

THE LEO COMPANY, LLC

MARKETING, PUBLIC & GOVERNMENT AFFAIRS COUNSEL

Short Session Legislative Report February 1 to March 4, 2022 For the City of Wilsonville/SMART

Overview

The 2022 Legislative Session successfully made budget decisions, adjustments to bills from the 2021 Legislative Long Session, addressed emergent issues, commissioned studies and adjourned Sine Die three days before the Constitutional deadline with little controversy.

Of the 275 bills and measures introduced, 119 were passed by both the House and Senate, and close to half are still awaiting the Governor's Signature at the time of this writing.

Only 7.5% of the bills considered were decided along party line votes. A new House Speaker with a more cooperative approach along with the departing, popular Senate President, the longest serving state legislator in Oregon history, both created goodwill which was generously reinforced by \$2.2 Billion available to spend, where nearly every member took home funding for meritorious local and regional projects. The 2022 Legislature had an ambitious policy funding agenda.

Federal relief money from late 2021, \$800 Million in projected revenues in excess of budgeted funds, and the an additional \$400 Million in unspent agency funds gave this legislature a historic opportunity to fund a long list of priorities and send the majority of legislators of both parties home with funding for priorities, statewide and local.

Legislative Funding Priorities, from Rep. Neron's End of Session Legislate Report:

- \$400 million for affordable housing and our urgent **homelessness** crisis
- \$200 million for Future Ready Oregon **workforce** development
- \$300 million for educator recruitment and retention (HB 4030), summer **learning** opportunities, wild-fire impacted school districts and addressing educational disparities.
- \$300 million to meet the state's medical and behavioral **healthcare needs** while supporting our frontline healthcare workers.
- \$100 million **climate** resilience budget that tackles drought, extreme weather, & infrastructure
- \$100 million investment to expand access to **childcare** and support childcare providers and workforce (HB 4005)
- \$200 million investments for **broadband** infrastructure (HB 4092)
- \$300 million to bring down the **cost of living** and provide relief for working families

Source: Representative Courtney Neron, Town Hall presentation - March 12, 2022

43% of House members and about a 27% of senators who were sworn in January 2021 are not planning to return in the same capacity for 2023 Legislature (some resigned, and many running for other offices), ending a legislative cycle which was challenged by a global pandemic, wildfire, civil unrest and partisanship unparalleled in Oregon history. The 2022 “short session” was a respite, addressing the important questions and leaving this biennial cycle on a high note.

Success with Key City Council priorities in 2022 Session

The Short Legislative Sessions in even years were intended to reconcile state agency budgets and hear new ideas, but in recent years have become a fast-moving vehicle for substantive pieces of legislation.

Aside from a successful request for a significant budget allocation for the transit center project, the City was in its typical defensive posture to amend or stop concerning legislation that would impose unfunded mandates or preempt local control, with the Wilsonville Council Agenda 2021-2022 as the policy guide.

Bills Wilsonville Opposed That Died

HB 4063 - A bill that would have shortened the permitting process, died in the Joint Committee on Ways & Means upon adjournment.

HB 4065 - A bill to expand the Urban Growth Boundary outside of Metro process. Died in House Committee on Housing at the first Session Deadline.

Wilsonville had a very successful 2022 Session due to the close working relationship it has with our state legislative delegation and our ability to work in coordination with the League of Oregon Cities and other local governments with aligned interests. Policy work at the Oregon Legislature is a coalition effort where we work cooperatively with other cities to meet the public policy goals of determined by our Wilsonville City Council.

Priority Policy Bill List for the City in the Short Session

The City commented on bills that were most relevant to the City Council's legislative priorities. Other bills were only monitored. This table lists the 10 most significant bills grouped by the City's Legislative Agenda topics. See summaries of both the priority bills and all of the monitored bills in the next section for additional details on each bill.

Legislative Agenda Area	Topic/Issue	Bill Number	City Position	Outcome
Transportation & Transit Infrastructure	Budget Reconciliation Bill - included \$1.9 M for SMART Transit Center	HB 5202A	Supported	Passed
Economic & Community Development	SDC Study Timeline Extended	HB 4014	Supported	Passed
	Substantial Completion - would have allowed filing requests of building permits while plats are being completed	HB 4063	Opposed without significant amendments	Failed, died in the Joint Committee on Ways & Means
	Prohibit local governments from prohibiting siting of prefabricated structures in all residential zones	HB 4064	Monitored	Passed as amended
	Omnibus Broadband funding - Cybersecurity program upgrade also added to this omnibus bill	HB 4092	Supported with coalition testimony	Passed
	UGB expansion outside the Metro UGB Expansion process	HB 4118	Opposed	Failed, died in the House Committee on Housing
	Cybersecurity Program to be funded and enhanced	HB 4155	Supported with testimony	Passed (part of HB 4092)
Environmental Impact	Establish a statewide Reach Code that cities can adopt to make new buildings 10% more energy efficient - Optional as amended	SB 1518	Monitored	Passed
	Require owners or operators of bulk oils and liquid fuels terminals to conduct and submit seismic vulnerability assessments to DEQ	SB 1567	Monitored	Passed
	Establishes product stewardship program for mattresses	SB 1576	Supported	Passed

Post-Session Bill Summaries

This section contains a brief summary of all 20 bills, and suites of bills, monitored by the City of Wilsonville, listed in numeric order under each topic. We thank the League of Oregon Cities staff for their cooperation and for the generous use of some of the bill descriptions used below.

★ *Indicates priority legislation for the City of Wilsonville*

Governance

HB 1440 — Public Meeting Oversight

Monitored. Failed.

HB 4110 was introduced by Rep. Courtney Neron and would have expanded the Oregon Government Ethics Commission's ability to investigate public meetings, including those of local governments. The bill ultimately failed to receive a work session and did not advance.

The proposed legislation pertaining to Oregon Government Ethics Commission (OGE) being charged with additional duties pertaining to Open Meeting Laws Violations, the Enforcement of violations, and possible administering of Fines was carefully monitored by the City. As written it could place additional liability on elected councilors and elected officials at other levels of local government. Since most local and district elected officials are unpaid volunteers, additional burdens and mandates were concerning. Counties opposed the additional auditing requirements which would be burdensome to staff. Also there were concerns that added oversight by the already overburdened OGE would have made the mandates ineffective. This proposed legislation which arose out of conflict on a special district board in another jurisdiction, may come back in a different form in future sessions, possibly more successful with a narrowed scope to address the specific problems in this type of special district.

We describe this because it was one of two priority bills offered by Representative Neron this session and is likely to come back in the 2023 Legislative Session.

Transit-Oriented Affordable Housing Development

★ **HB 5202A — Gap funding for City of Wilsonville Transit-Oriented Affordable Housing Development at Wilsonville Transit Center**
Supported. Passed.

In the Budget Reconciliation Bill (aka "Christmas Tree Bill") at the end of the session, infrastructure funds were allocated for \$1,926,000 to build the Wilsonville SMART Transit Information Center and potential office space for Wilsonville Community Sharing and other supportive services, planned to be co-located with Affordable Housing and supportive services in Transit-Oriented Development.

Economic and Community Development

SB 1536A [& HB 4058] — Emergency Heat and Air Quality Relief Bills

Monitored. Passed.

This bill limits restrictions on installing portable cooling devices in residences by landlords, homeowners associations, condominium associations and local governments, allowing residents to install such units for relief from heat and/or poor air quality conditions.

Language from HB 4058 was incorporated into SB 1536A, specifying need-based assistance for purchase of cooling and air quality units.

SB 1537 — Housing Cost Impact Statements

Monitored. Failed.

This bill would have made updates to the “housing cost impact statement” analysis that state agencies are required to complete as part of administrative rulemaking. The updates would require agencies to calculate an estimate of the effect of a proposed rule on the cost of development. Designed to undermine regulations that are implementing what agencies have been directed to do by the Legislature, including wildfire resiliency and energy efficiency regulations.

SB 1537 was introduced by the Senate Committee on Housing and Development on behalf of the Oregon Homebuilders Association. It died in the House Committee on Rules upon adjournment.

HB 4004 — Resources for Mental Health Care

Monitored. Passed.

This bill requires Oregon Health Authority to distribute grants to behavioral health care providers for staff compensation and workforce retention and recruitment. This law will sunset on January 2, 2023. This is an issue of concern for City Council which generally supports greater financial support for mental health programs.

