





**City of Wilsonville Policy Position
Supporting HB 4005 Related to Water Professionals Appreciation Week**

February 3, 2026

Co-Chair Helm, Co-Chair Owens, Vice-Chair McDonald, Members of the House Committee on Agriculture, Land Use, Natural Resources, and Water:

On behalf of the City of Wilsonville, I am submitting this testimony in **support of HB 4005** which would designate Water Professionals Appreciation Week annually in October.

The City of Wilsonville joins our local government partners at the League of Oregon Cities, the Special Districts Association of Oregon, and Oregon Association of Clean Water Agencies, and others in recognizing the crucial public health role our drinking water and wastewater management professionals play. From brushing your teeth and flushing the toilet, to agriculture and manufacturing, water is an essential part of both our natural and built environment.

Clean, safe drinking water and effective management of wastewater are fundamental public services that support community livability, economic development, and health and safety. Wilsonville appreciates the public, private, and non-profit employees who work around the clock to ensure our water systems are well-maintained. Wilsonville residents benefit from the expertise of contracted professionals who bring experience from diverse communities and systems to ensure our water and wastewater treatment operations are effective and efficient.

The City of Wilsonville **supports** designating Water Professionals Appreciation Week. Thank you for the opportunity to submit testimony.

Sincerely,

Mayor Shawn O'Neil
City of Wilsonville



City of Wilsonville Policy Position
Supporting HB 4086-2 Related to Economic Development:
Adding flexibility to Regionally Significant Industrial Sites criteria benefits economic development in Oregon

February 3, 2026

Chair Nguyen, Vice-Chair Skarlatos, Members of the House Committee on Economic Development, Small Business, and Trade:

On behalf of the City of Wilsonville, I am submitting this testimony in **support of HB 4086** and the -2 amendment, particularly **Section 8**, which would modify ORS 285B.626 to **allow measuring average annual employment at Regionally Significant Industrial Sites (RSIS) cumulatively**.

RSIS sites are often **large, multi-property, and long-term development efforts**. Such is the case in Wilsonville. RSIS sites require substantial **upfront public investment** in infrastructure—often years before full site buildout occurs. Under the current statute, cities are asked to make these investments with limited certainty that any single employer will meet the required employment thresholds, which creates significant risk.

Allowing cumulative employment across multiple eligible employers directly addresses this challenge by:

- **Reflecting real-world development patterns**, where RSIS sites build out incrementally across several businesses and properties;
- **Providing greater certainty** that jobs will be created across the site as a whole, even if no single employer meets the threshold alone;
- **Reducing financial risk for cities**, enabling more confident decisions around major infrastructure investments; and
- **Aligning state incentives with public investment timelines**, where infrastructure must precede private development.

For cities like Wilsonville, this certainty is crucial. Infrastructure investments must be justified to taxpayers and elected bodies, and the cumulative employment approach provides a clearer line of sight between public investment, job creation, the potential for reimbursement afforded by the RSIS program.

Importantly, the bill **maintains strong wage requirements**, ensuring that these jobs remain **high-quality, traded-sector employment**. The proposed change does not lower standards—it modernizes the structure to match how industrial sites actually develop.

For these reasons, the City of Wilsonville **strongly supports** the cumulative employment provisions in HB 4086. Thank you for the opportunity to submit testimony.

Sincerely,



Mayor Shawn O'Neil
City of Wilsonville



City of Wilsonville Testimony Supporting Preserving Funding for the Boone Bridge

February 3, 2026

Co-Chair Lieber, Co-Chair Sanchez, and members of the Joint Committee on Ways and Means:

The Boone Bridge is not a local bridge. It is a critical link on Interstate 5 and a key corridor for interstate and national commerce. Reliable infrastructure equates to economic development and jobs.

Each day, approximately 126,000 vehicles—including about 17,000 freight trips—cross the bridge as part of national supply chains, connecting I-84, I-205, and OR-217 with I-5. These connections link West Coast ports, regional distribution centers, and markets across the country. When this bridge slows, commerce slows. When it fails, commerce stops.

ODOT has identified this area as a high-crash location and a State-designated Seismic Lifeline Route. In a Cascadia Subduction Zone earthquake, this bridge will fall, immediately disrupting emergency response.

