



CITY COUNCIL AGENDA

September 04, 2025 at 7:00 PM

Wilsonville City Hall

PARTICIPANTS MAY ATTEND THE MEETING AT:

City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon

YouTube: <https://youtube.com/c/cityofwilsonvilleor>

Zoom: <https://us02web.zoom.us/j/81536056468>

TO PARTICIPATE REMOTELY OR PROVIDE PUBLIC COMMENT:

Register with the City Recorder:

CityRecorder@wilsonvilleoregon.gov

Individuals may submit comments online at: <https://www.wilsonvilleoregon.gov/SpeakerCard>

via email to the address above, or may mail written comments to:

City Recorder – Wilsonville City Hall

29799 SW Town Center Loop East, Wilsonville, OR 97070

CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

REVIEW OF AGENDA AND ITEMS ON CONSENT [5:00 PM]

COUNCILORS' CONCERNS [5:05 PM]

PRE-COUNCIL WORK SESSION [5:10 PM]

- A. [2025 Legislative Session Recap \(Wild/Leo\) \[25 min\]](#)
- B. [Sewer and Storm System Development Charge Update \(Weigel/Katko\) \[20 min\]](#)
- C. [Draft Natural Area Management Plan \(Rappold/Reeder\) \[30 min\]](#)
- D. [Draft Climate Action Plan \(Rappold\) \[30 min\]](#)

ADJOURN [6:55 PM]

CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, September 4, 2025 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10:00 a.m. on August 19, 2025. Remonstrances and other

documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered there with except where a time limit for filing has been fixed.

CALL TO ORDER [7:00 PM]

1. Roll Call
2. Pledge of Allegiance
3. Motion to approve the following order of the agenda.

MAYOR'S BUSINESS [7:05 PM]

4. Upcoming Meetings

COMMUNICATIONS [7:10 PM]

5. Wilsonville Community Sharing Update [15 min.]
6. Watching Wilsonville Wildlife - CEP (*Rappold*) [15 min]

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS [7:40 PM]

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS [7:50 PM]

7. Council President Berry
8. Councilor Dunwell
9. Councilor Cunningham
10. Councilor Shevlin

CONSENT AGENDA [8:10 PM]

11. [Resolution No. 3212](#)

[A Resolution Of The City Of Wilsonville Supporting An Application With The Oregon Department Of Land Conservation And Development \(DLCD\) For A 2025-2027 Housing Planning Assistance Grant For The Housing Statutory Compliance Project. \(*Rybold*\)](#)

12. [Minutes of the August 4, 2025 City Council Meeting. \(*City Recorder*\)](#)

NEW BUSINESS [8:15 PM]

CONTINUING BUSINESS [8:15 PM]

PUBLIC HEARING [8:15 PM]

CITY MANAGER'S BUSINESS [8:15 PM]

LEGAL BUSINESS [8:20 PM]

ADJOURN [8:25 PM]

EXECUTIVE SESSION [8:30 PM]

1. ORS 192.660(2)(h) Legal Counsel/Litigation

ADJOURN

INFORMATIONAL ITEMS – No Council Action Necessary

[City Manager Reports](#)

**AN EXECUTIVE SESSION MEETING WILL
IMMEDIATELY FOLLOW THE CITY COUNCIL MEETING**

Time frames for agenda items are not time certain (i.e. agenda items may be considered earlier than indicated). The City will endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting by contacting Kimberly Veliz, City Recorder at 503-570-1506 or : assistive listening devices (ALD), sign language interpreter, and/or bilingual interpreter. Those who need accessibility assistance can contact the City by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication.

Habr  interpretes disponibles para aqu llas personas que no hablan Ingl s, previo acuerdo.

Com niquese al 503-570-1506.



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: September 4, 2025		Subject: 2025 Legislative Session Recap	
		Staff Member: Everett Wild, Government Affairs Manager	
		Department: Administration	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: Informational only.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Government Affairs and our contract government affairs consultant, Greg Leo of The Leo Co., will share a recap of the 2025 Legislative Session. The recap will include major themes of the session, bills of importance to Wilsonville, and a summary of the adopted state budget.

EXECUTIVE SUMMARY:

The 2025 Legislative Session convened on January 21, 2025 and adjourned *sine die* on Friday, June 27, two days before the maximum allowed by the Oregon Constitution. The City of Wilsonville, with the assistance of The Leo Co. as our contracted government affairs consultant and in partnership with the League of Oregon Cities and other statewide lobby associations, advanced the Council adopted legislative agenda and engaged on issues relevant to the City of Wilsonville.

The 2025 Legislative Session Report, prepared by The Leo Co. (Attachment A), provides a recap of the significant themes of the session, bills that had a direct effect on Wilsonville, and a summary of the adopted state budget.

EXPECTED RESULTS:

Informational presentation and an opportunity for Council questions.

TIMELINE:

N/A

CURRENT YEAR BUDGET IMPACTS:

The 2025-27 state biennial budget and policy changes made by the legislature include items that benefit, cost, and are revenue neutral for the City. Examples of benefits include continued state revenue sharing for certain revenue sources such as gas, alcohol, and cigarette taxes as well as \$1 million secured by Senator Neron-Misslin for continued design work on the Boone Bridge Seismic Improvement Project. Examples of costs include changes to middle housing requirements that require Planning staff to conform City documents and processes to new state mandates.

COMMUNITY INVOLVEMENT PROCESS:

N/A

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Policy and budgetary changes from the 2025 Legislative session that are most likely to affect the City of Wilsonville and the community are highlighted in the 2025 Legislative Session Report, Attachment A.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

- A. 2025 Legislative Session Report – The Leo Co.

2025 State Legislative Session Summary



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

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- VI. Special Thanks

Appendices A-D:

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- Appendix B: City of Wilsonville / SMART 2025 State Legislative Session Priorities
- Appendix C: Wilsonville Submitted Testimony & Budget Requests
- Appendix D: Wilsonville Bill List

I. Session Summary: By The Numbers

2025 Legislative Session Summary



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

Measures

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



2,037

House Bills

56 Joint Resolutions

1,267

Senate Bills

24 Joint Memorials

6 Resolutions

76 Concurrent Resolutions

1,915

Proposed Amendments

640

bills were sent to the governor for signature.

Committees

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



1,483

Committee Meetings

2,377

Public Hearings

2,295

Work Sessions

Public Engagement

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



101,899

Pieces of Written Testimony Submitted

17,678

Sign Ups to Testify in Public Hearings

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

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

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

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

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

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

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

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

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

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

III. Highlights of the Session

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

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

Tolling is no longer under consideration.

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

Unemployment Insurance for Striking Workers

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

Aurora Airport Resolutions

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

Employment-related Child Care

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

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

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

Housing Infrastructure

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

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

IV. Challenges

Housing Policy Challenges

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

HB 2138 – Governor’s Middle Housing Update

Status: Passed – City of Wilsonville Position: Opposed

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

HB 2258 – Governor’s Oregon Homes Bill

Status: Passed – City of Wilsonville Position - Opposed

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

HB 2316 – Home Start Lands

Status: Passed – City of Wilsonville Position: Opposed

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

HB 2658 – Frontage Improvement and Conditional Use Permit Changes

Status: Passed – City of Wilsonville Position: Opposed

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

HB 2950 – Land Use Goal 1 Updates

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

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

HB 3136 – Planning Commission Makeup

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

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

HB 3505 – SDCs for Fire Sprinklers

Status: Passed – City of Wilsonville Position: Opposed

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

HB 3644 – Statewide Shelter Funding Framework

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

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

SB 6 – 45 Day Building Permit Shot Clock

Status: Failed – City of Wilsonville Position: Opposed

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

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

Status: Passed – City of Wilsonville Position: Opposed

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

SB 974 – Engineering Shot Clock and Design Review Limits

Status: Passed – City of Wilsonville Position: Opposed

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

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

SB 1129 – Urban Reserves Rule Update

Status: Passed – City of Wilsonville Position: Neutral

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

Transportation and Transit Policy Challenges

HB 2025 – Omnibus Transportation Bill

Status: Failed

City of Wilsonville Position: Support

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

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

Status: Failed

City of Wilsonville Position: Opposed

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

HB 1202 – Oregon Department of Rail and Transit

Status: Failed

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

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

HB 2383 – Transit Security Officers

Status: Failed

City of Wilsonville Position: Monitor

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

HB 2795 – STIF Qualified Entity Definition

Status: Failed

City of Wilsonville Position: Support

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

HB 3453 – WES Governance Model

Status: Failed

City of Wilsonville Legislative Priority, Support

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

SB 418—TriMet Boundary Adjustment

Status: Failed

City of Wilsonville Priority, Support

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

VI. Legislative Priorities

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

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

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

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

VII. Special Thanks

Senator Aaron Woods

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

Senator Courtney Neron Misslin

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

Legislative Staff

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

City of Wilsonville Staff

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

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

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

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

Coalition Partners

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

Recognition and Sources

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

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

Appendices

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

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

Appendix C: City of Wilsonville Submitted Testimony & Budget
Requests

Appendix D: Wilsonville Bill List

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

2025-26



State Legislative Agenda

Wilsonville City Council

Shawn O'Neil, Mayor

Caroline Berry, Council President

Adam Cunningham, City Councilor

Katie Dunwell, City Councilor

Anne Shevlin, City Councilor

City Appointed Management

Bryan Cosgrove, City Manager

Amanda Guile-Hinman, City Attorney

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

Mark Ottenad, Public/Government Affairs Director
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Greg Leo, Public Affairs Consultant, The Leo Co.
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2025-26 State Legislative Agenda

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

Wilsonville City Council, January 23, 2025



1. GOVERNANCE

■ Local Autonomy

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

■ State Shared Revenues / Unfunded Mandates

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

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

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

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

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

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



■ Transit

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

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

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Infrastructure Development

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

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



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

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

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

■ Workforce Development

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

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

4. ENVIRONMENTAL IMPACT

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



FAST FACTS: City of Wilsonville & South Metro Area Regional Transit (SMART)**■ Population: One of Oregon's fastest growing cities**

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

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

* Clackamas, Multnomah and Washington Counties

■ SMART Transit: I-5 Corridor Public Transportation Service

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

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

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

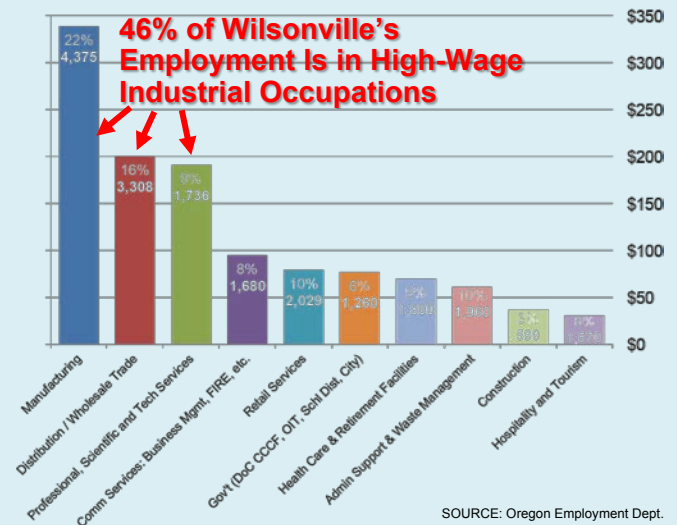


Clackamas Community College, Wilsonville Training Center Campus
West Linn-Wilsonville School District and Canby School District

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

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

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

**Top-10 Private-Sector Wilsonville Employers**

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

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



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

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

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

1. GOVERNANCE

■ Local Autonomy

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

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

City of Wilsonville Charter, 1987

Chapter II, Powers

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

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

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Intro-1

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

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

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

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

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

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

■ State Shared Revenues / Unfunded Mandates

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

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

Wilsonville Comprehensive Plan, 2013

Urban Growth Boundary, p. B-3

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

City of Wilsonville budget reports

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

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

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

FYE 2024 and 2025 are budgeted funds.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

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

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

Wilsonville Comprehensive Plan, 2013

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

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

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

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

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Chapter 2 — Vision, pp. 2-3, 2-5

Policies And Implementation Measures

System Design

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

Connectivity

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

Chapter 5 — The Projects, p. 5-1

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

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

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

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

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

Wilsonville Comprehensive Plan, 2013

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

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

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

* * * * *

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

Wilsonville Transportation Systems Plan (TSP), 2016

CHAPTER 2: The Vision, p. 2-7

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

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 1

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

Goal 5

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

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

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

Wilsonville Comprehensive Plan, 2013

Transportation, p. C-21

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

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

Transportation plans must include a transportation financing program.