★ HB 4014 — SDC Study Timeline Extension

Supported. Passed.

Chapter 1, (2022 Laws): Effective date March 2, 2022.

House Economic Recovery and Prosperity Committee provided more time to study the System Development Charge issue. Makes no changes in how SDCs are currently charged.

Under HB 3040 (2021), Oregon Housing and Community Services (OHCS) is required to conduct a comprehensive study of system development charges. A preliminary report was submitted on December 30, 2021 and a final report is due by June 1, 2022. HB 4014 changes the date by

which the final report is due to December 15, 2022 to give OHCS additional time to conduct the study and engage stakeholders. The measure includes an emergency clause and will take effect immediately upon passage.

HB 4051 — Homeless Support, a Technical Fix to 2021 Affordable Housing Bill

Monitored. Passed.

HB 4051 has three key extensions that are critical for responding to the homeless crisis: 1) Adding one additional year to shelter siting provisions from HB 2006 (2021); 2) A necessary technical fix to SB 8 (2021), which allows more flexibility by clarifying that eligibility is based on ownership of the property not the housing unit; and 3) HB 2100 (2021) called for a *Task Force on Homelessness and Racial Disparities* to fully address the issues and offer a more comprehensive assessment additional time was added.

SB 8 (2021) included provisions which allowed affordable housing to be built on land that was zoned commercial, publicly owned, or religiously owned, or if the land was owned by a public body or a religious institution. The League of Oregon Cities (LOC) and Oregon City Planning Directors Association (OCPDA) worked closely with affordable housing developers in the 2021 Session to provide technical improvements to the bill. Unfortunately, the bill passed with a technical error: In Section 1(2)(a), it reads “the housing is owned by” when it should read “the land is owned by.” Public landowners (local governments) and religious institutions do not typically own affordable housing, rather they own the land, which is then donated or sold to an affordable housing developer/provider who then owns and operates the affordable housing that gets built. Therefore, this technical fix was necessary to realize the intent of SB 8.

★ HB 4063 — Substantial Completion Housing

Opposed. Failed.

This bill in its original form would have allowed filing requests of building permits while plats are being completed. The City Planning staff found this to be a flawed approach with the probability of many unintended consequences for the arbitrary shortening of the occupancy permit approval process. There will be a work group during the interim to see if there are any aspects of the building permit timeline which can be adjusted to create faster permitting without putting the homebuyer at risk or creating adverse consequences for cities.

HB 4064 — Manufactured Housing

Monitored. Passed.

This bill provides standardization to allow siting of prefabricated structures in mobile home or manufactured dwelling parks, including parks that are cooperatively owned. It also allows clarification for local governments for the siting of manufactured homes and prefabricated structures in single-family dwelling zones inside an urban growth boundary, and prohibits local governments from applying standards to prefabricated and manufactured homes located

outside mobile home parks other than standards applicable to single family dwellings on the same land.

The bill prohibits a manufactured dwelling park landlord from requiring a tenant to pay for or construct certain site improvements as part of a rental agreement, and directs the Attorney General to update the model statement related to improvements required of park tenants by January 1, 2023.

HB 4064 also expands the manufactured dwelling replacement program at Oregon Housing and Community Services (OHCS) to borrowers whose manufactured home or prefabricated structure was destroyed by a natural disaster, and allows an eligible replacement home to be located either inside or outside the natural disaster area.

The City Planning Department had questions about the bill which were answered by the bill sponsor. The bill conforms with the current city codes regulating manufactured housing.

HB 4065 — Inclusionary Zoning Pilot for Small Cities (McMinnville)

Monitored. Failed.

HB 4065 allows cities with a population greater than 30,000 but less than 45,000 and located in a county with a population greater than 105,000 but less than 135,000, to adopt a land use regulation for approval of a permit, or for establishing the sale or rental price of a housing development for affordable housing. The measure defines “affordable housing” as housing affordable to households with incomes of 120 percent of area median income. The measure defines “multifamily housing” and “housing development” in clarifying project requirements and eligibility.

Did not receive a public hearing, died in Committee upon adjournment.

★ HB 4092 — Broadband Omnibus Bill

Supported. Passed.

HB 4092 helps the state address barriers to broadband by: strengthening the state broadband office’s governance structure; setting a strategic framework to guide the broadband office; allowing the broadband office to access more mapping data to guide their decisions and bring in more federal dollars for broadband infrastructure; and creating paths for more digital equity.

★ HB 4118 — Urban Reserves/UGB Expansion for Workforce Housing

Opposed. Failed.

This bill was first introduced as HB 3072 (2021) in the previous session and would have allowed a landowner/developer to petition a local government to expand its urban growth boundary for the development of workforce housing or “workforce commercial” if the land is located in an established urban reserve and meets certain conditions. The bill would also require a city to

update their comprehensive plan to reflect the new zoning. The city opposed this bill in 2021 and continues to oppose the current version. Cities invest considerable time and funding into establishing urban reserves, in close regional coordination with counties and special districts. This bill would bypass those investments and significant community engagement work and does not appropriately account for necessary urban services, infrastructure costs, or the annexation process. The bill also would have required cities to enact and enforce affordability covenants for any housing built as a result.

★ **HB 4155 — Upgrade and Enhance Cybersecurity Program**

Supported with testimony. Passed as part of HB 4092

This bill will support better Cybersecurity in state, regional and local governments, businesses and non-profit organizations to increase technological resilience of communities. This bill proposed to create a Cybersecurity Center of Excellence (CCOE) that is jointly housed and hosted by universities and/or public bodies. Revise the Oregon Cybersecurity Advisory Council (OCAC) membership and mission. Provide that the new iteration of the OCAC be a governing body for the CCOE. Create a \$2.5 million Workforce Development Fund to support programs like ORTSOC, NW Cyber Camp and Community College Certification Fund. Create a Cybersecurity Grant Fund for public bodies.

HB 4155 was supported by the city with coalition testimony. The bill was rolled into HB 4092 at the end of the session and most of the proposed components were passed as part of the Omnibus Broadband bill.

★ **HB 5202A — Affordable Housing and Homelessness Package**

Monitored. Passed.

This was a combination of bills and the Budget Reconciliation Bill that passed in the final week of the session, establishing the additional funding for local governments related to a \$400 million package in response to Oregon's homelessness crisis. This funding package includes an additional \$50 Million for Project Turnkey and \$25 Million for distribution to Oregon's largest cities and metro-region counties.

Environment

SB 1518 — Establish Statewide Reach Code

Monitored. Passed.

This bill establishes a statewide Reach Code that municipalities can choose to adopt to help make new buildings 10% more energy efficient. The city monitored it with some concern about the original bill being mandatory; with the amendment to make it optional, the city did not oppose it.

SB 1567 — Critical Energy Infrastructure Resiliency

Monitored. Passed.

The bill relating to energy infrastructure resilience requires owners or operators of bulk oils and liquid fuels terminals located in Columbia, Multnomah or Lane County to conduct and submit to Department of Environmental Quality seismic vulnerability assessments. The petroleum hubs in NW Portland and in Lane County will be studied with respect to seismic resiliency and the Department of Environmental Quality has been charged with bringing back recommendations for proposed legislation in the 2023 Session.

★ SB 1576 — Establish Product Stewardship Program for Mattresses

Monitored. Passed.

This bill establishes a mattress stewardship advisory committee that work out the details for implementing the stewardship program. The city monitored this bill as mattresses are one of the bulky waste items that residents find difficult to dispose of, due in part to the expense and inconvenience.

SB 1589 — Limit to Wake Boat Weight on Newberg Pool of Willamette River

Monitored. Passed as amended.

This bill establishes weight limit for wake boats on Newberg Pool of Willamette River as a measure to protect the river banks. The weight limit was negotiated up to 5,500 pounds in a compromise to move the bill forward.

The city took no position on this bill, though there was much local interest by residents and recreationalists on both sides of the issue. This should resolve the long-standing conflict between riverfront property owners and wake boaters on the Newberg Pool for the near term.

HB 4141 — Diesel Fuels Preemption for Public Bodies

Monitored. Failed.

The concept of phasing out diesel fuel vehicles for cities and local governments was concerning for most public bodies as it would have imposed an unfunded mandate.

The bill died in the Joint Committee on Ways & Means upon adjournment.