Last year, thanks to the efforts of Senator Courtney Neron-Misslin, the Legislature made a critical investment of \$1 million in this project. That commitment has positioned Wilsonville to pursue up to \$5 million in federal earmark funding in partnership with ODOT.

Congresswoman Andrea Salinas recently highlighted the Boone Bridge in testimony before the U.S. House Committee on Transportation and Infrastructure, underscoring strong federal interest and support. That momentum matters—but it depends on clarity and consistency from the State.

Placing \$108,000 of last year's appropriation on the Agency Reductions List risks sending the opposite message. A relatively small cut jeopardizes our federal ask—a multi-million-dollar consequence.

I understand the difficult choices before you. I ask you to consider whether risking that return on investment—and a project of statewide and national significance—is worth it.

Please keep this project whole. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shawn O'Neil", is enclosed in a thin blue rectangular border.

Mayor Shawn O'Neil
City of Wilsonville



City of Wilsonville Testimony
Supporting HB 4084 Related to Economic Development:
Adding flexibility to Enterprise Zones and \$40 million to the Regionally Significant Industrial Sites program boost Oregon's economy

February 4, 2026

Chair Nguyen, Vice-Chair Skarlatos, Members of the House Committee on Economic Development, Small Business, and Trade:

Wilsonville **supports House Bill 4084, in particular the Enterprise Zone and industrial site readiness provisions.** Now is the time for bold action on economic development, and we appreciate Governor Kotek for introducing this legislation.

Wilsonville has several hundred acres of undeveloped industrial land already inside the Metro urban growth boundary in our Coffee Creek and Basalt Creek areas. These lands are planned, zoned, ready for utilities, and strategically located.

But making them competitive for development requires alignment between policy, economic development goals, localized competitive advantages, and private sector investment realities.

House Bill 4084 meaningfully improves that alignment.

First, the bill modernizes how Enterprise Zones may be established. Under current statute and rule, Wilsonville is precluded from establishing an Enterprise Zone. HB 4084 recognizes that **competitiveness today is about readiness and opportunity**, not just distress. By allowing locally-defined economic conditions—such as underutilized industrial land, economic transition, and workforce availability—as criteria for establishing an Enterprise Zone, communities like Wilsonville would be able to use this vital tool.

Second, the bill adds practical flexibility to Enterprise Zone programs. Projects may not fit neatly into a single box but still deliver substantial community, regional, and state benefit. Expanded eligibility for priority industries, waivers, and pilot programs allows communities to **tailor incentives to real projects.**

Third, HB 4084 recognizes the pace and realities of large-scale investment while maintaining standards for creating high-wage jobs. Phased hiring, productivity-based performance measures, and extended exemption periods provide certainty and value for projects that involve major capital investment and multi-year buildouts. For cities like Wilsonville, this flexibility is **crucial to attracting advanced manufacturing and traded-sector employers that create high-quality jobs over time.**

Finally, **the \$40 million investment in the Industrial Site Loan Fund is essential.** Site readiness is often the deciding factor in whether Oregon wins or loses a project. Utilities, roads, and competitively-sized parcels set the stage for attracting and growing businesses. This funding helps ensure that communities can be part of the solution.

In short, HB 4084 strengthens Oregon's economic development toolkit in a way that is realistic, flexible, and locally responsive. Wilsonville urges your support.

Sincerely,



Mayor Shawn O'Neil
City of Wilsonville



City of Wilsonville Testimony
Supporting HB 4103 Related to the Sen. Aaron Woods Commission on AI:
New commission would thoughtfully approach Artificial Intelligence with an eye
toward innovation and public trust

February 6, 2026

Co-Chair Pham, Co-Chair Nathanson, Members of the Joint Committee on Information Management and Technology:

Wilsonville supports House Bill 4103.

Artificial intelligence is rapidly expanding and becoming part of our daily lives—from basic web searches to healthcare, education, and public services. As this technology evolves, it is essential that Oregon approach it thoughtfully, responsibly, and with an eye toward both innovation and public trust.

House Bill 4103 carries special meaning. The proposed Senator Aaron Woods Commission on Artificial Intelligence honors a legislator who consistently looked ahead—who understood that good public policy does not simply react to change, but helps shape it. Senator Woods believed deeply in innovation, not for its own sake, but as a tool to improve lives, strengthen communities, and prepare Oregon for the future.