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

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Funding Outlook, p. 1-8

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

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

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

Transportation Funding, p. 2-12

Implementation Measures (Policy 45):

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

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

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

Additional Planned Projects, p. 5-16

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

Wilsonville Transit Master Plan, June 2017

Transit Tax, p. 31

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

Grant Funding, p. 35

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

Conclusion, p. 36

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

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

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

Resolution No. 2737, 2019

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

Resolution No. 2601, 2016

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

Resolution No. 2515, 2015

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

Resolution No. 2496, 2014

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

Wilsonville Transportation Systems Plan (TSP), 2016

Goods Movement, p. 2-8

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

■ Transit

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

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

Wilsonville City Council 2017-2018 Work Plan

Administrative Initiatives

Advocate for more funding for all transportation facilities.

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

Wilsonville Comprehensive Plan, 2013

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit, p. 2-9

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

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

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

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

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

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

Transportation Funding, p. 2-13

Implementation Measures (Policy 45):

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

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

Wilsonville Transit Master Plan, 2017

Transit Tax, p. 31

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

Conclusion, p. 36

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

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

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

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

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, p. C-23

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

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

Wilsonville Transit Master Plan, 2017

Commuter Rail, p. 28

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

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit

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

Implementation Measures (Policy 36):

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

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

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

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

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

Wilsonville City Council 2017-2018 Work Plan

Council Goals

16. Promote farm and forest land protection.

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

Wilsonville Comprehensive Plan, 2013

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

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

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

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

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

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

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

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

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

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

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

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

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

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

Wilsonville Comprehensive Plan, 2013

Citizen Involvement, p. A-4

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

Urban Growth Management, p. B-1

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

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

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

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

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

Public Facilities and Services, p. C-28

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

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

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

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

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

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

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

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

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

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

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

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

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

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

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

Wilsonville Comprehensive Plan, 2013

Economic Development, p. D-3

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Emerging Regional Planning Issues, p. 11

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

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

Wilsonville Economic Development Strategy, 2012

4.3 Next Steps, p. 26

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

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

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

Equitable Housing Strategic Plan, 2020

Overview of Housing Needs, Pages 7 to 8

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

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

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

Policy Objectives, Page 12

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

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

Wilsonville Comprehensive Plan, 2018

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

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

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

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

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

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

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

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

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

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

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

Wilsonville Residential Land Study, 2015

Factors Affecting Housing Need, Page 17

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

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

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

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

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

■ Workforce Development

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

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

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

Wilsonville Economic Development Strategy, 2012

Table 4-1. Summary of Actions

Action 4.2. Adopt a policy demonstrating support for Oregon Tech

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

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

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

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

What is the action?

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

Why is the City doing it?

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, p. 1

Goal 2

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

Emerging Regional Planning Issues, p. 10

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

Quality of Life, p. 13

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

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

Industry Clusters Analysis: Target Industries, p. 26

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

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

NOW, THEREFORE THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

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

4. ENVIRONMENTAL IMPACT

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

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

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Page Intro – 2

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

Storm Drainage Plan, p. C-8

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

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

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

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

* * * * *

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

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

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

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

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

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

Land Use and Development, p. D-1

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

General Development, p. D-5

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

Commercial Development, p. D-12

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

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

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

* * * * *

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

* * * * *

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

* * * * *

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

* * * * *

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

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

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

* * * * *

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

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

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

* * * * *

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

APPENDIX B

City of Wilsonville / SMART 2025 State Legislative Session Priorities



City of Wilsonville / SMART 2025 State Legislative Session Priorities

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

Wilsonville City Council, January 23, 2025

SUMMARY OF PRIORITIES

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

DETAILED INFORMATION ON PRIORITIES

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

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

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

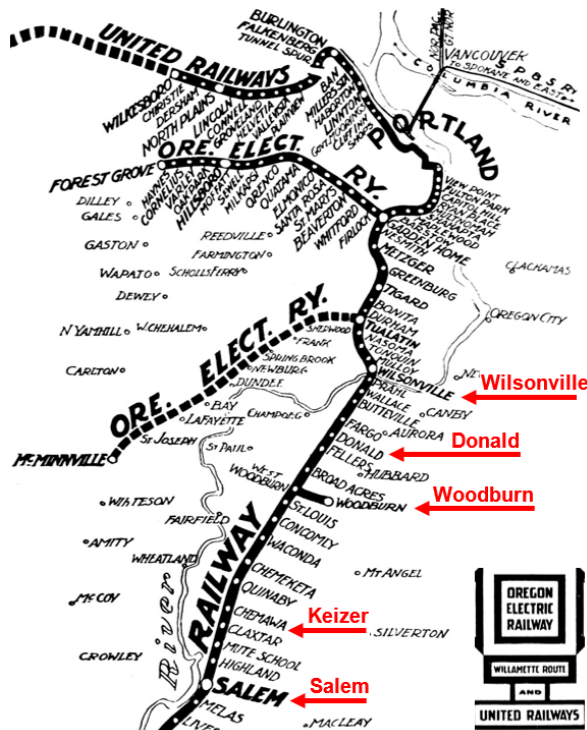
HB 2017 also initiated the Portland “Mega” highway projects, including Highway 217 improvements, I-5/I-84 Rose Quarter project and I-205/Abernathy Bridge project, as well as the ill-fated attempt for tolling of portions of I-5 and I-205. The I-5 Boone Bridge project was added to the Mega projects by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



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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

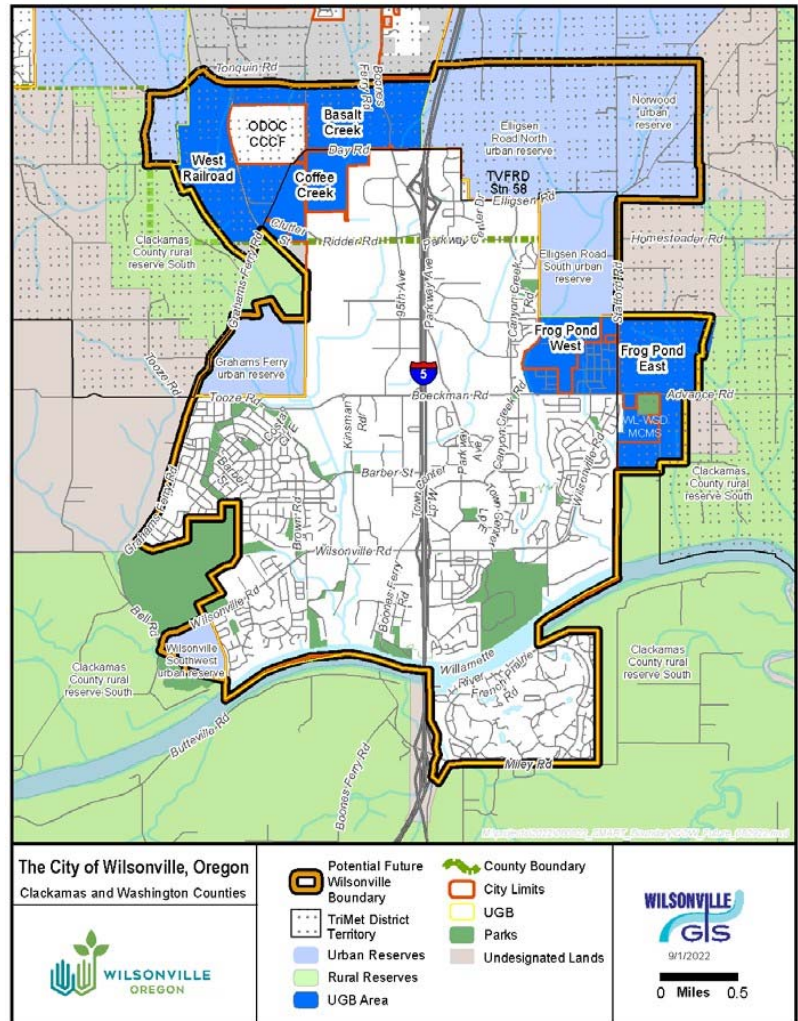
While TriMet could modify the district boundary on its own to accommodate Wilsonville's current and future urban areas, TriMet refuses to do so. TriMet concedes that current statutory routes to modify district territory are not available to Wilsonville.

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

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

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

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



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

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

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

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

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

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

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

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

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

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



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

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

4. Restore Permanent Recreational Immunity for Public Use of Trails

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

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

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

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

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

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

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

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



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

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

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



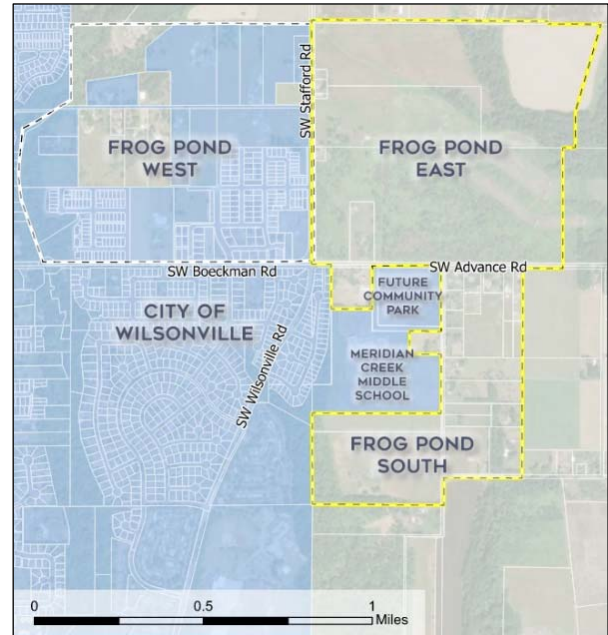
The amounts provided for both direct allocations for shovel-ready housing infrastructure projects and Revolving Loans Program are insufficient to meaningfully assist cities to fund costly public infrastructure projects serving primarily private-sector development. A significantly capitalized program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

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

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

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

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



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

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

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

Summary Listing of RSIS Designated Sites and Project Detail

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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

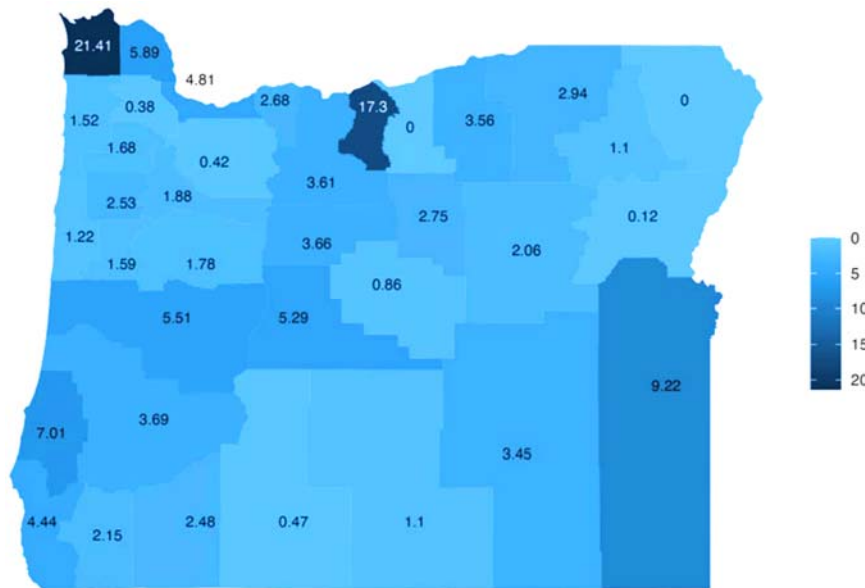
The City should consider supporting legislation that supports child care providers and families, especially any bill that creates a workgroup to develop potential new programs to improve childcare resources during subsequent legislative sessions.