Greg and Rachel Leo

The Leo Company, LLC

March 22, 2022

APPENDIX A

Testimony and Coalition Statements Supporting or Opposing Legislation

- Wilsonville TC TOD - 2021-23 Capital Project Information Form
- Wilsonville TC TOD Updated Attachment 02_22_2022
- Wilsonville TC TOD Letters of Support 02_22_2022
- City of Wilsonville Testimony - Support HB 4092 Broadband Expansion 02_02_2022
- City of Testimony Testimony - Amend HB 4063 Substantial Completion 02_07_2022
- City of Wilsonville Testimony - Support HB 4155 Cyber Security 02_11_2022
- LOC Coalition Coalition One Pager - Support HB 4155 02_10_2022

APPENDIX B

Recapitulation of House and Senate Bills

- House Bills Recapitulation - As of 03_21_2022
- Senate Bills Recapitulation - As of 03_21_2022

2021-23 CAPITAL FUNDING REQUEST

PROJECT INFORMATION FORM

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



CONTACT INFORMATION FOR RECIPIENT ORGANIZATION

Legal Name City of Wilsonville

Organization Type Oregon Municipal Corporation Federal Tax ID Number 93-0580494

Address 29799 SW Town Center Loop E

City Wilsonville State OR Zip Code 97070

Contact Person Kimberly Rybold, Senior Planner

Contact Phone (503) 570-1583 Contact Email rybold@ci.wilsonville.or.us

PROJECT INFORMATION

Project Name Wilsonville Transit Center Transit-Oriented Development

Project Description

The goal of the Wilsonville Transit Center (TC) Transit-Oriented Development (TOD) project is to provide affordable housing opportunities in proximity to transit and other vital services such as grocery stores, medical facilities, parks, and schools. The TOD project would provide affordable housing (+/- 100 units) for households earning at or below 60% of area median income (AMI). Preference is for units that are two bedrooms are larger in order to accommodate families, and the City is open to some units of permanent supportive housing at the site. The TOD site is well-connected to the adjacent Wilsonville TC with free SMART (South Metro Regional Area Transit) community bus service; bus connections to Portland, Salem and Canby; and access to TriMet's Westside Express Service (WES) Commuter Rail. Plans call for active ground-floor uses, including space for Wilsonville Community Sharing food-bank/social-service referral agency to provide services to residents and the larger Wilsonville community; active ground-level plazas or gathering spaces; high-quality design and materials; and an information center for SMART riders. Construction of the ground-floor spaces and associated BOLI wage requirements are not funded by traditional affordable-housing sources managed by OHCS, resulting in an estimated funding gap of \$1.9 million (subject to change depending on the selected developer's development program and final financing package).

Project Location Wilsonville Transit Center, 9699 SW Barber St, Wilsonville, OR 97070

Project Schedule (Please describe the project's readiness, including planned start and end dates and any remaining permits, approvals, or other steps that must be completed prior to beginning.)

The proposed project and funding request is based on the results of the City of Wilsonville's Development Opportunity Study for the site. Specific project details, including number of units, ground-floor space programming, project costs, and specific project timeline, will be refined upon developer selection.

Q1 2022: Developer Solicitation

Q2-Q3 2022: Developer Selection

Q4 2022-Q2 2023: Project Funding Package

Q1-Q2 2023: Project Land Use Approval

Q3-Q4 2023: Project Construction - Beginning

2024: Project Completion

PROJECT BUDGET

Estimated Project Cost

Construction/Renovation	27,000,000
Site Improvements	755,000
Land Acquisition	0
Architectural and Engineering Fees	3,830,000
Equipment	0
Contingencies	150,000
Other Costs (specify) <u>Loan, Bond, and Tax Credit Fees</u>	1,260,000
Other Costs (specify) <u>Other Misc. Development Costs</u>	788,000
Estimated Total Project Costs	33,783,000

Amount Requested 1,926,000 **Percent of Total Project Cost** 0.0570

Type of Funding Requested Unknown

Matching Funds

State Funds (source) <u>OHCS - 4% LIHTC and LIFT</u>	15,757,000
Federal Funds (source) _____	
Private/Other Grants	1,300,000
Donations/Gifts	
Other Revenues/Financing (source) <u>Commercial Bank Loan</u>	13,500,000
Other Revenues/Financing (source) <u>Deferred Development Fees</u>	1,300,000
Total Matching Funds	31,857,000

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:

Walt Campbell, Principal Legislative (Bonds) Analyst

walt.campbell@oregonlegislature.gov

Wilsonville TC TOD

Wilsonville Transit Center Transit-Oriented Development

TRANSIT-ORIENTED SITE
DEVELOPMENT OPTIONS
FOR THE WILSONVILLE TOD SITE

OCTOBER 27, 2021





Wilsonville TC TOD Area Location Context



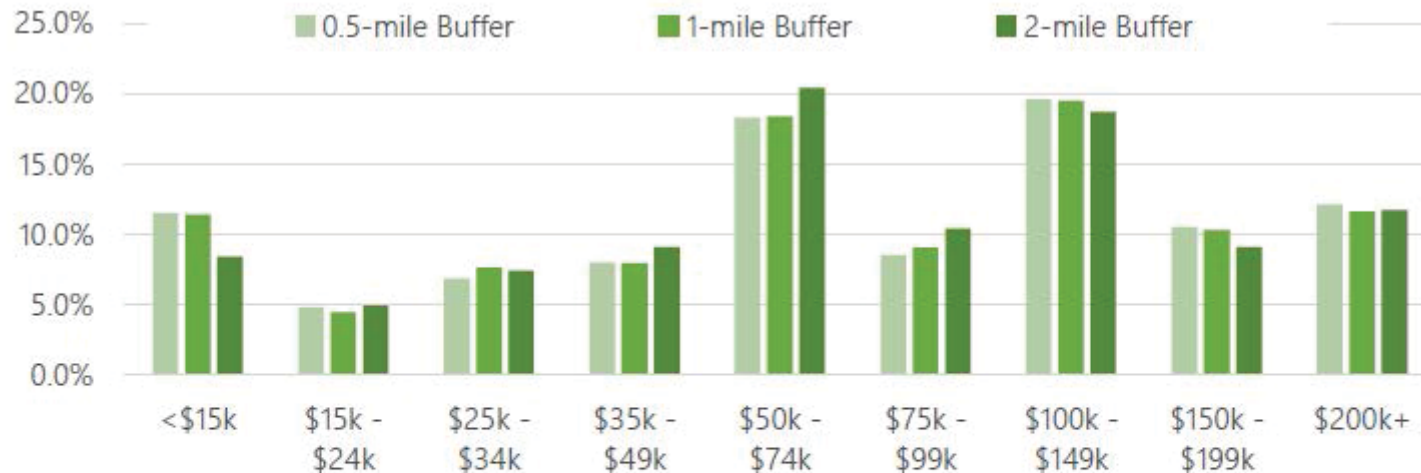
Figure 12. Income Characteristics

	0.5-mile Buffer	1-mile Buffer	2-mile Buffer	Wilsonville West Side	Wilsonville East Side	City of Wilsonville	Clackamas County
Household Income	\$76,573	\$75,694	\$74,740	\$100,787	\$66,933	\$73,923	\$79,738
% HHs Earning <\$35K	23.1%	23.4%	20.7%	20.5%	21.1%	20.9%	18.3%
Per Capita Income	\$46,992	\$45,285	\$45,025	\$42,632	\$44,956	\$43,928	\$42,014

Source: ESRI (from U.S. Census Bureau)

As the following figure shows, the largest proportion of nearby households (about 18 percent) earn between \$50,000 and \$74,999 and between \$100,000 and \$149,999. About 20 percent of households within one mile of the subject site earn less than \$35,000 per year.

Figure 13. Households by Income, 2021 (est.)



Source: ESRI (from U.S. Census Bureau)

The Wilsonville population is generally more diverse than Clackamas County, and West Wilsonville is particularly diverse in comparison. Within one mile of the site, there is a significant Asian population (5.9 percent of the total, compared to 5.2 and 5.1 percent for Wilsonville and Clackamas County, respectively).