AI represents a powerful new set of tools, but it also brings real risks when misused or deployed without safeguards. Last session, the Legislature unanimously passed HB 2299, making the dissemination of AI-generated or manipulated intimate images a Class A misdemeanor. That legislation is a clear example of both the promise of innovation and the necessity of responsible oversight.

HB 4103 establishes a framework that brings together a broad cross-section of experts and stakeholders to help Oregon stay ahead of emerging trends and policy challenges—balancing privacy, innovation, and economic competitiveness. This is precisely the kind of forward-looking, collaborative approach Senator Woods championed.

Wilsonville respectfully urges your support of HB 4103 and the creation of the Senator Aaron Woods Commission on Artificial Intelligence.

Thank you for your time and consideration.

Sincerely,

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

Mayor Shawn O'Neil
City of Wilsonville



**City of Wilsonville Policy Position
Supporting HB 4008-5 Establishing a Transit Funding Task Force**

February 12, 2026

Chair McLain, Vice-Chair Boshart-Davis, Vice-Chair Gamba, and Members of the House Committee on Transportation:

On behalf of the City of Wilsonville, I am submitting this testimony in **support of HB 4008 and the -5 amendment**, which would establish a transit funding task force. Wilsonville **opposes the proposed -2 amendment**, which would shift the task force's attention away from the core issue—how to fund a transit system that works for taxpayers, riders, and operating agencies.

The City of Wilsonville operates an award-winning transit agency, South Metro Area Regional Transit (SMART) that offers convenient, reliable, and safe in-town and out-of-town express service. Additionally, we offer door-to-door Dial-A-Ride service for seniors or people with a disability and are proud to operate fare-free on all but one of our routes.

SMART went fare-free for many reasons, including reducing barriers, encouraging ridership, and driver safety (it has been over 9 years since a SMART driver was assaulted by a passenger). Transit is a public service. It is not a taxi, rideshare, or coach bus designed to earn revenue. It is designed to be a lifeline for those who need it. Wilsonville has designed our transit system to work for our community, and because of that, Wilsonville businesses and residents are supportive of paying into this shared system.

HB 4008-5 would bring together diverse stakeholders with a mandate to roll up our sleeves and take a frank look at the future of transit. The City of Wilsonville stands ready to be a partner in this conversation. Thank you for the opportunity to submit testimony.

Sincerely,

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

Mayor Shawn O'Neil
City of Wilsonville



City of Wilsonville Testimony
Supporting Funding for Industrial Land Readiness in SB 5701:
Adding \$40 million to the 2025 Legislature's \$10 million allocation for industrial site readiness boosts Oregon's economy

February 13, 2026

Co-Chair Nosse, Co-Chair Girod, and Members of the Joint Ways and Means Subcommittee on Capital Construction:

Wilsonville supports **adding \$40 million to the Industrial Site Loan Fund through SB 5701** to support Regionally Significant Industrial Sites as part of Governor Kotek's economic development bill, House Bill 4084.

Now is the time for bold action on economic development, and cities like Wilsonville are ready to be part of Oregon's economic future. Wilsonville has several hundred acres of undeveloped industrial land already inside the Metro urban growth boundary in our Coffee Creek and Basalt Creek areas. These lands are planned, zoned, ready for utilities, and strategically located.

But competitiveness requires readiness. Utilities, roads, and competitively-sized parcels set the stage for attracting and growing businesses—often the deciding factor in whether Oregon wins or loses a project. This funding will bring a return on investment through increased economic activity, tax revenues, and competitiveness with other states.

Wilsonville urges your support to fund the \$40 million requested in HB 4084 for industrial site readiness.

Sincerely,

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

Mayor Shawn O'Neil
City of Wilsonville



City of Wilsonville Testimony
Supporting Funding for the Boone Bridge Replacement Project:
Ensuring the 2025 Legislature's \$1 million allocation generates a return on investment through a federal earmark

February 13, 2026

Co-Chair Nosse, Co-Chair Girod, and Members of the Joint Ways and Means Subcommittee on Capital Construction:

The Boone Bridge is **not a local bridge**. It is a critical link on Interstate 5 and a key corridor for interstate and national commerce. Reliable infrastructure equates to **economic development and jobs**.

Each day, approximately **126,000 vehicles**—including about **17,000 freight trips**—cross the bridge as part of national supply chains, connecting Interstate 84, Interstate 205, and Oregon 217 with Interstate 5. These connections link West Coast ports, regional distribution centers, and markets across the country. When this bridge slows, commerce slows. When it fails, commerce stops.