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

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

2023 OREGON STATEWIDE HOMELESSNESS ESTIMATES

MAP 4: COUNTY UNSHELTERED HOMELESSNESS RATES PER 1000 RESIDENTS



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

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

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

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

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

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

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

APPENDIX C

Appendix C: City of Wilsonville Submitted Testimony & Budget Requests

Selected Testimony, Letters and Articles

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

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

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

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

31. 04_03_2025 - Economic & Community Development
Workforce Develop (2 Pg)
HB 3669 SUPPORT

32. 04_04-2025 - Industrial Land
Siting of industrial impacting local communities (LOC Letter) (2 Pg)
HB 3062-3 OPPOSE

33. 04_07_2025 - Land Use & Infrastructure Development
Frog Pond Infrastructure Funding (3 Pg)
HB 3939 SUPPORT

34. 04_16_2025 - Governance
Aurora Airport (2 Pg)
SR 2 OPPOSE

35. 04_16_2025 - Governance
Aurora Airport ASA Designation (5 Pg)
SR 2 OPPOSE

36. 04_16_2025 - Housing & Infrastructure Development - Fire Sprinkler SDCs
HB 3505 OPPOSE

37. 04_16_2025 - Land Use & Infrastructure Development
Urban Growth Boundary (UGB) LIDs
SB 967A SUPPORT

38. 04_24_2025 - Governance
Recreational Immunity PKT (3 Pg)
SB179 SUPPORT

39. 04_28_2025 - Land Use & Infrastructure Development
Land Use Shot Clock (media)
SB 974 Shot clock land use bill passes Senate opposed by LO, Wilsonville

40. 05_01_2025 - Economic & Community Development
Childcare Facility Siting
HB 3560 SUPPORT

41. 05_05_2025 - Land Use & Infrastructure Development
Housing Production (5 Pg)
SB 974A OPPOSE

42. 05_12_2025 - Land Use & Infrastructure Development
Housing Production (6 Pg)
SB 974A-4 OPPOSE

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



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

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

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

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

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

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

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

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

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

Shawn O'Neil, Mayor
City of Wilsonville

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

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

10yrs

Abatement Period

80%

Maximum Abatement

Project eligibility basics*:

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

*additional program details on the reverse



Wilsonville, Oregon

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

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





WilsonvilleTownCenter.com

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

Vertical Housing Development Zone in Town Center

Item A.



Typical Process*

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

* Land-use and building permits are independent processes.

Additional program details:

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

Staff Contact

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



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

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

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

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

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

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

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

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

Shawn O'Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville

Enclosures:

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

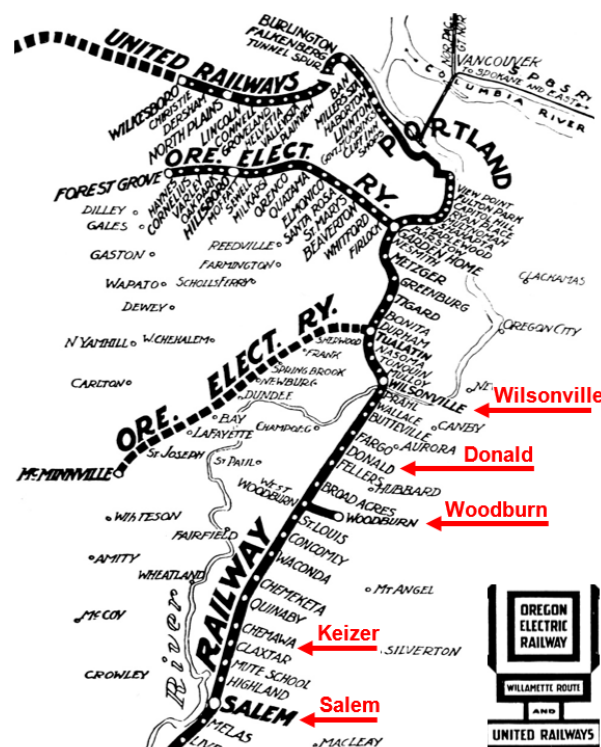
Support SB 1572 – ODOT Study Connecting Portland Metro-Area WES Commuter Train to Salem/Keizer Metro, Extending from Wilsonville to Salem

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

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

SB 1572 creates a multi-organizational task force—the Westside Express Advisory Committee—composed of local governments, transit agencies, railroads and public-interest groups to study extending the current rush-hour-only Westside Express Service (WES) commuter train from the current southern terminus in Wilsonville for 31 miles to Salem, with stops in Donald, Woodburn and Keizer. The bill calls for ODOT to report back to the legislature in December 2024 with study findings and recommendations. A similar bill during the 2023 session, HB 2662, passed unanimously by the Joint Committee on Transportation.

- **Increasing population** of Portland metro and North Willamette Valley region needs mobility options, especially for commuters and seniors, many who require transportation for jobs, education and medical appointments.
- **I-5 traffic congestion continues to worsen** and prospective ODOT tolling of I-205 and I-5 in Portland metro area requires a reliable public-transit alternative unaffected by highway traffic congestion and tolls.
- **Additional Federal Transit Administration (FTA) support** for high-capacity transit WES commuter rail service connecting METRO and SKATS—two federally-designated Metropolitan Planning Organizations (MPOs) Transportation Management Areas (TMAs)—that can increase ridership.
- **Transit commuting and shopping option supports economic-development efforts** of North Willamette Valley communities.
- **Use of former Oregon Electric Railway line**, now owned by Portland & Western and BNSF Railroads, which support the WES extension study, that operated 1908 – 1933.



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

FOR MORE INFO, CONTACT:

Greg Leo at 503-804-6391

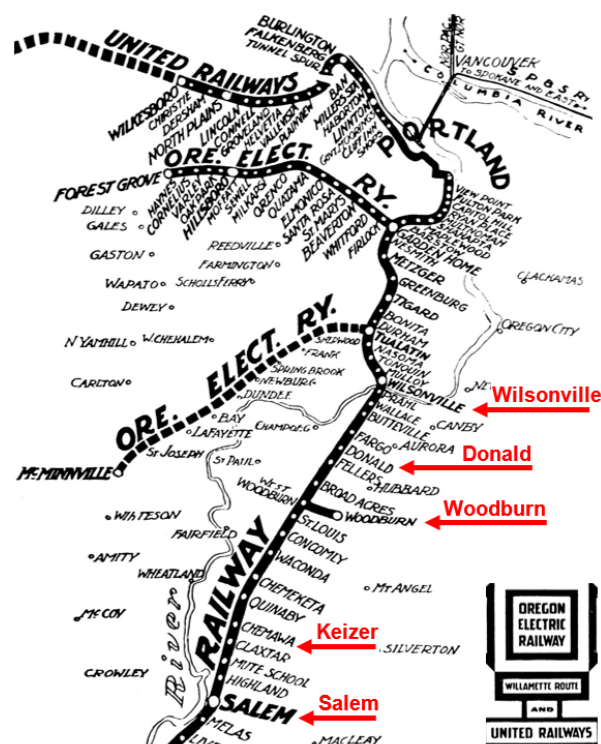
Greg@TheLeoCompany.com



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

Passed unanimously by the Joint Transportation Committee on May 18, 2023, HB 2662-A is a bipartisan bill to create a multi-jurisdictional task force composed of state legislators, local governments, transit agencies and railroad interests to study extending the current rush-hour-only Westside Express Service (WES) commuter train from the current southern terminus in Wilsonville for 31 miles to Salem, with stops in Donald, Woodburn and Keizer. The bill calls for the Willamette Valley Commuter Rail Task Force to report back to the legislature in 2024 with study findings and recommendations.

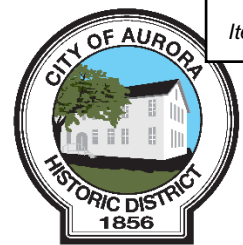
- **Increasing population** of Portland metro and North Willamette Valley region needs mobility options, especially for commuters and seniors, many who require transportation for jobs and medical appointments.
- **I-5 traffic congestion continues to worsen** and prospective ODOT tolling of I-205 and I-5 in Portland metro area requires a reliable public-transit alternative unaffected by highway traffic congestion.
- **Additional Federal Transit Administration (FTA) support** for high-capacity WES commuter rail service connecting METRO and SKATS—two federally-designated Metropolitan Planning Organizations (MPOs) Transportation Management Areas (TMAs)—that can increase ridership.
- **Transit commuting and shopping option supports economic-development efforts** of North Willamette Valley communities.
- **Use of former Oregon Electric Railway line**, now owned by Portland & Western Railroad which supports the WES extension study, that operated 1908 – 1933.



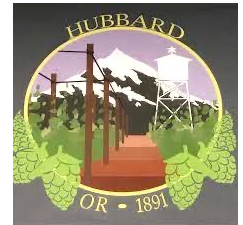
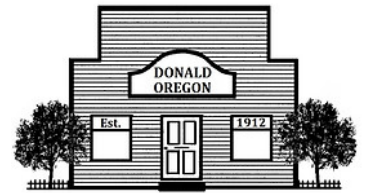
Western Railroad which supports the WES extension study, that operated 1908 – 1933.

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

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



Item A.