Site Design Options Under Review:
A-1: 4-story building with 94 residential units
A-2: 5-story building with 123 residential units

	Option A-1	Option A-2	Option B	Option C-1	Option C-2
	(Council Guidance)	(Council Guidance)	(Current Zoning Interpretation)	(On-site Parking)	(On-site Parking)
Number of Buildings	1	1	3	1	1
Number of Floors	4	5	4	3	4
Residential Units	94	123	89	55	79
Active Ground Floor Area (SF)	5,000	5,000	15,000	5,000	5,000
Total Building GSF	91,200	114,000	104,000	60,500	84,000
Resident Amenity Area (SF)*	8,810	8,810	4,000	0	0
Open Space Area (SF)**	24,900	24,900	21,300	10,600	10,600
Parking Location					
•Shared with Park & Ride Lot	94	123	89	0	0
•On-Site	16	16	16	87	87
Parking Spaces					
•Total Required	110	139	146	71	95
•Total Provided	110	139	105	87	87
•Surplus or Deficit	0	0	-41	16	-8

**Resident amenity area includes private ground floor patios, and open spaces actively programmed for residential use. Excludes plazas and open spaces adjacent to commercial or 'active ground floor' uses as well as stormwater planters.*

***Open Space Area must be 25% of gross site area and each space needs to be 2,000 sf min to count towards the requirement. This includes open spaces actively programmed for residential use, plazas and open spaces adjacent to commercial or 'active ground floor uses, and stormwater planters greater than 2,000sf in size (as are those located on Barber St).*

EXISTING SITE CONDITIONS



SITE DESIGN - OPTION A

SINGLE BUILDING

(SITE PLAN & GROUND FLOOR PLAN)

Gross Site Area (sf)	65,725	
	Req.	Provided
Open Space (sf)	16,431	24,900

Option A-1 (4 story building)

Residential Floor Area (sf)	86,200	
No. of Residential Units	94	
Active Ground Floor Area (sf)	5,000	
Total GSF	91,200	

Parking Spaces	Req.	Provided
Active Ground Floor Uses*	16	16
Residential**	94	94

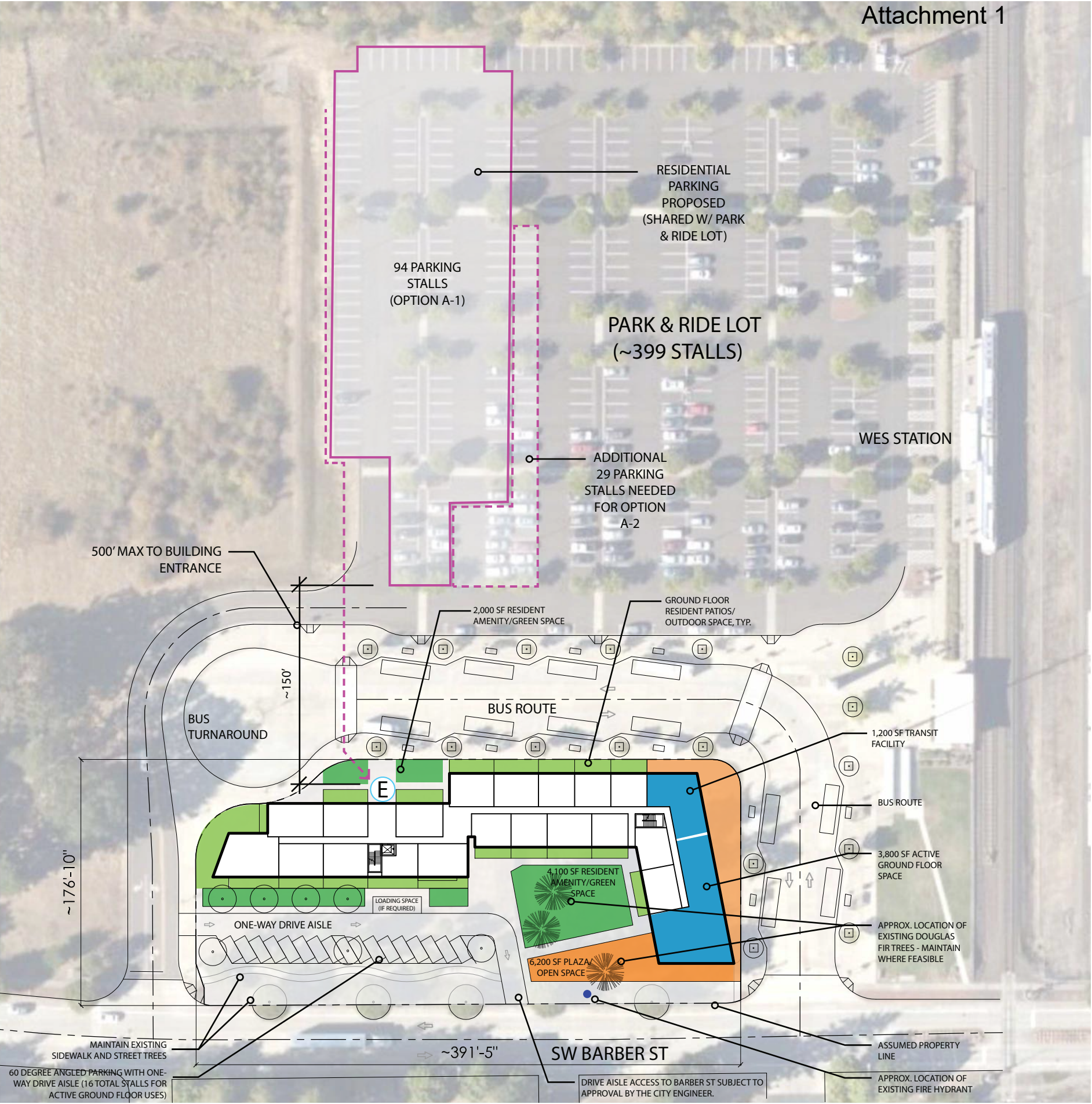
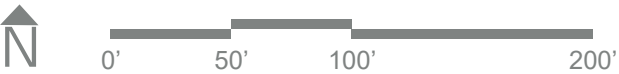
Option A-2 (5 story building)

Residential Floor Area (sf)	109,000	
No. of Residential Units	123	
Active Ground Floor Area (sf)	5,000	
Total GSF	114,000	

Parking Spaces	Req.	Provided
Active Ground Floor Uses*	16	16
Residential**	123	123

*Assumes that the 1,200 sf SMART transit facility does not require any additional parking on site, as users would predominantly use public transit or the existing Park & Ride lot for this use. Remainder of required parking is calculated at 4.1 per 1,000 sf of commercial space, as indicated in Table 5 in section 4.155 in the zoning code.

**Assumes a shared parking agreement is made to accommodate residential parking with the existing transit Park & Ride lot. The required number of stalls assumes that Development Review Board approves reduction in parking ratios req'd in Table 5 in section 4.155 in the zoning code that each dwelling unit requires 1 car parking space.



SITE DESIGN - OPTION A

SINGLE BUILDING
(TYPICAL UPPER FLOOR)

Gross Site Area (sf)	65,725	
	Req.	Provided
Open Space (sf)	16,431	24,900

Option A-1 (4 story building)

Residential Floor Area (sf)	86,200	
No. of Residential Units	94	
Active Ground Floor Area (sf)	5,000	
Total GSF	91,200	