Congresswoman Andrea Salinas recently highlighted the Boone Bridge in testimony before the U.S. House Committee on Transportation and Infrastructure, underscoring strong federal interest and support. That momentum matters—but it depends on clarity and consistency from the State.

Last year, thanks to the efforts of Senator Courtney Neron-Misslin, the Legislature made a **critical investment of \$1 million** in this project. That commitment has positioned Wilsonville to pursue **up to \$5 million in federal earmark funding** in partnership with ODOT.

After learning that the \$1 million she secured last year was on ODOT's Agency Reductions list, and **recognizing the strong potential return on investment** from a federal earmark, Senator Neron-Misslin worked with Wilsonville to make a CapCon request for the amount of the agency cut.

We urge you to work with the full Ways and Means Committee to **ensure that this \$1 million stays whole**, either through removal from the agency reductions list or through this request in SB 5702.

Sincerely,



Mayor Shawn O'Neil
City of Wilsonville



City of Wilsonville Testimony
Supporting HB 4084 Related to Economic Development:
Adding flexibility to Enterprise Zones and \$40 million to the Regionally Significant Industrial Sites program boost Oregon's economy

February 17, 2026

Chair Nathanson, Vice-Chair Reschke, Vice-Chair Walters, and members of the House Committee on Revenue:

Wilsonville **supports House Bill 4084, in particular the Enterprise Zone and industrial site readiness provisions.** Now is the time for bold action on economic development.

Wilsonville has several hundred acres of undeveloped industrial land already inside the Metro urban growth boundary in our Coffee Creek and Basalt Creek areas. These lands are planned, zoned, ready for utilities, and strategically located.

But under current statute and rule, Wilsonville is precluded from establishing an Enterprise Zone. HB 4084 recognizes that competitiveness today is about readiness and opportunity, not just distress. By allowing locally-defined economic conditions as criteria for establishing an Enterprise Zone, communities like Wilsonville would be able to use this vital tool.

Additionally, the bill adds practical flexibility to Enterprise Zone programs. Projects may not fit neatly into a single box but still deliver substantial community, regional, and state benefit. Expanded eligibility for priority industries, waivers, and pilot programs allows communities to tailor incentives to real projects.

In short, HB 4084 strengthens Oregon's economic development toolkit in a way that is realistic, flexible, and locally responsive. Wilsonville urges your support.

Sincerely,

Mayor Shawn O'Neil
City of Wilsonville



City of Wilsonville Testimony
Supporting SCR 206 Memorializing State Senator Aaron Woods

February 18, 2026

Chair Jama, Vice-Chair Starr, and Members of the Senate Committee on Rules:

On behalf of the City of Wilsonville, I am submitting this testimony in **support of SCR 206**, a memorial for State Senator Aaron Woods.

I had the privilege of knowing Senator Aaron Woods for about a decade, beginning when we served together on Wilsonville’s Development Review Board. Over the years I watched him serve on the Planning Commission, the Clackamas Community College Board, and ultimately in the Oregon Senate.

What stood out about Aaron was his approach to public service. He was thoughtful, measured, and focused on practical solutions. He listened carefully, treated people respectfully, and worked to move issues forward rather than deepen divisions. People who met him felt they were included.

In my experience, Aaron had a rare ability — people left conversations with him feeling they belonged, even when they disagreed.

When he was elected to the Oregon Senate, he did not change; he simply brought that same approach to a larger stage. He worked across viewpoints and sought workable outcomes. His interests in housing, broadband access, workforce preparation, and emerging technology reflected both his professional background and his belief that opportunity should be available across the entire state.

In Wilsonville, we knew him not just as our Senator, but as a neighbor and a friend who stayed connected to his community even while serving all Oregonians. He was always building bridges of understanding and community, and our residents felt that connection.

SCR 206 appropriately recognizes a public servant who combined expertise, community commitment, and collaborative leadership.

On behalf of the City of Wilsonville, I respectfully ask for your support of this resolution.
Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shawn O'Neil", is enclosed in a thin blue rectangular border.