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

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

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

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

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

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

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

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

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

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

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

Shawn O'Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

Shawn O'Neil, Mayor
City of Wilsonville

HB 3062: Threatens the Oregon Economy and Community Vitality

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

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

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

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

Respectfully,





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

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

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

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

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

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

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

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

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

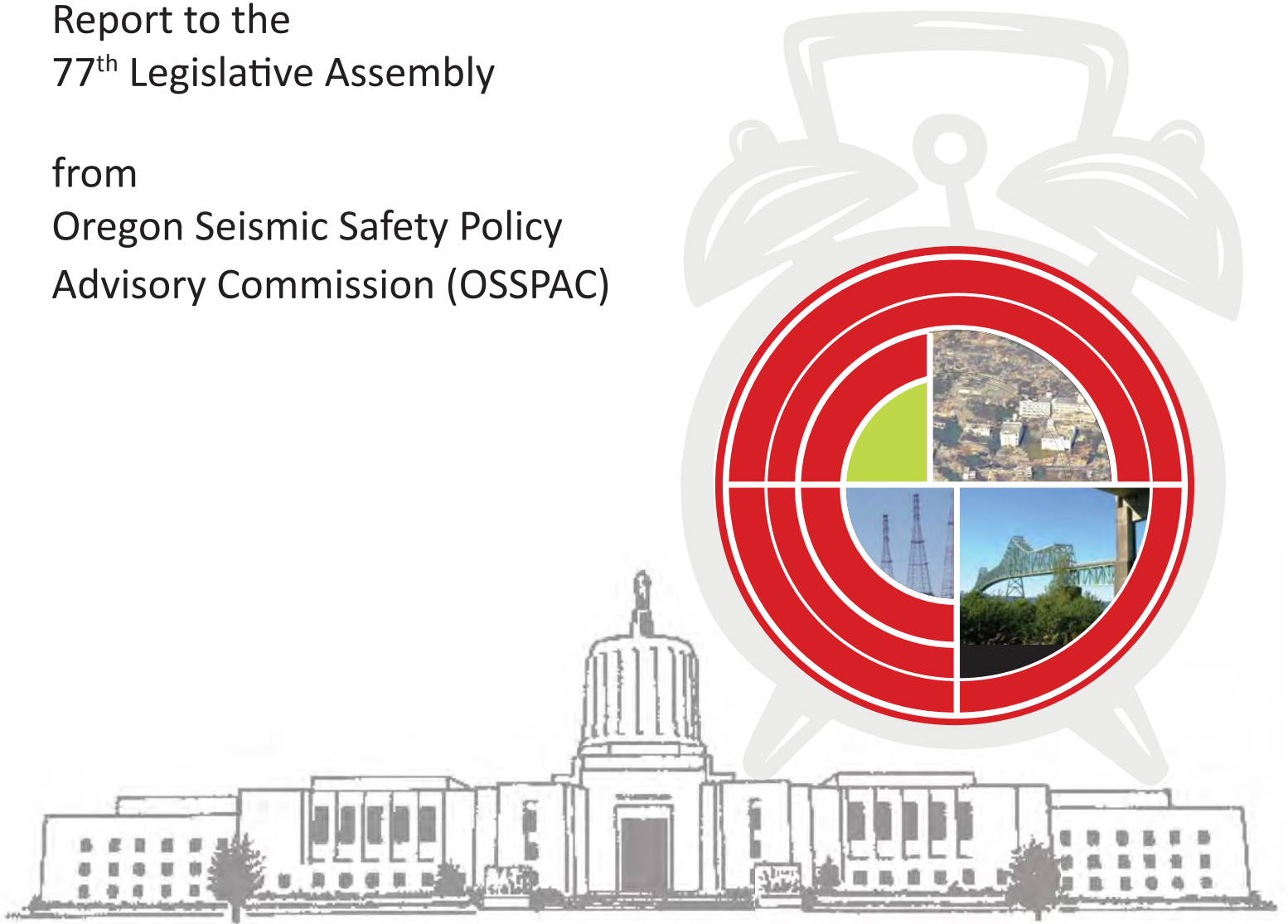
Shawn O'Neil, Mayor
City of Wilsonville

The Oregon Resilience Plan

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

Report to the
77th Legislative Assembly

from
Oregon Seismic Safety Policy
Advisory Commission (OSSPAC)



Salem, Oregon
February 2013

Air Transportation

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

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

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

CATEGORY I: COMMERCIAL SERVICE AIRPORTS

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

CATEGORY II: URBAN GENERAL AVIATION AIRPORTS

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

CATEGORY III: REGIONAL GENERAL AVIATION AIRPORTS

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

CATEGORY IV: LOCAL GENERAL AVIATION AIRPORTS

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

CATEGORY V: REMOTE ACCESS AND EMERGENCY SERVICE AIRPORTS

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

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

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

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

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

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

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

Oregon Transportation Resiliency Status

Key to the Table*TARGETS TO ACHIEVE DIFFERENT LEVELS OF RECOVERY:**

Minimal: (A minimum level of service is restored, primarily for the use of emergency responders, repair crews, and vehicles transporting food and other critical supplies.)

R

Functional: (Although service is not yet restored to full capacity, it is sufficient to get the economy moving again—e.g. some truck/freight traffic can be accommodated. There may be fewer lanes in use, some weight restrictions, and lower speed limits.)

Y

Operational: (Restoration is up to 90% of capacity: A full level of service has been restored and is sufficient to allow people to commute to school and to work.)


G


ESTIMATED TIME FOR RECOVERY TO **60%** OPERATIONAL GIVEN CURRENT CONDITIONS:

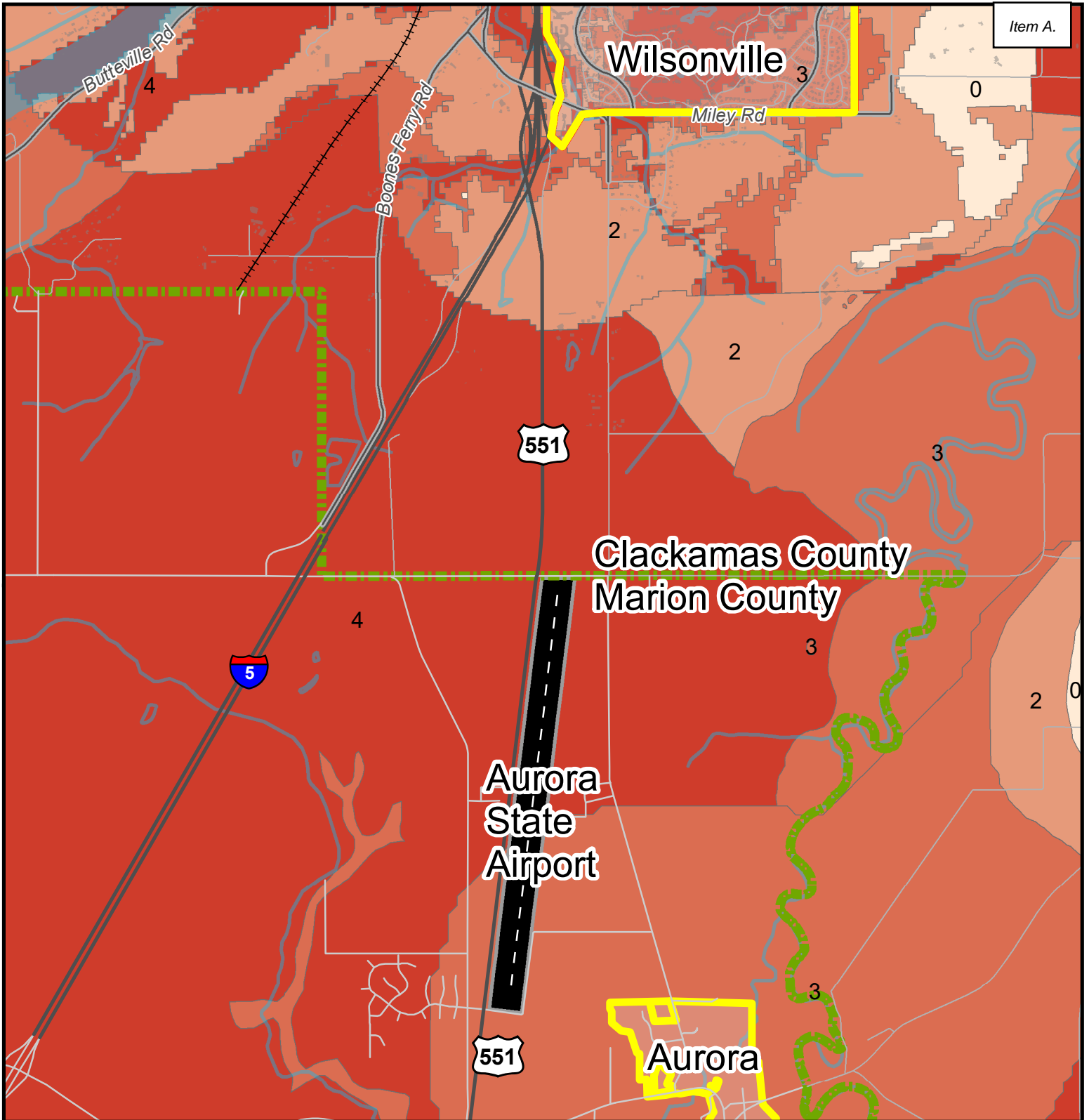
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ESTIMATED TIME FOR RECOVERY TO **90%** OPERATIONAL GIVEN CURRENT CONDITIONS:

X**Comparison of Target States and Estimated Time for Recovery**

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

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



The City of Wilsonville, Oregon
Clackamas and Washington Counties

Liquefaction Susceptibility



County Boundary
 City Limits

**Aurora State
Airport Area
Earthquake
Liquefaction
Susceptibility**



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

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

APPENDIX E: MARION COUNTY

CRUSTAL EARTHQUAKE SCENARIO

Scenario Details
Ground Motion Map

SUBDUCTION ZONE EARTHQUAKE SCENARIO

Scenario Details
Ground Motion Map

GEOLOGIC HAZARD MAPS

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

HAZUS-MH GLOBAL REPORT FOR CRUSTAL SCENARIO

HAZUS-MH GLOBAL REPORT FOR SUBDUCTION ZONE SCENARIO

CRUSTAL EARTHQUAKE SCENARIO DETAILS FOR MARION COUNTY*Item A.*

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

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

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

Crustal Earthquake Scenario Ground Motion Map

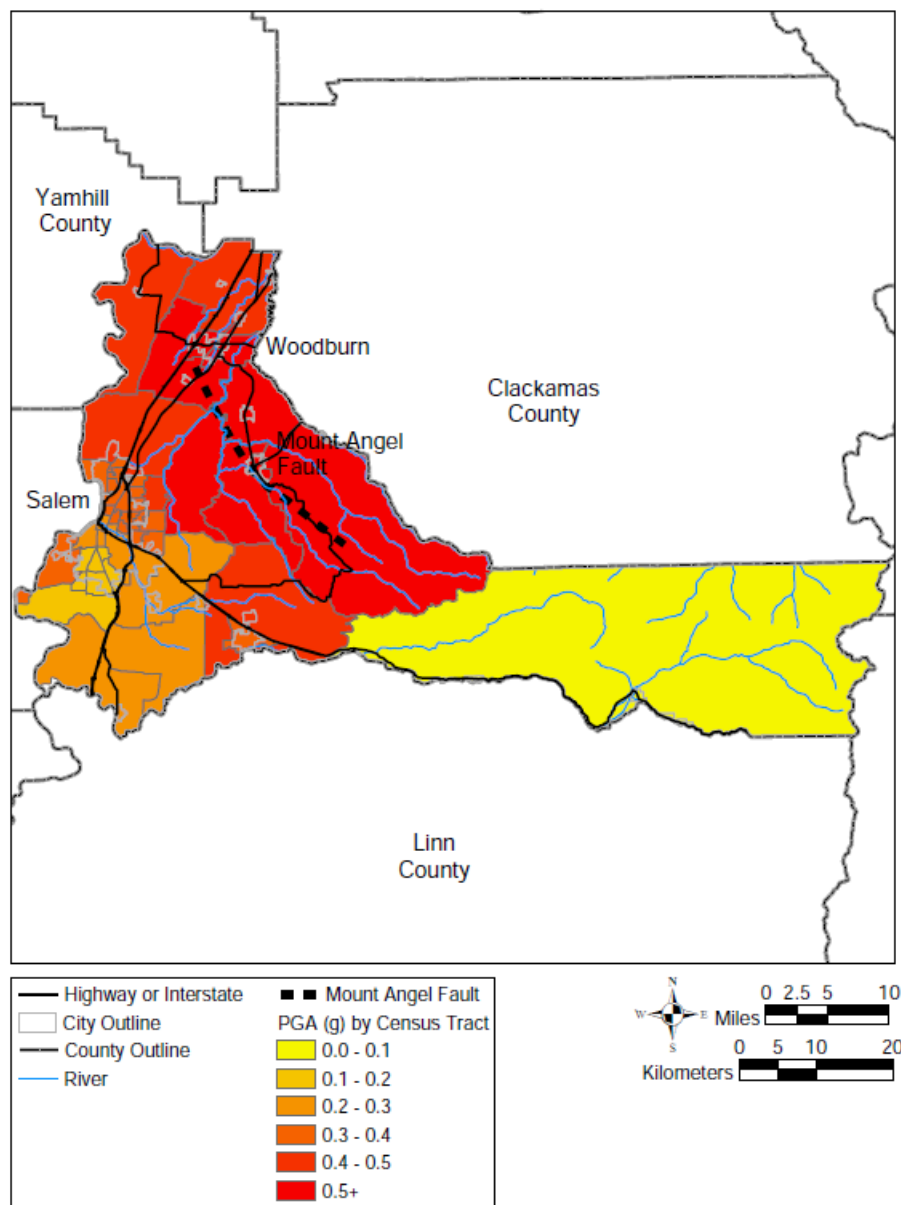
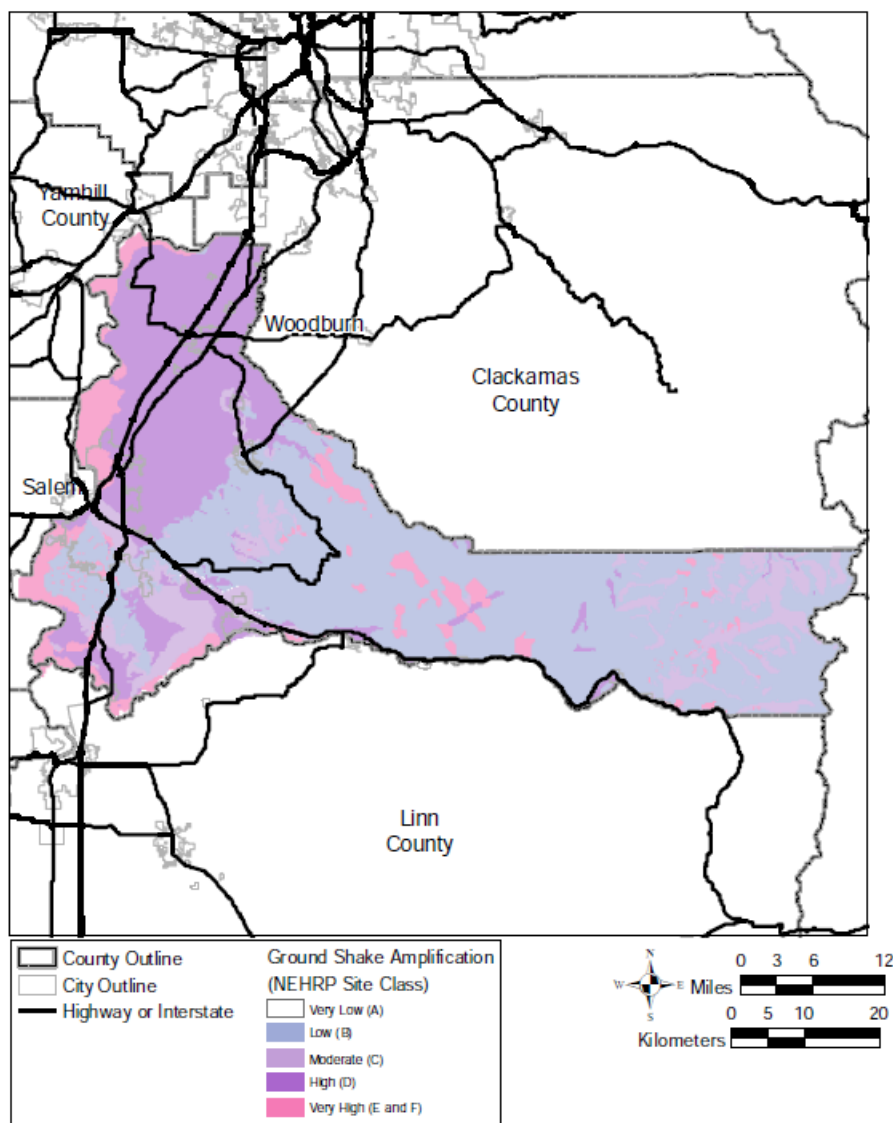


Figure E2. Peak ground acceleration (PGA) by census tracts map for the crustal earthquake scenario, Marion County, Oregon (FEMA, 2003b)

GEOLOGIC HAZARD MAPS

Item A.

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

89

Relative Amplification Hazard Map

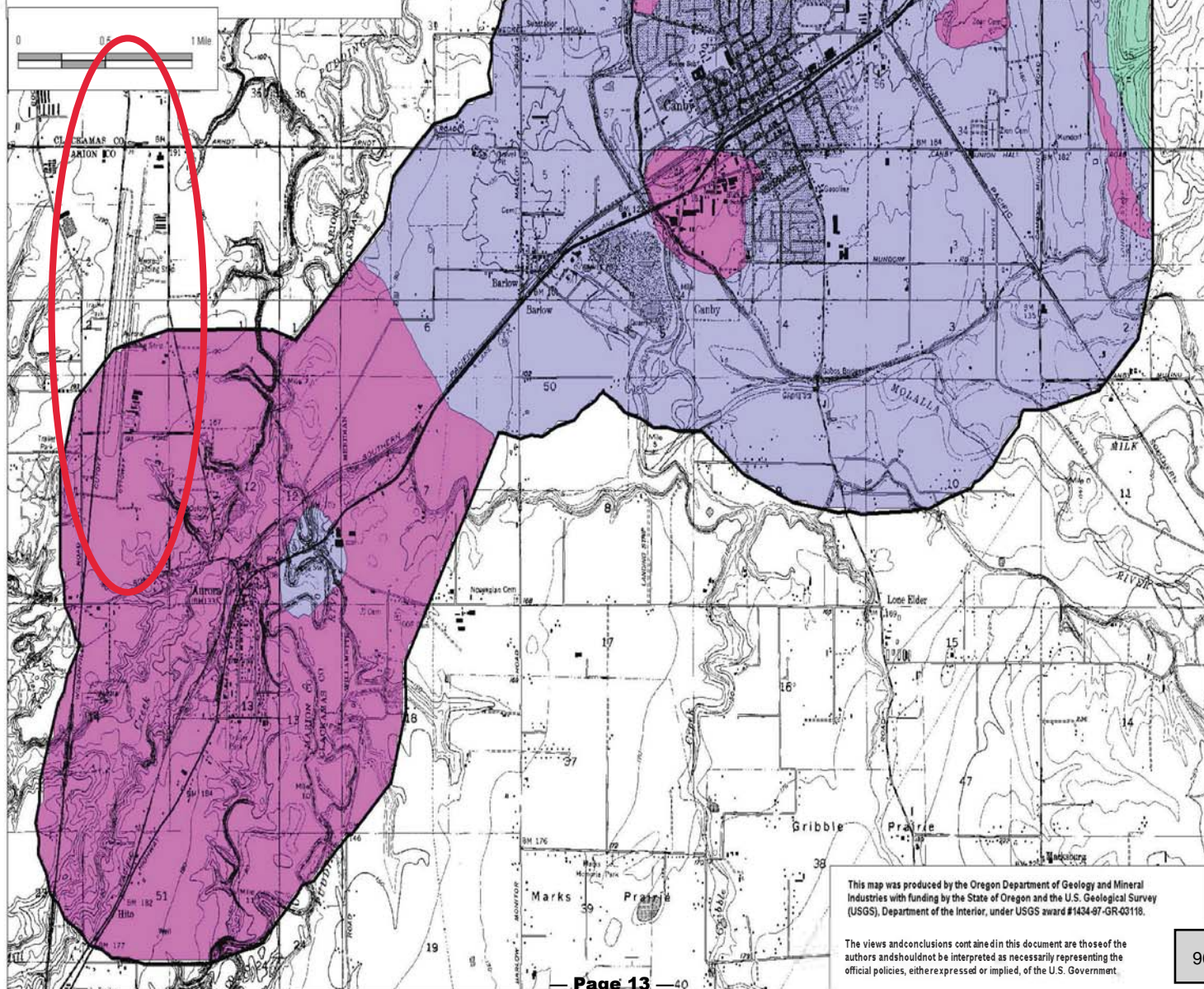
Hazard zones are based on the degree to which ground shaking from a given earthquake is likely to be amplified.

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

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

IMPORTANT NOTICE

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



This map was produced by the Oregon Department of Geology and Mineral Industries with funding by the State of Oregon and the U.S. Geological Survey (USGS), Department of the Interior, under USGS award #1434-87-GR-03118.

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

Relative Earthquake Hazard Map

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

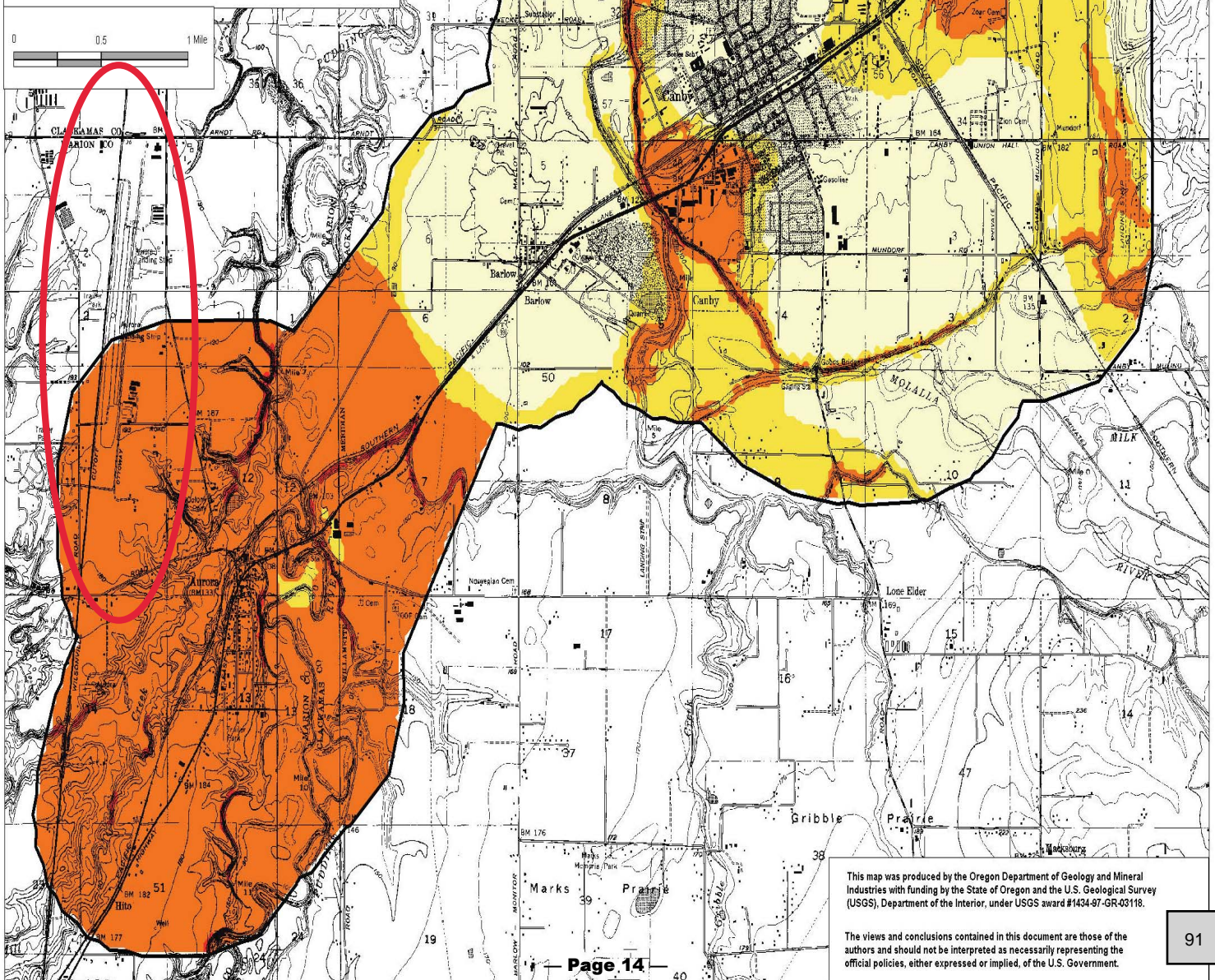
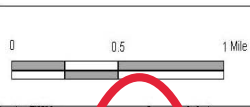
- Zone A -- Highest hazard
- Zone B -- Intermediate to high hazard
- Zone C -- Low to intermediate hazard
- Zone D -- Lowest hazard