Parking Spaces	Req.	Provided
Active Ground Floor Uses*	16	16
Residential**	94	94

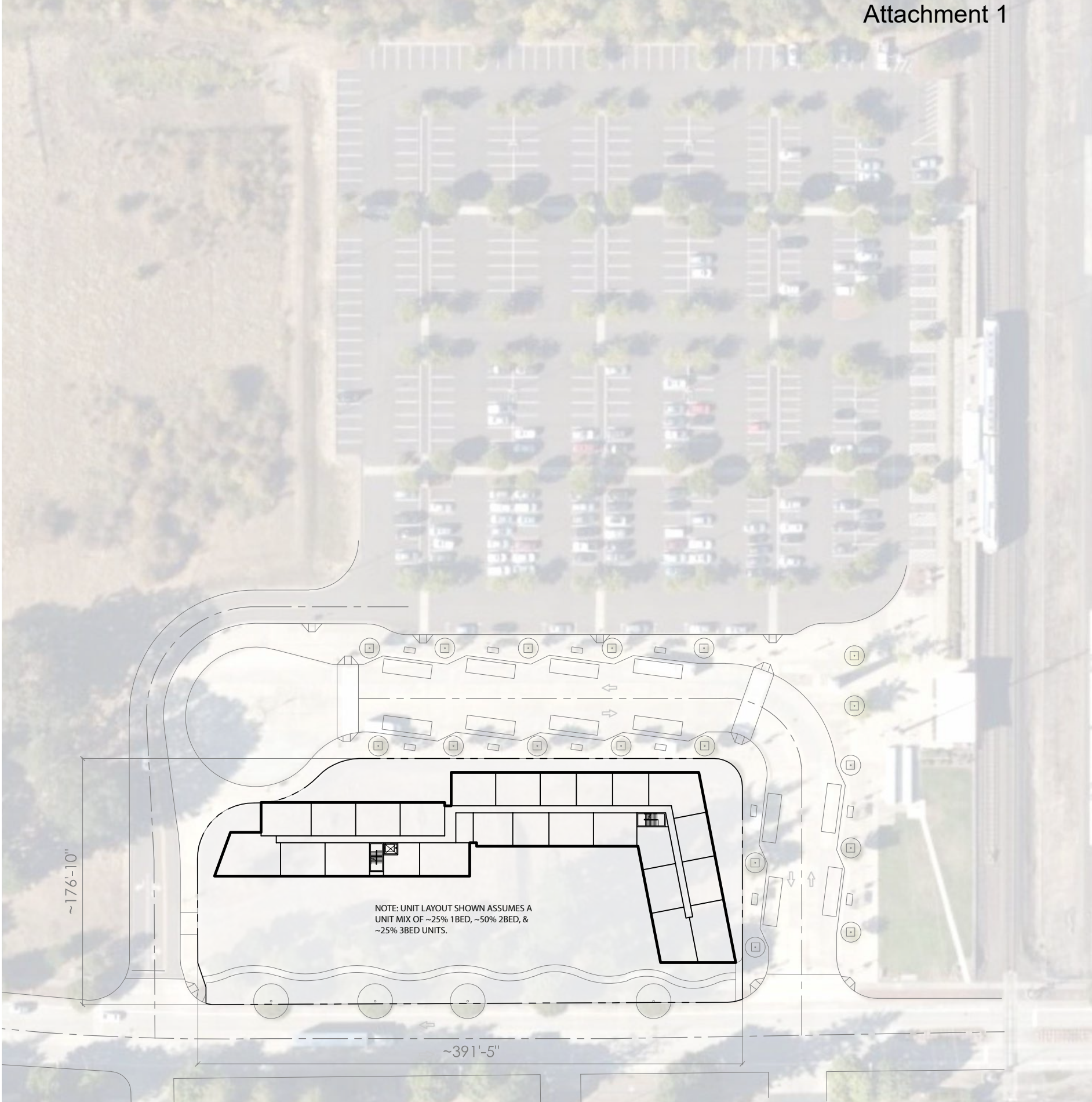
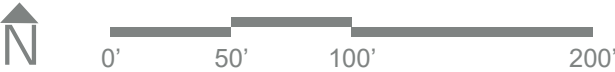
Option A-2 (5 story building)

Residential Floor Area (sf)	109,000	
No. of Residential Units	123	
Active Ground Floor Area (sf)	5,000	
Total GSF	114,000	

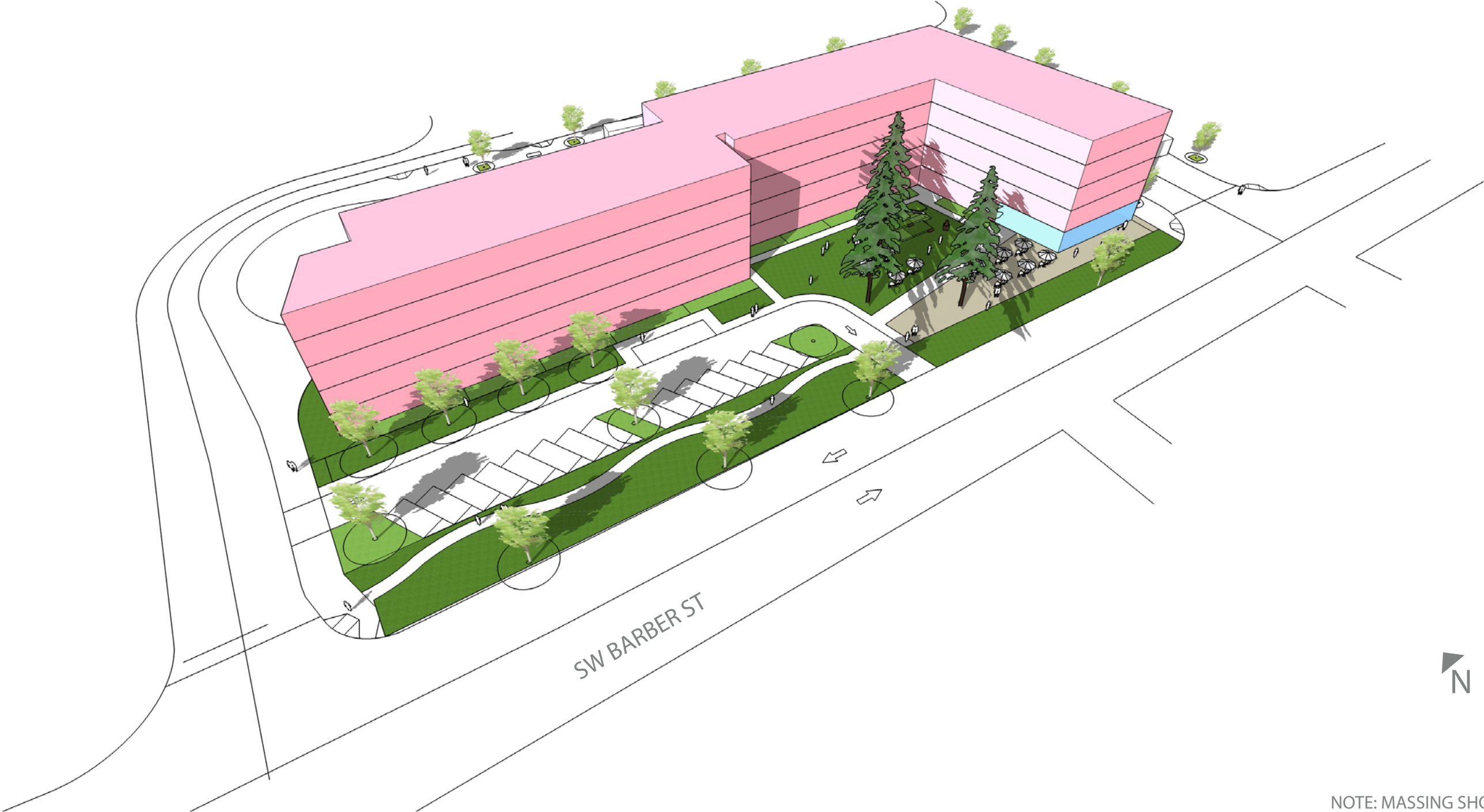
Parking Spaces	Req.	Provided
Active Ground Floor Uses*	16	16
Residential**	123	123

*Assumes that the 1,200 sf SMART transit facility does not require any additional parking on site, as users would predominantly use public transit or the existing Park & Ride lot for this use. Remainder of required parking is calculated at 4.1 per 1,000 sf of commercial space, as indicated in Table 5 in section 4.155 in the zoning code.

**Assumes a shared parking agreement is made to accommodate residential parking with the existing transit Park & Ride lot. The required number of stalls assumes that Development Review Board approves reduction in parking ratios req'd in Table 5 in section 4.155 in the zoning code that each dwelling unit requires 1 car parking space.