Mayor Shawn O'Neil
City of Wilsonville



City of Wilsonville Policy Position
Supporting HB 4159, HB 4161, and HB 4177 Related to the Government Ethics
Commission, official compensation, and public meetings:
Thoughtful, negotiated fixes to unintended consequences of ethics interpretations

February 18, 2026

Chair Bowman, Vice-Chair Elmer, Vice-Chair Pham, and Members of the House Committee on Rules:

On behalf of the City of Wilsonville, I am submitting this testimony in **strong support of HB 4159, HB 4161, and HB 4177**, the package of technical fixes and reforms to elements of Oregon's ethics rules and the Oregon Government Ethics Commission (OGEC).

While not directly engaged on the OGEC Workgroup, Wilsonville maintained close communications with our local government partners who did serve on the workgroup, including the League of Oregon Cities (LOC). We also appreciate Representative Sosa for his leadership of the workgroup to navigate a nuanced topic.

HB 4159, which ensures local government representation on the OGEC, and HB 4161, which clarifies food and beverage rules for elected officials and volunteers who are taking time away from work or family to serve their community, are straightforward technical fixes that received swift consensus in the workgroup.

HB 4177 seeks to resolve an issue with OGEC's interpretation of the legislative intent behind HB 2805 (2023). HB 2805 arose out of serious, evidenced violations of Oregon's longstanding and highly regarded public meetings laws. Wilsonville supports transparency and accountability in our public process, and we applaud the legislature for taking action with HB 2805 to strengthen and modernize Oregon's rules.

However, OGEC's overly broad interpretation of HB 2805 and its related regulations has hamstrung local governments' ability to do business and actually harmed public process, rather than improving it. Broad definitions in statute and administrative rule, conflicting interpretations from OGEC staff, and penalties imposed on elected officials who only received a communication rather than actively participating have led to our attorneys suggesting an extremely cautious approach where public discourse with elected officials is

discouraged. Essentially, local elected officials have been told: “if not in a public meeting, don’t talk to anyone.”

For example, the City is in the process of hiring a new City Manager and recently held a community meet-and-greet with the finalists. Attending such an event and interacting with constituents is a core function of being a city councilor. Yet we were all keenly aware that OGEC could, based on its recent interpretations, consider each and every person in that room to be an intermediary for serial communications. Additionally, councilors often meet with constituents for coffee or in a community space to discuss topics of interest to the constituent. Councilors have been advised not to include any other councilor (despite two members *not* constituting a quorum of our City Council) in case the community member discusses the same issues with other councilors. In fact, councilors have been advised to give constituents specific warnings about talking to other councilors in a manner that may inadvertently cause a violation of the new OGEC regulations and interpretations.

To put it bluntly: local elected officials are in fear of OGEC sanction from attending a tour of a local business, having coffee with a constituent, speaking with staff to gain clarity on an issue, and countless other functions important to having an engaged and educated city council. For the good of public process, for the good of transparency, for the good of Oregon, this untenable situation must change.

HB 4177 restores clarity and confidence with clearer definitions and functional guidance. Despite the alarmist, hyperbolic rhetoric from the OGEC Director at the February 17 hearing, HB 4177 protects transparency and public trust through continued allowance of public discourse. A quorum of decision-makers has the same transparency obligations, deliberations must still be held in public meetings, and purposeful serial communications are still illegal. HB 4177 strengthens the guardrails and makes a brighter line. Bad actors who cross the line will still be held accountable. But routine communications that benefit good governance, like speaking with constituents and the media, will be safeguarded.

For these reasons, the City of Wilsonville **supports HB 4159, HB 4161, and HB 4177** and respectfully urges the Committee to send them to the floor with a “Do Pass” recommendation. Thank you for the opportunity to submit testimony.

Sincerely,



Mayor Shawn O’Neil
City of Wilsonville



**City of Wilsonville Policy Position
Opposing HB 4037 A Related to Housing:**

Section 17 reduces transparency and public process in violation of Land Use Goal 1

February 26, 2026

Chair Pham, Vice-Chair Anderson, Members of the Senate Committee on Housing and Development:

On behalf of the City of Wilsonville, I am submitting this testimony in **opposition to HB 4037 A**, in particular **Section 17**, which would curtail transparency and public process.

Wilsonville is a leader in developing needed housing and doing so at a range of sizes, styles, and affordability levels. Our city's housing stock is 49% multifamily—a percentage above most other communities statewide. We are meeting or exceeding the housing goals, targets, and variety the state has demanded in the past 10 years. And we are doing so with thoughtful, forward-thinking planning that creates desirable, complete communities.