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

IMPORTANT NOTICE

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

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



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

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Relative Hazard Map of Earthquake-Induced Landslides

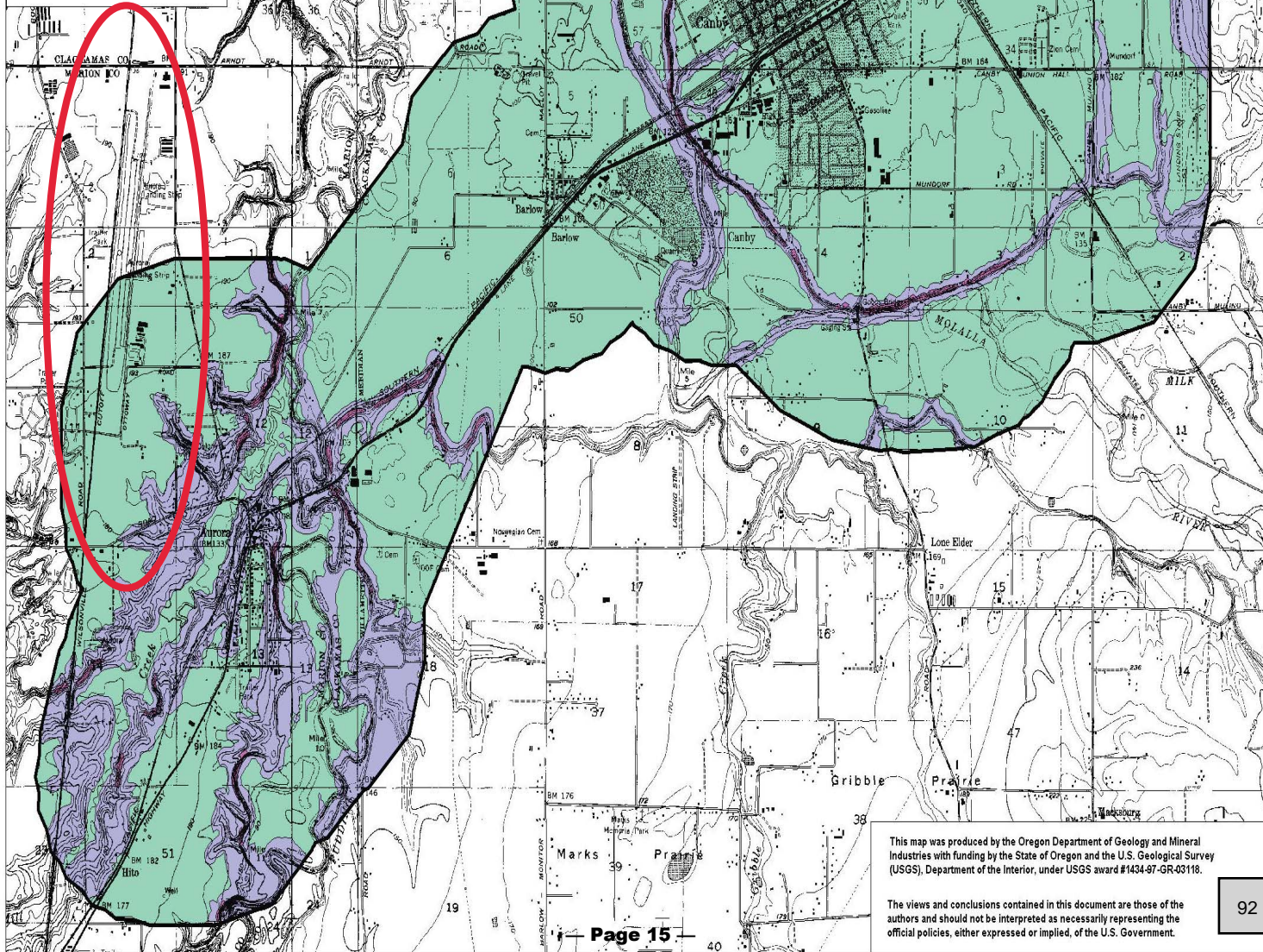
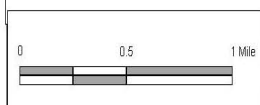
Hazard zones are based on the possibility that
a given earthquake will trigger landslides.

- High landslide hazard
- Medium landslide hazard
- Low landslide hazard

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

IMPORTANT NOTICE

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



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

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Canby-Barlow-Aurora Urban Area

Relative Liquefaction Hazard Map

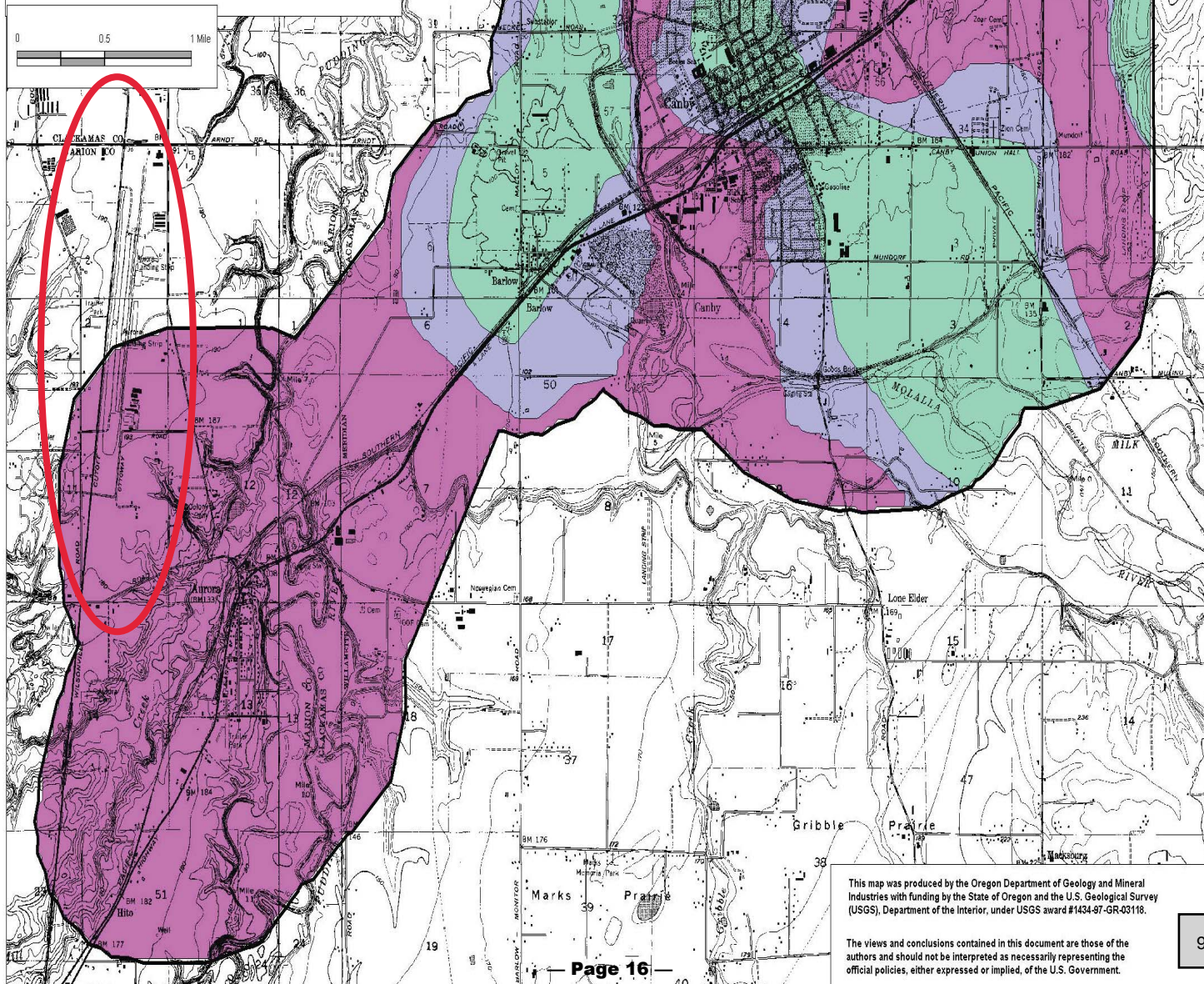
Hazard zones are based on the likelihood that liquefaction will occur in a given earthquake.



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

IMPORTANT NOTICE

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



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

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

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

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

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

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

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

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

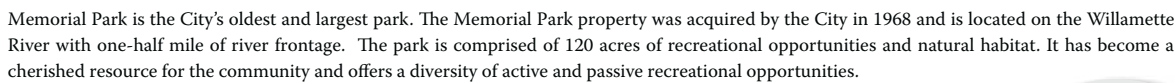
Shawn O'Neil, Mayor
 City of Wilsonville

Attachment: City of Wilsonville Parks & Recreation Brochure

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



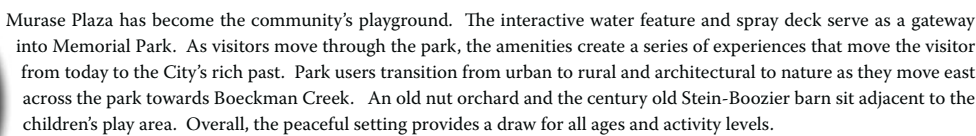
Coffee Lake Creek originates in the Tualatin-Sherwood area and flows south through Wilsonville to the Willamette River. The wetland habitat along the creek supports many important species of migratory and resident wildlife and native wetland plants. The Coffee Lake Wetlands is a part of the larger Tonquin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



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

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

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



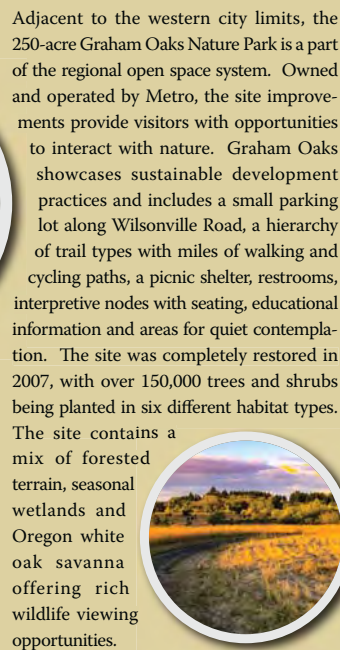
The Murase playground contains two large play structures with one of the structures being fully accessible.

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

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

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

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


















Paths traverse the site connecting to existing neighborhoods and schools and the CREST environmental education center, providing visitors with opportunities to interact with diverse habitats and wildlife.



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

[illegible]

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

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

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

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

All Wilsonville parks are smoke and tobacco-free.

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

Overnight camping is not allowed in Wilsonville parks.