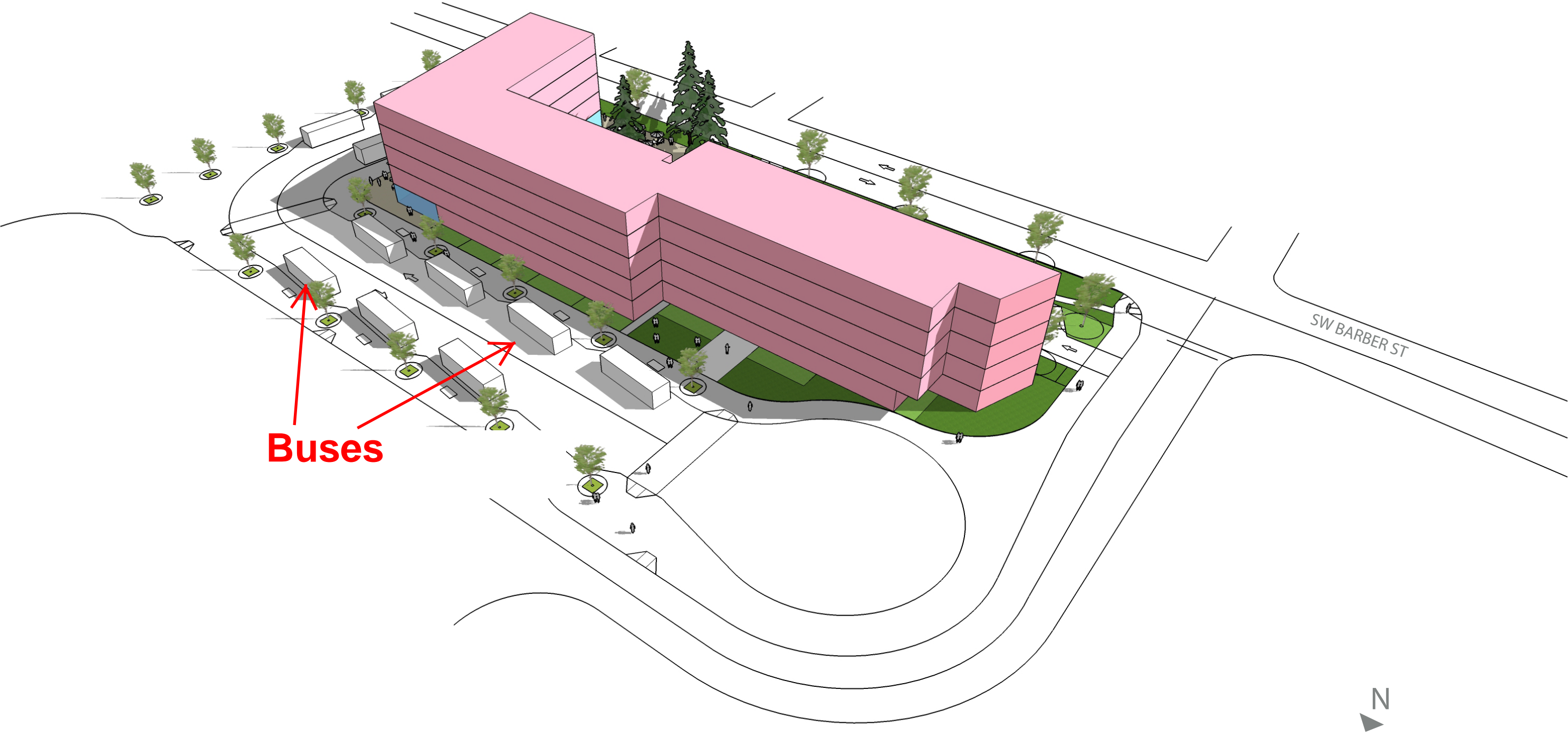


SITE DESIGN - OPTION A
SINGLE BUILDING
(INDICATIVE BUILDING MASSING)



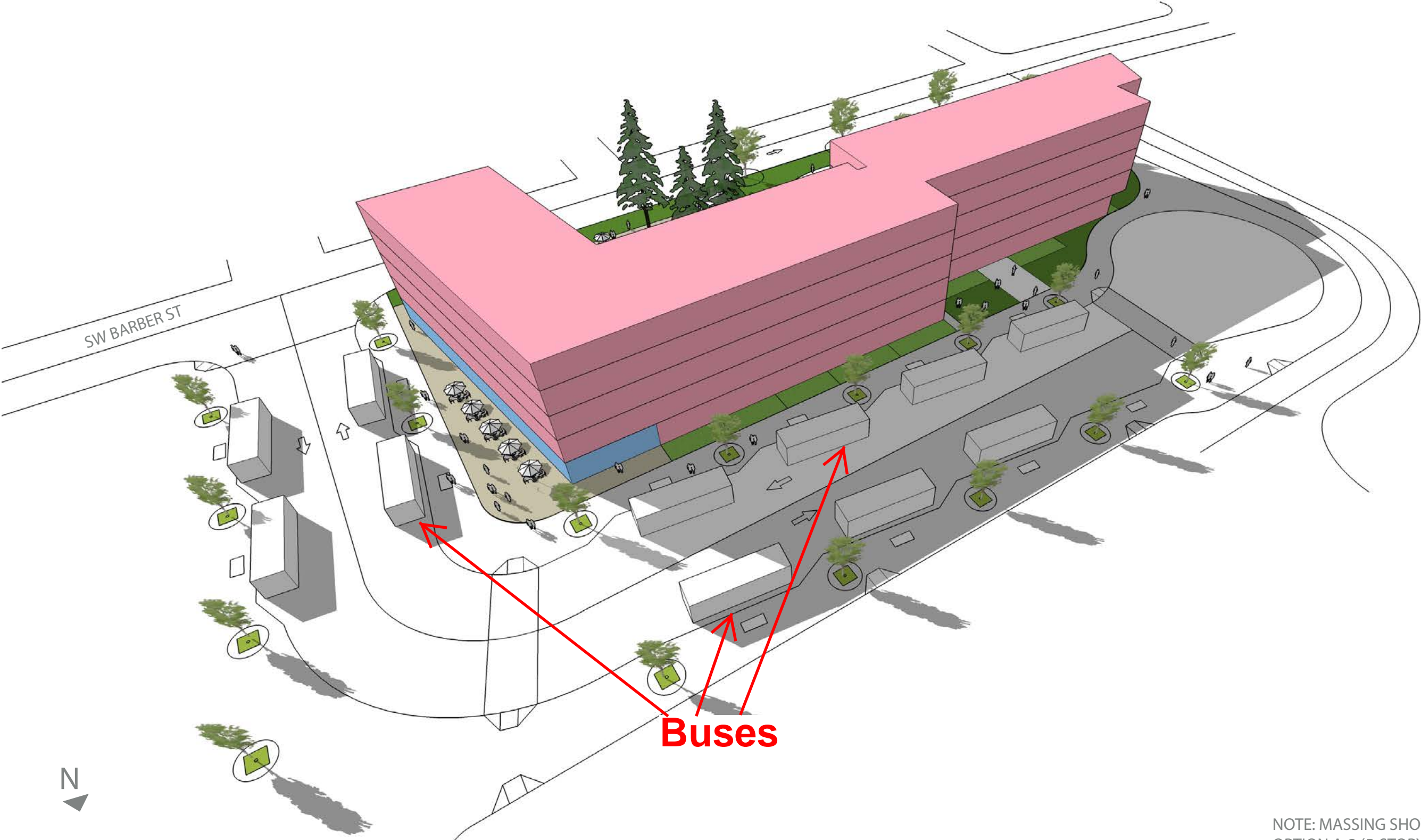
NOTE: MASSING SHOWN ILLUSTRATES
OPTION A-2 (5-STORY OPTION)

SITE DESIGN - OPTION A
SINGLE BUILDING
(INDICATIVE BUILDING MASSING)



NOTE: MASSING SHOWN ILLUSTRATES
OPTION A-2 (5-STORY OPTION)

SITE DESIGN - OPTION A
SINGLE BUILDING
(INDICATIVE BUILDING MASSING)



NOTE: MASSING SHOWN ILLUSTRATES
OPTION A-2 (5-STORY OPTION)

February 7, 2022

**RE: Letter of Support for City of Wilsonville proposed Wilsonville Transit Center
Transit-Oriented Development Project for Affordable Housing**

To whom it may concern:

Metro regional government strongly supports the City of Wilsonville and its transit agency South Metro Area Regional Transit (SMART)'s efforts to create a proposed Transit-Oriented Development (TOD) project for affordable housing at the Wilsonville Transit Center (TC). Both the creation of affordable housing and the creation of housing opportunity near transit are high priorities for Metro.