Foremost, Wilsonville is confused by the way Section 17 is drafted. Subsections (5)(a) and (c) read as permissive (“may provide”) but subsection (5)(b) does not (“may not require”). This wording lacks clarity, putting local governments in a position to attempt to interpret legislative intent.

Regardless, Section 17 of HB 4037 A flies in the face of the thoughtful planning conducted by Wilsonville and other cities. It is an affront to public process and transparency, something Oregon used to pride itself on as a national leader. And it may violate Land Use Goal 1, public involvement, which is described by the Department of Land Conservation and Development as “a **required** part of land use planning in Oregon” (emphasis added).¹

Including the public in decisions about how and where their community grows, and what housing is needed to support current and future residents, should not be viewed by the state as local government thwarting housing development or refusing to grow. It should instead be viewed as a fundamental part of Oregon's pioneering land use system. Often, input from community members and information gained during a public hearing leads to

¹ Oregon Department of Land Conservation and Development, Goal 1: Citizen Involvement webpage (<https://www.oregon.gov/lcd/op/pages/goal-1.aspx>), accessed February 26, 2026

better development outcomes. In fact, in our experience as a city, taking time in the planning phase, particularly for larger developments and subdivisions, reduces appeals, delays, and public opposition when housing construction begins. An example of this is in the City's Frog Pond West neighborhood where public comments influenced the developer to slightly alter the street network to preserve a strip of mature Douglas Fir trees, which provided character within the new neighborhood and screened it from an existing property owner.

We respectfully remind the Committee that local governments are your partner in developing housing. It is in our interest as a community, as a service provider, and certainly as a tax-levying entity who must operate within financial constraints, to grow and develop housing.

We urge the Committee to **reject Section 17** of the bill or to amend the legislation to preserve reasonable and longstanding local notice, public hearings, and appeal processes.

Sincerely,



Mayor Shawn O'Neil
City of Wilsonville

CC: Sen. Courtney Neron Misslin
Rep. Sue Rieke Smith

2025-27 CAPITAL FUNDING REQUEST

PROJECT INFORMATION FORM



Legislative Fiscal Office
900 Court St. NE, H-178
Salem, OR 97301

INSTRUCTIONS

This form is used to capture information related to capital project requests submitted to the Joint Committee on Ways and Means Capital Construction Subcommittee and must be submitted by a legislative member. For the 2026 session, each member is limited to the submission of two forms.

The recipient organization section should include information for the the organization that is proposed to received and administer funding, including the entity's legally registered name, tax identification number, and contact information.

The project information section is used to draft the legal language for legislatively directed funding. Please ensure the project information is accurate and complete to reflect the intended use of proceeds.

The project timeline should include what, if any, work has been completed for the project and remaining steps and permits necessary to begin construction.

The project budget section should include the estimated total project cost, amount requested, and source of remaining matching funds. If the project matching funds are already secured, please check the box. Recipients are responsible for securing sufficient matching funds to support project costs, including contingencies and inflationary factors.

OTHER INFORMATION

Grants financed through the issuance of bonds are not available until bonds are sold. Multiple factors impact the timing of sales; however, many sales often occur during the last six months of the biennium (Oregon's biennial budget begins on July 1 of odd-numbered years and runs through June 30 of the next odd-numbered year). Significant decreases in revenues or changes in financial conditions subsequent to authorization may also delay or prevent the issuance of bonds, which means that the approved projects or grants would also be delayed or not funded.

Public works projects, including any project that uses \$750,000 or more of public funds for constructing, reconstructing, painting or performing a major renovation on a road, highway, building, structure or improvement of any type, may be subject prevailing wage requirements. Grant recipients must comply with prevailing wage rate laws and should consult the Oregon Bureau of Labor and Industries to determine whether a project is subject to prevailing wage.