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

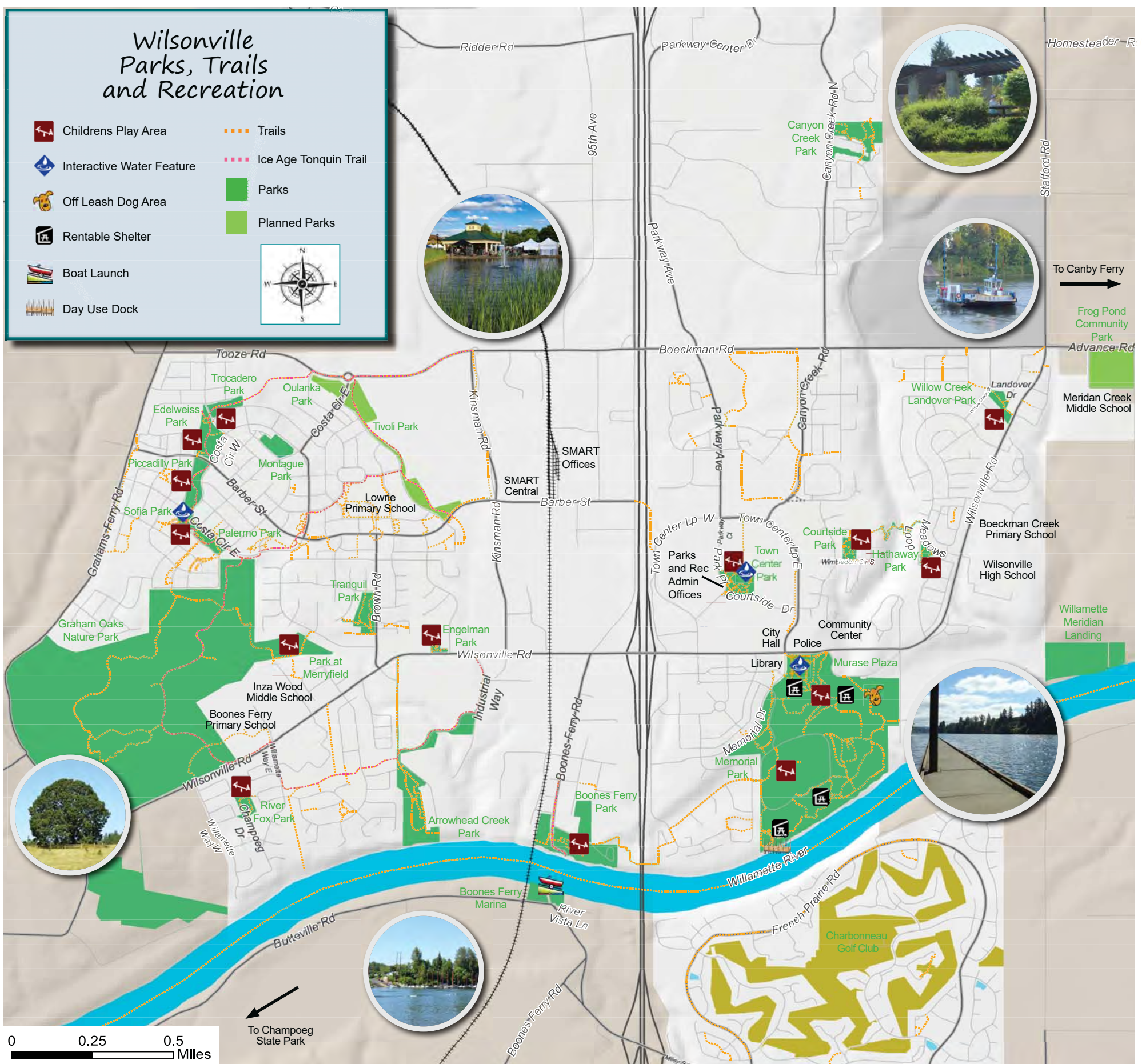
No person shall possess any loaded firearm; discharge any firearm, pellet gun, bow and arrow, slingshot, or other weapon capable of inflicting injury on any person, bird or animal.

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



Wilsonville Parks, Trails and Recreation

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



Park Facility Rental

Stein-Boozier Barn

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



River Shelter

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

Forest Shelter

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



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

Field Rental

Memorial Park

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

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

Baseball/Softball Fields Dimensions:

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

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

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

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



Fields 1, 2, and 4 have lights

Wilsonville Parks

Recreational Opportunities

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



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

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



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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Shawn O'Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

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

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

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

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

Shawn O'Neil, Mayor
City of Wilsonville

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



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

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

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

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

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

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

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

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

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

Shawn O'Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

Section 1 (c) new definition of cottage cluster:

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

Section 1 (d) Middle Housing Land Division Definitions:

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

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

Section 3 Density Bonuses

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

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

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

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

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

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

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

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



Shawn O'Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

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

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



Shawn O'Neil, Mayor
City of Wilsonville

EXHIBITS:

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



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

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

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

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

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

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

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

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

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

Shawn O'Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

Shawn O'Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

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

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

Shawn O'Neil, Mayor
 City of Wilsonville



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

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

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

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

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

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

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

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

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

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

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

Shawn O’Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

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

Sincerely,

Shawn O'Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville

Enclosure:

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

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

Panel hears support for Wilsonville-Salem commuter rail study

By Peter Wong, Portland Tribune

Feb 14, 2024

10 hrs ago

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



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



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

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

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

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

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

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

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

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

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

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

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

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

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

Broader study planned

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

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

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

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

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

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

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

Other support

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

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

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

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

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

TriMet is neutral

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

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

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

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

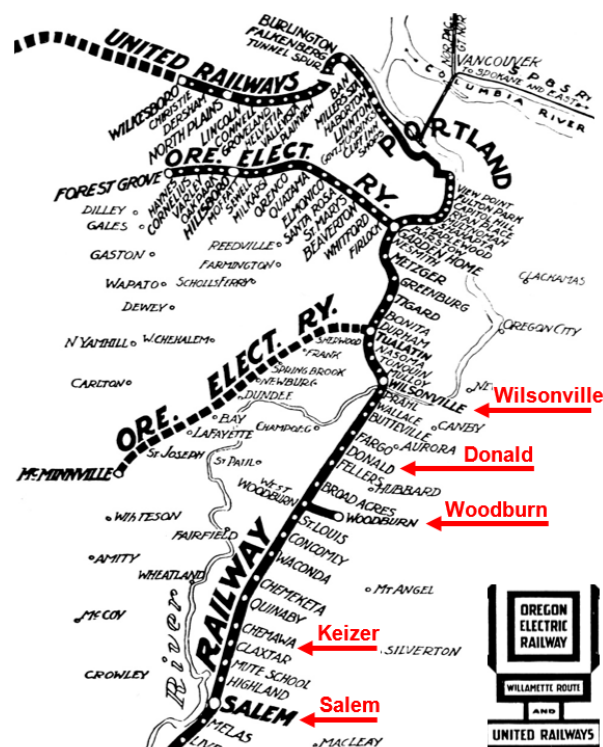
Support SB 1572 – ODOT Study Connecting Portland Metro-Area WES Commuter Train to Salem/Keizer Metro, Extending from Wilsonville to Salem

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

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

SB 1572 creates a multi-organizational task force—the Westside Express Advisory Committee—composed of local governments, transit agencies, railroads and public-interest groups to study extending the current rush-hour-only Westside Express Service (WES) commuter train from the current southern terminus in Wilsonville for 31 miles to Salem, with stops in Donald, Woodburn and Keizer. The bill calls for ODOT to report back to the legislature in December 2024 with study findings and recommendations. A similar bill during the 2023 session, HB 2662, passed unanimously by the Joint Committee on Transportation.

- **Increasing population** of Portland metro and North Willamette Valley region needs mobility options, especially for commuters and seniors, many who require transportation for jobs, education and medical appointments.
- **I-5 traffic congestion continues to worsen** and prospective ODOT tolling of I-205 and I-5 in Portland metro area requires a reliable public-transit alternative unaffected by highway traffic congestion and tolls.
- **Additional Federal Transit Administration (FTA) support** for high-capacity transit WES commuter rail service connecting METRO and SKATS—two federally-designated Metropolitan Planning Organizations (MPOs) Transportation Management Areas (TMAs)—that can increase ridership.
- **Transit commuting and shopping option supports economic-development efforts** of North Willamette Valley communities.
- **Use of former Oregon Electric Railway line**, now owned by Portland & Western and BNSF Railroads, which support the WES extension study, that operated 1908 – 1933.



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

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

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

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

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

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

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

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

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

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

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

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



Shawn O’Neil, Mayor
City of Wilsonville



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

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

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

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

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

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

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

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

“(7) In adopting rules, the commission shall develop a process of coordination with local government, such as that similar to the Land Use Compatibility Statement used by State agencies, to ensure the at least the following for any approval development under this 2025 Act:

“(a) That in no case single-unit housing approved by the State is placed on a lot that an adopted comprehensive plan, other local land use regulation, or legislative

or quasi-judicial master plan requires to be middle housing or multi-unit development.

“(b) That in no case single-unit housing approved by the State violate housing variety regulation for a given area established in a comprehensive plan, local land use regulation, or legislative or quasi-judicial master plan that establish either or both a maximum amount of a unit type or a minimum amount of non-single-unit units.

“(c) That in no case housing approved by the State violate local government requirements for a minimum amount of small housing units less than 1200 square feet or minimum among of accessible units established in a comprehensive plan, local land use regulation, or legislative or quasi-judicial master plan.”

Additionally, the City also has concerns about the level of detail of the required Floor Area Ratio (FAR) and density of Section 2 (4)(d)(A) through (F) found on page 3 of HB 2258-1. **The City recommends that Section 3 be amended with language to allow the Land Conservation and Development Commission to refine these detailed requirements pertaining to FAR and density standards through rule-making as the proposed requirements are studied in more detail.**

The City appreciates your consideration and urges amendments to HB 2258-1. Thank you for your time and consideration.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 5024:

Support for Infrastructure Funding Programs Provides Opportunity to Create High-Wage Jobs That Benefit Working Families and State Coffers and Meaningfully Increase New Residential Housing Production

Scheduled for public hearing on March 18, 2025, before the Joint Committee on Ways and Means Subcommittee on Transportation and Economic Development

Co-Chair Woods and Gomberg, and Members of the Committee:

I am testifying in on behalf of the City of Wilsonville in support of HB 5024, which appropriates moneys from the General Fund to the Oregon Business Development Department for certain biennial expenses and infrastructure funding programs.

In particular, the City supports the Governor's proposed bonding for recapitalization of the following infrastructure loan and grant programs administered by Business Oregon:

- **Pkg. 115 - \$50 million in lottery bond proceeds for the Special Public Works Fund**, which provides loans and grants to communities to build or rebuild essential public infrastructure.
- **Pkg. 117 - \$150 million in Article XI-M and XI-N general obligation bond proceeds for the Seismic Rehabilitation Grant Fund**, which supports earthquake readiness for schools and emergency buildings.
- **Pkg. 118 - \$10 million in lottery bond proceeds for a new Industrial Site Loan Fund**, supporting new and existing development of industrial lands for economic development-related activity.
- **Pkg. 122 - \$30 million in lottery bond proceeds for the Child Care Infrastructure Fund**.
- **Pkg. 501 - \$10 million in lottery bond proceeds for the Brownfields Redevelopment Fund**.
- **Pkg. 502 - \$5 million for the Brownfields Property Revitalization Fund**.
- **\$100 million to capitalize a new Housing Infrastructure Project Fund for grants to municipalities for infrastructure projects that support housing at specified densities and affordability levels.**

However, the City strongly believes that most of these infrastructure development funds are undercapitalized. **The reality is that the need by cities in the State of Oregon for infrastructure funding is over ten-times greater than what has been proposed.**

So, if we had our way, the City of Wilsonville would recommend adding a Zero, resulting in a 10-fold increase, to the proposed budgets of following programs:

- **Pkg. 115 - \$500 million in lottery bond proceeds for the Special Public Works Fund**
- **Pkg. 118 - \$100 million in lottery bond proceeds for a new Industrial Site Loan Fund** that would support hundreds of new family-wage jobs in the Coffee Creek Regionally Significant Industrial Area (RSIA) and Basalt Creek UGB Expansion Employment Area
- **Pkg. 501 - \$100 million in lottery bond proceeds for the Brownfields Redevelopment Fund.**
- **Pkg. 502 - \$50 million for the Brownfields Property Revitalization Fund.**
- **\$1 Billion to capitalize a new Housing Infrastructure Project Fund for grants to municipalities for infrastructure projects that support housing at specified densities and affordability levels.**

The first four programs above specifically help to fund the infrastructure that supports the development of high-wage industrial occupations that directly contribute to increased State income-tax collections. Increasing the funding for these programs is the best way that the State could assist businesses employ more Oregonians in family-wage jobs.