Metro operates a transit oriented development program focused on creating housing opportunity in regional centers and in areas with access to high frequency transit. In addition, Metro oversees two voter-approved bond measures aimed addressing issues of homelessness, affordable housing and providing key "wrap-around" social services to support those who are homeless or housing-cost and/or transportation-cost burdened. The Metro Affordable Housing Bond program provides direct public-subsidy funding to affordable-housing projects. The Metro Supportive Housing Services Measure Bond program fund services for people experiencing or at risk of homelessness, including emergency services such as outreach and shelter, placement into housing and help paying rent, advocacy and case management, and services in the areas of mental health, physical health, language and culture needs, education, employment, addiction and recovery, tenant rights and others.

Projects in this location seeking funding through the Affordable Housing and Supportive Housing Services measures would be selected by Clackamas County. Metro TOD staff and the City/SMART are exploring whether Metro controlled resources could support the proposed affordable housing TOD project at the Wilsonville TC. The project provides excellent access to various transit mobility options to the Wilsonville community and connections to Tualatin and the greater Portland metro area, Canby and Salem/Keizer, which in turn provides access to jobs and services.

Please let us know if we can provide any additional information on Metro's housing programs or our work with the City of Wilsonville and SMART. Thank you.

Sincerely,

Jon Williams

Jonathan Williams
Principle Development Project Manager, Metro



February 8, 2022

**RE: Support for the Wilsonville/SMART proposed Wilsonville Transit Center
Transit-Oriented Development Affordable Housing Project**

To whom it may concern:

TriMet, the Portland metro region's primary urban-area transit operator, strongly supports the proposed Wilsonville Transit Center (TC) Transit-Oriented Development (TOD) Affordable Housing Project by the City of Wilsonville and South Metro Area Regional Transit, SMART.

TriMet is committed to helping make our region one of the world's most inclusive, sustainable, and livable places. TOD is a powerful tool to help achieve this goal by creating equitable development around transit-station areas, which can support growth, build community, increase transit ridership and access, reduce congestion, and bring environmental benefits.

TriMet Board Resolution No. 20-05-23 regarding TOD Guidelines provides support for the proposed Wilsonville/SMART TOD Affordable Housing Project at the Wilsonville TC. TriMet seeks to promote equitable development at transit stations that includes transit-supportive density and a mix of uses and household incomes, and to promote "mobility hubs" that make development accessible to transit and other forms of transportation, thereby reducing reliance on private automobiles.

Located at the Wilsonville TC, the proposed affordable housing development provides access to the SMART, TriMet and Salem/Keizer transit systems. SMART provides connections to Tualatin and the greater Portland metro TriMet region, as well as to Salem/Keizer and Canby. The Wilsonville Transit Center is also the southern terminus of TriMet's Westside Express Service (WES) commuter train that provides access to transit centers in Tualatin, Tigard and Beaverton, with connections to TriMet's MAX light-rail system.

The potential inclusion in the proposed project of a SMART Transit Information Center would provide key rider information that can improve access to and utilization of public-transit options, benefitting both residents and transit systems. Proposed siting of the local Oregon Food Bank affiliate nonprofit that provides social-service agency referrals helps to provide supportive wrap-around service for this TOD project.

TriMet looks forward to working with the City of Wilsonville and SMART to advance successfully the Wilsonville/SMART proposed Wilsonville TC TOD affordable housing project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Guy Benn", is written over a light blue circular stamp.

Guy Benn, TOD Program Manager
benng@trimet.org | (503) 962-2190



WILSONVILLE COMMUNITY SHARING
NEIGHBORS HELPING NEIGHBORS

February 3, 2022

**RE: Letter of Support for the Wilsonville/SMART proposed Wilsonville Transit Center
Transit-Oriented Development Affordable Housing Project**

To whom it may concern:

Wilsonville Community Sharing (WCS) is a non-profit social-service agency that operates a food-bank program and connects families in need with a variety of resources. As the local affiliate of the Oregon Food Bank, WCS staff work with a variety of area low-income households to also provide referrals to state and county social-service agencies.

WCS is in need of relocating the agency's office, and has been in discussions with the City of Wilsonville regarding both temporary and long-term leasing options. WCS has a close, long-term relationship with the City, and assisted in distributing over \$50,000 in City ARPA funds and municipal-utility assistance that benefited both small-businesses and community members in need during the first two years of the Covid-19 pandemic.

The potential inclusion of WCS office in the proposed Wilsonville/SMART Wilsonville Transit Center (TC) Transit-Oriented Development (TOD) Affordable Housing Project could provide significant benefits to both WCS and our clients. As an affordable-housing development, the Wilsonville TC TOD would provide residential living space for low-income households to whom WCS provides services. Additionally, the transit-friendly location in a major transit center would both provide higher community visibility for the agency and allow a wider range of clients to more easily access WCS services.

Being sited in an affordable-housing TOD at the Wilsonville TC could be a game-changer for WCS and our agency's ability to reach and serve our target population of low-income households who are often cost-burdened by housing fees and transportation expenses. The City's South Metro Area Regional Transit (SMART) agency provides excellent, free in-town service to all of Wilsonville and the Tualatin TC, connections to the greater Portland Metro TriMet system and the Westside Express Service (WES) commuter train to Washington County, and to Canby and Salem/Keizer. This site provides exceptional access to affordable transit-mobility options.

We look forward to working with the City of Wilsonville and SMART to advance the Wilsonville TC TOD affordable housing project.

Sincerely,



Leigh Crosby, Executive Director



Testimony by City of Wilsonville Mayor Julie Fitzgerald Supporting HB 4092:

Proposed Legislation Provides ‘Road Map’ for Improving Statewide Broadband Internet Telecommunications Infrastructure and Leveraging Federal Funds

Scheduled for public hearing on Feb. 2, 2022, before the
House Economic Recovery and Prosperity Committee

Chair Lively, Vice-Chairs Cate and Kropf, and Members of the Committee:

I am testifying in support of HB 4092 that provides a ‘road map’ for improving and extending Broadband Internet telecommunications infrastructure statewide and facilitates Oregon’s opportunity to leverage increased federal funds for public benefit.

Improving public access to high-speed broadband Internet is a crucial goal of state significance that can be advanced with passage of this legislation. The City of Wilsonville is working with the Cities of Sherwood and King City to expand Broadband access in our communities with the support of a 2021 State ARPA legislative allocation.

HB 4092 updates membership of the Oregon Broadband Advisory Council and provides new authority to coordinate with the Oregon Broadband Office. The legislation establishes a strategic framework for state and federal broadband investment and creates criteria for Oregon to work with providers to collect appropriate information and develop accurate statewide “geospatial maps” for identifying coverage gaps and implementing broadband expansion goals.

HB 4092 would institute the Connecting Oregon Libraries Fund that provides a mechanism for the State Library to use state funds for purpose of providing matching funds for federal moneys received by certain libraries for offering broadband access.

The legislation also directs the Public Utility Commission and related agencies to examine the feasibility of expanding the Oregon Telephone Assistance Program and applying residential service surcharge to support access to broadband Internet access service or other telecommunications services needed by the public in the 21st century.

The City appreciates your consideration this testimony and urges a Do-Pass vote on HB 4092. Thank you.

Sincerely,

Julie Fitzgerald, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Julie Fitzgerald Amending HB 4063:

Proposed Legislation Modifying Current Substantial Completion Law Is Unnecessary and Carries Unintended Consequences

Scheduled for public hearing on Feb. 7, 2022,
before the House Committee on Housing

Chair Fahey, Vice-Chairs Campos and Morgan, and Members of the Committee:

I am testifying in support of an amended HB 4063. The study components of the proposed legislation may be fine; however, the City opposes any modifications to the existing substantial completion law that was adopted fairly recently and is being implemented in the time of COVID.

Specific issues of concern with the proposed legislation sections include problematic provisions for substantial completion that carry substantial risks of unintended consequences detrimental to the public and homebuyers:

- (1)(c)(G): Some jurisdictions have Public Works standards that require the acceptance testing of infrastructure (water, sewer and storm) to occur *after paving* to assure that paving operations do not damage the underground infrastructure. This proposed modification may be in conflict with the upper sections found in (c).
- (1)(c)(H): This modification is unnecessary as the above requirements do not specify *onsite infrastructure only*, and are likely interpreted to include all required improvements for the project, whether onsite or offsite.
- (5): Temporary addressing creates problems: Online building-permit systems generally are databases that connect the address-of-record to other property information, including ownership records. Some databases, such as the State's online system Accela, do not allow a jurisdiction to add a temporary address as this link to other information would then be broken, thus removing some of the search and reporting functions of the database and losing some of the efficiencies gained from moving to an electronic-permitting system.