Please return the completed form and any supporting documentation to:

Katie Bannikov, Principal Legislative (Bonding) Analyst
LFO.CapitalProjectRequests@oregonlegislature.gov

SPONSORING MEMBER INFORMATION

Member Name Sen. Courtney Neron Misslin District SD-13

Member Signature

CONTACT INFORMATION FOR RECIPIENT ORGANIZATION

Organization Legal Name Oregon Dept. of Transportation

Organization Type State Agency Federal Tax ID Number 93-0851927

Address 355 Capitol Street NE, MS 11

City Salem State OR Zip Code 97301

Contact Person Leigh Crosby

Contact Phone 503-682-6939 Contact Email leigh@wilsonvillecommunitysharing.org

PROJECT INFORMATION

Project Title **Boone Bridge Project (SCR 100-50)**

Project Type* Transportation

*If other, enter project type _____

If Housing enter # of units _____

Is this project under a DEQ Mutual Agreement and Order (MAO)? No

Does this project address life, safety, or compliance issues? Yes

If yes, please describe how Addresses seismic risk and multi-modal safety

Project Description

The Boone Bridge on I-5 faces congestion, safety, and seismic resiliency risks. The Project received \$1 million in General Fund from the 2025 Legislature in HB 5006 (2025), Section 201. \$29,292 has been proposed to be cut from the award as part of the 2026 budget reduction process.

Deferred Maintenance or New Construction? New Building or Infrastructure

Project Location Interstate 5 and the Willamette River, Wilsonville, Clackamas Co.

House District 26 Senate District 13

Project Timeline - please describe the project's readiness, including feasibility study and planning completed, any remaining permits, approvals, or other steps that must be completed prior to beginning.)

ODOT completed a technical report in Dec. 2020 to determine project approach. A summary report was made to the Legislature in Jan. 2021. This appropriation will be used to conduct required geotechnical investigation prior to planning and design. It will also be used as local match for an upcoming federal request.

When will construction begin? Estimated project completion?

PROJECT BUDGET

Estimated Project Cost

Construction/Renovation	
Site Improvements	
Land Acquisition	
Architectural and Engineering Fees	6000000
Equipment	
Contingencies	
Other Costs (specify) <u>Rent assistance</u>	20000
Other Costs (specify) _____	
Estimated Total Project Costs	6000000

Amount Requested 29292 **Percent of Total Project Cost** 0.0048

Type of Funding Requested _____

Matching Funds

Secured

Locals Funds (source) <u>City of Wilsonville</u>	70000	<input type="checkbox"/>
State Funds (source) <u>HB 5006 (2025)</u>	970708	<input checked="" type="checkbox"/>
Federal Funds (source) <u>Congressionally Directed</u>	5000000	<input type="checkbox"/>
Local Government Increased Rates or Levies*		<input type="checkbox"/>
Private/Other Grants		<input type="checkbox"/>
Donations/Gifts		<input type="checkbox"/>
Other Revenues/Financing (source) _____		<input type="checkbox"/>
Total Matching Funds	5970708	

*Have you maximized local funding? Not Applicable

If you attempted a levy and it failed, provide the ballot measure information and results. If you are planning a levy, when do you anticipate it on a ballot?

Is project funding included in any proposed legislation? No

If yes, please list the bill number(s): _____

2025-27 CAPITAL FUNDING REQUEST

PROJECT INFORMATION FORM



Legislative Fiscal Office
900 Court St. NE, H-178
Salem, OR 97301

INSTRUCTIONS

This form is used to capture information related to capital project requests submitted to the Joint Committee on Ways and Means Capital Construction Subcommittee and must be submitted by a legislative member. For the 2026 session, each member is limited to the submission of two forms.

The recipient organization section should include information for the the organization that is proposed to received and administer funding, including the entity's legally registered name, tax identification number, and contact information.

The project information section is used to draft the legal language for legislatively directed funding. Please ensure the project information is accurate and complete to reflect the intended use of proceeds.

The project timeline should include what, if any, work has been completed for the project and remaining steps and permits necessary to begin construction.

The project budget section should include the estimated total project cost, amount requested, and source of remaining matching funds. If the project matching funds are already secured, please check the box. Recipients are responsible for securing sufficient matching funds to support project costs, including contingencies and inflationary factors.

OTHER INFORMATION

Grants financed through the issuance of bonds are not available until bonds are sold. Multiple factors impact the timing of sales; however, many sales often occur during the last six months of the biennium (Oregon's biennial budget begins on July 1 of odd-numbered years and runs through June 30 of the next odd-numbered year). Significant decreases in revenues or changes in financial conditions subsequent to authorization may also delay or prevent the issuance of bonds, which means that the approved projects or grants would also be delayed or not funded.

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