Additionally, setting addresses can involve multiple departments and personnel in a jurisdiction. When an address is set, it ultimately gets placed in a database that is shared with emergency-medical services (EMS), but that can take some time to get

those databases updated. For emergency-response purposes, the address must be posted on the site. Having a change in address after a permit is issued may cause potential issues with the ability of EMS to quickly respond to emergencies at that construction site. Additionally, having the wrong address posted may delay the ability to receive timely building inspections.

- (3): This section is already existing in the current substantial completion law. It is problematic for jurisdictions to hold up temporary occupancy permits for items not related to fire/life safety. Most jurisdictions rely upon the financial guarantee and not occupancy permits. City staff are aware of instances when residents with no other housing option have moved into homes that do not have occupancy permits. This has caused many issues, including having to move furniture to complete inspections for fire/life safety issues. A jurisdiction does not want to be put into this kind of position – especially when the items may not even be related to that specific site or builder but the overall developer.

Cumulatively, these issues demonstrate that proposed legislation modifying current substantial completion law is unnecessary and carries unintended and potentially detrimental consequences. These kinds of policy modifications without consensus are inappropriate for the 35-day “short session,” and should be one of many issues for the proposed study to consider.

The City appreciates your consideration this testimony and urges that the committee amend to HB 4063 to remove all proposed amendments in Section 3. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Julie Fitzgerald".

Julie Fitzgerald, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Julie Fitzgerald Supporting HB 4155:

Proposed Legislation Provides Crucial Support to Improve Cybersecurity and Leverage Federal Funds for State and Local Governments' Benefit

Scheduled for informational meeting on Feb. 11, 2022, before the
Joint Committee on Information Management and Technology

Co-Chairs Armitage and Nathanson, and Members of the Committee:

I am testifying in support of HB 4155. The legislation creates an Oregon Cybersecurity Center of Excellence (CCOE) with support from established, accredited cybersecurity programs at Portland State University, Oregon State University and University of Oregon.

The proposed mission of the CCOE seeks to help local governments with cybersecurity workforce development, improve community education and training for public- and private-sector organizations. Additionally, CCOE is to facilitate cybersecurity-related goods and services procurement for regional and local governments, special districts, education service districts, K-12 schools and libraries.

HB 4155 enables Oregon to leverage \$15 million in federal funding with required state matching funds from the Infrastructure Investment and Jobs Act, with 80% of those funds designated for local governments. The bill authorizes the CCOE to accept moneys from the federal government and other sources; and the legislation establishes a set of funds targeted at specific issues of concern: cybersecurity, workforce development, grant fund for local entities, and a public awareness fund.

The City of Wilsonville operates an active Information Technology Division supporting critical operations of the Finance Department that is responsible for millions of dollars in payroll disbursements, utility credit-card payments processing, invoice billing/accounts receivables payments and other confidential financial transactions. The City funds staff training on cybersecurity issues like phishing attempts that seek to compromise security. IT reports on hacking attempts to the City firewall every hour of every day.

All local governments, the business sectors that we serve and the general public can benefit from enhanced cybersecurity awareness, training and support. The City of Wilsonville appreciates your consideration of this testimony and urges a Do-Pass vote on HB 4155. Thank you.

Sincerely,

Julie Fitzgerald, Mayor
City of Wilsonville

HB 4155

Whether you are an individual, school, business, or government entity, you most likely rely on computer systems every day. There is also a rise in cloud services and the proliferation of Internet of Things (IoT), which creates a myriad of security vulnerabilities that didn't exist a few decades ago. Pair this with a large and growing gap in the cybersecurity workforce and a dramatic rise of the number of cybercrime incidents, and we have an urgent problem on our hands. The state of Oregon must act now so that public and private entities alike have a path to be protected and can recover from cyber-attacks. HB 4155 will help with that.

Overview of HB 4155

Creation of the Cybersecurity Center of Excellence: HB 4155 would Establish an Oregon Cybersecurity Center of Excellence (CCOE) as an independent, nonprofit public corporation charged with coordinating, funding and providing cybersecurity workforce development, education, awareness and training for public, private and nonprofit sector organizations, and facilitating cybersecurity-related goods and services to Oregon public bodies with a targeted focus on the unmet needs of regional and local government, special districts, Education Service Districts, K-12 schools and libraries.

Governance: HB 4155 would change the membership, roles, and responsibilities of the current Oregon Cybersecurity Advisory Council (OCAC). The newly reconfigured 15-member council, comprised of a geographically diverse set of representatives from stakeholder organizations, would serve as the governing body for the CCOE moving forward. State experts, local and regional governments, schools, critical infrastructure, and private sector representatives are included in the Council.

Operations: HB 4155 would direct Portland State University, Oregon State University and University of Oregon to jointly operate the CCOE by an operating agreement, provide administrative and staff support and facilities for center operations. It would allow the CCOE to enter into agreements that enable the establishment and ongoing support of CCOE operations and services.

Funding: HB 4155 would authorize the CCOE to accept moneys from the federal government and other sources; and establish several targeted Funds to accomplish its mission: e.g., a cybersecurity operating fund, workforce development fund, grant fund for local entities, and a public awareness fund.

Why we care about HB 4155?



HB 4155 would leverage federal funds. The federal government has made cybersecurity a priority. If Oregon does not act and prepare for these federal funds appropriately, millions of dollars will be left on the table.



HB 4155 would leverage current expertise and invest in it. For example, Portland State University has a National Center of Academic Excellence in Cybersecurity (NCAE-R) designation from the National Security Agency (NSA) and the Department of Homeland Security (DHS). Each of the universities co-operating the center and many other higher education institutions, including community colleges would bring necessary technical expertise to the CCOE.



HB 4155 would encourage collaboration and partnership. Having an expanded OCAC would bring more people to the table with unique skills, challenges, and perspectives. Together people from different sectors and industries can begin to fully assess and solve Oregon's cybersecurity challenges.



HB 4155 would support local government partners in becoming more secure. Oregon's thousands of local government entities, including special districts, schools, cities and counties, have access to an incredible amount of sensitive information and provide services that are critical to public life. When local governments and their critical services and infrastructure are vulnerable, the public is at risk.



HB 4155 would help increase the cybersecurity workforce. Right now, Oregon has over 5,000 unfilled positions for skilled cybersecurity workers. Our educational system is not graduating enough students to fill this gap. Programs that would be supported by this bill would help garner interest in the cybersecurity field, provide experiential learning opportunities for students, and help to close the gap in our workforce.

Supporters



LINK
OREGON



TECHNOLOGY
ASSOCIATION
OF OREGON



OAESD
OREGON ASSOCIATION OF
EDUCATION SERVICE DISTRICTS

S D A O
SPECIAL DISTRICTS
ASSOCIATION OF OREGON



COALITION OF
OREGON SCHOOL
ADMINISTRATORS



NW Natural®



DeepSurface®



citycounty insurance services
cisoregon.org



Net VR



CITY OF
GRESHAM





House Bills	
Total House Bills Introduced	160
Passed the House	76
Passed Both Houses	70
Approved by Governor	24
Filed without Governor's Signature	0
Vetoed by Governor	0
Signed by Governor with Line Item Veto	0
Legislatively Referred to the People	0
Failed in Senate	0
Failed in House	0
House Measures other than Bills	
House Joint Resolutions and Memorials Introduced	6
Approved by both Houses	0
Legislatively Referred to the People.	0
House Concurrent Resolutions and Memorials Introduced	6
Approved by both Houses.	3
House Resolutions and Memorials Introduced	0
Approved by House	0
Total House Measures Introduced	172

Senate Bills	
Total Senate Bills Introduced	94
Passed the Senate	50
Passed Both Houses	49
Approved by Governor	7
Filed without Governor's Signature	0
Vetoed by Governor	0
Signed by Governor with Line Item Veto	0
Legislatively Referred to the People	0
Failed in Senate	0
Failed in House	0
Senate Measures other than Bills	
Senate Joint Resolutions and Memorials Introduced	4
Approved by both Houses	0
Legislatively Referred to the People.	0
Senate Concurrent Resolutions and Memorials Introduced	4
Approved by both Houses.	4
Senate Resolutions and Memorials Introduced	1
Approved by Senate	1
Total Senate Measures Introduced	103