The Housing Infrastructure Project Fund is considerably undercapitalized. The City of Wilsonville alone could use \$100 million to advance infrastructure (sewer, water, roads) to support the advancement of 1,500-1,600 new housing units in the Frog Pond East and South UGB residential expansion areas.

The City appreciates your consideration and urges support for amendments to HB 5024 that increase the funding for the above important infrastructure-development programs. Thank you for your time and consideration.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville

March 18, 2025

Joint Committee on Ways and Means on Transportation and Economic Development
Co-Chair Senator Aaron Woods
Co-Chair Representative David Gomberg
Senator Mark Meek
Senator Bruce Starr
Representative Jami Cate
Representative Daniel Nguyen
Representative Alek Skarlatos
Representative Mari Watanabe

Re: Recapitalization of existing Brownfield Funding Programs

Dear Co-Chair Woods, Co-Chair Gomberg and Members of the Committee,

Thousands of properties around Oregon are vacant or underutilized because of known or perceived environmental contamination. More than half of these brownfields are located in economically distressed communities. These properties, which can be found in virtually every city and county in the state, are failing to contribute to Oregon's economic recovery and are undermining the livability of communities statewide.

Studies conducted by local governments across Oregon – including in the Rogue Valley, Ontario, Lincoln City, The Dalles, Tigard and Portland – have identified the local potential for cleanup and redevelopment of these vacant, blighted, and/or underutilized sites. Analysis has found that each dollar the state invests in brownfield redevelopment programs leverages an additional \$116 toward redevelopment.

In 2014, a new statewide coalition came together to address this opportunity by supporting both existing and new policy and funding tools that can facilitate brownfield cleanup and redevelopment. Beginning in the 2015 legislative session, the Oregon Brownfield Coalition has been instrumental in the passage of legislation and funding to support this goal. This Coalition continues to meet and work towards better outcomes for Brownfield properties across our State.

Two existing tools that play a key role in brownfield cleanup are the state's Brownfields Redevelopment Fund (BRF) and the Brownfield Properties Revitalization Fund (BPRF), each administered by Business Oregon. The BRF provides both grants and loans to address contaminated sites statewide and has supported projects in 33 Oregon counties. The BRF was last recapitalized with \$10 million by the 2021 Legislature with the support of the Oregon Brownfield Coalition. The Legislature created the BPRF in 2023 and capitalized it with an initial \$5 million. In just two years, the BPRF has made 13 funding awards that have helped facilitate site assessment and cleanup for affordable housing, commercial, food business, and educational use projects.

Due to increasing demand for brownfields financing assistance, Business Oregon anticipates that both the BRF and BPRF will be under high demand in the coming months and years. Continued support for both these programs will be key to unlocking redevelopment opportunities in some of our most vulnerable communities. The Governor included \$15 million in lottery bonds for both programs in her recommended budget. The undersigned here respectfully request that the Legislature allocate \$10 million to BRF (POP 501) and \$5 million to BPRF (POP 502).

Thank you very much for your consideration of this request.

Sincerely,

Bird Alliance of Oregon
Cascade Environmental Solutions
Central Oregon Cities Organization
City of Hillsboro
City of Eugene
City of Medford
City of Portland
City of Tigard
City of Wilsonville
Columbia Corridor Association
David Rabbino – Jordan Ramis PC
League of Oregon Cities
Maul Foster & Alongi, Inc.
Metro
Multnomah County
Oregon Economic Development Association
Oregon Public Ports Association
Oregon Realtors
Port of Portland
Terraphase Engineering, Inc.
Stantec
Washington County



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

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

Scheduled for public hearing on March 19, 2025, before
the Senate Committee On Housing and Development

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

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

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

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

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

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

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

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

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

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

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

The award attorney fees proposed in Section 10 of SB 974-1 is problematic and, combined with the shot clocks, will lead jurisdictions to approve engineering plans without sufficient review. Then the question will arise whether local governments will accept constructed infrastructure that is not built to public works standards but in

accordance with approved engineering plans. If local governments do accept constructed infrastructure that is not built to public works standards, there is significant liability concerns, and if they don't approve substandard plans, then local governments likely will face litigation from developers because the local governments approved the engineering plans.

The issue of public safety and municipal liability for defective construction is of top concern to cities, which is why appropriate review of engineering permits is so important. To help resolve this concern, the City recommends adding the following language in Section 11 after line 18 on page 8 of the -1 amendment:

“(3) If a local government or special district has not approved site development permits for public infrastructure and it is deemed approved after 120 days pursuant to (2), the local government or special district, can pursue damages for 30 years from the date of approval in circuit court against the developer for failed infrastructure attributable to lack of meeting public works standards in place at the date of approval. If the developer or legal successor cannot cover the damages, as determined by the Court, the local government or special district may recover the cost of infrastructure repair or replacement due to failed infrastructure from the State of Oregon. The legislature shall allocate sufficient reserve funds to cover potential failed infrastructure. After 30 years, the cost to repair or replace any failed infrastructure attributable to not meeting local public works standards when a site development permit was issued pursuant to (2) shall be paid by the State of Oregon, and sufficient reserve funds to cover potential failed infrastructure shall be allocated by the legislature.”

The proposed design review provisions of Sections 12(5) and Section 13 (5) of SB 974-1 seem to completely undermine local authority to determine the qualities of development that are specific to each city's needs and aspirations. This represents an abhorrent intrusion by the state legislature onto local communities that leads to ugly cookie-cutter housing across the state.

Regarding the issue of plat liability that is raised in Section 14 (8), the City recommends the following language to be inserted after Page 14, line 12:

“(3) If a local government or special district has not approved the final plat and it is deemed approved after 120 days pursuant to (2), the local government, county, or any property owners within the plan can pursue damages for 30 years from the date of approval in circuit court against the developer for issues attributable to lack

of meeting platting standards in place at the date of approval. If the developer or legal successor cannot cover the damages, as determined by the Court, the local government or special district or private owner may recover the cost from the State of Oregon. The legislature shall allocate sufficient reserve funds to cover potential platting errors. After 30 years, the cost attributable to not meeting local platting standards when approval of a plat was issued pursuant to (2) shall be paid by the State of Oregon, and sufficient reserve funds to cover damages shall be allocated by the legislature.”

The City of Wilsonville agrees with the recommendation of the City of Bend to form a work group that includes planning and building staff from cities of a variety of sizes, especially those where the staff may consist of one planner and one building official. Collecting data on different processing times to identify those cities that are meeting the bill drafter’s expectations on processing time and those that are not, and then determine if there are common factors impacting permit issuance timing. This may be an area where the newly formed Housing Accountability Production Office (HAPO) can help with funding, staff recruitment, and evaluation of existing processes.

The City appreciates your consideration and urges opposing the legislation as presented or to support these proposed amendments to SB 974 and SB 974-1. Thank you.

Sincerely,



Shawn O’Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting SB 1103:
*Significant State Support for Critical Infrastructure Funding Can Increase
New Residential Housing Production in a Meaningful Way***

Scheduled for public hearing on March 31, 2025, before the
Senate Committee On Housing and Development

Chair Pham, Vice Chair Anderson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of SB 1103, which establishes a \$300 million revolving loan program to provide below-market interest rate loans for infrastructure projects that support housing development within designated Urban Growth Boundary (UGB) areas and “Climate Friendly Areas”.

By providing a significant investment in infrastructure, SB 1103 could meaningfully move the needle on the State Goal of Increasing Housing Production. The League of Oregon Cities’ 2024 survey of cities demonstrated a need for over \$12 billion in housing-related infrastructure funding to advance new residential developments statewide.

Simply put, imposing more regulations does *not* produce substantial new housing; only more funding to support municipal infrastructure capacity and extensions can reduce development costs and unlock land for housing production. The private sector has demonstrated that it does not want to sink money in the ground for infrastructure that is costly and has an uncertain delayed timeline for payoff. Public-sector funds that underwrite the necessary infrastructure expenses of both on-site extensions and off-site capacity improvements such as water, sewer, stormwater, roads, sidewalks, parks, etc. is what facilitates the private sector’s ability to produce new housing developments.

Together, a total of \$400 million of proposed funding that includes \$300 million of SB 1103 coupled with the proposed \$100 million of HB 3031 to capitalize a new Housing Infrastructure Project Fund for grants to municipalities for infrastructure projects that support housing at specified densities and affordability levels could actually result in increased housing production. The City encourages the State to put its money where its mouth is: Provide cities with appropriate, realistic funding sources to advance municipal infrastructure that serves new middle-housing residential development.

The City of Wilsonville alone could use \$100 million to advance infrastructure (sewer, water, stormwater, roads, sidewalks, etc.) to support the advancement of 1,500-1,600 new housing units in the Frog Pond East and South UGB residential-expansion areas.

The City's Department of Land Conservation and Development (DLCD)-designated "Climate Friendly Area" for the proposed Town Center Plan requires at least \$162 million in infrastructure funding to advance the development of over 1,600 multi-family and dense middle-housing residential units over the next 30 years, with additional units developable further into the future.

Even assuming that the City is able to obtain \$67 million (41%) in developer-funded contributions for Town Center Plan infrastructure, this still leaves a \$92 million shortfall to fill. With very limited funding and financing options for public infrastructure, having access to below-market rate low-interest revolving loan and grant-funded programs would be a great option to add to the toolbox for reducing barriers to housing production, particularly in redevelopment areas like Town Center.

The City appreciates your consideration and urges a DO-PASS vote for SB 1103 with a referral to the Joint Committee On Ways and Means. Thank you.



Shawn O'Neil,
City of Wilsonville Mayor

Attached Exhibit: Infrastructure Survey Report, League of Oregon Cities, August 2024



Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing HB 3062-3

Ambiguous Phrases and Lack of Clarity of Proposed Legislation Creates Unintended Consequences Detrimental to Community Economic Development

Scheduled for public hearing on April 1, 2025, before the House Committee on Emergency Management, General Government, and Veterans

Chair Tran, Vice-Chairs Grayber and Lewis, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in opposition to HB 3062-3, which was circulated among cities by the League of Oregon Cities. The City of Wilsonville, in alignment with LOC, remains deeply concerned about the unintended consequences of this proposed legislation on economic development, community planning, and local governance.

While we appreciate the refinement of the bill's focus, the proposed -3 amendment still presents significant challenges for local governments, businesses, and economic development efforts across Oregon. Legislation intended to address one area's problems can lead to unintended consequences detrimental to other communities, including Wilsonville's efforts to advance high-wage industrial development. The City recommends tabling the proposed legislation and forming a workgroup between legislative sessions to examine the issue in greater detail.

Key Concerns by the City of Wilsonville with the -3 Amendment to HB 3062:

- **Ambiguous and Overly Broad Definitions**

The amendment applies to "any existing or new industrial land," but does not provide clarity on which properties would be subject to these requirements. Furthermore, the definition of "sensitive receptor" appears overly broad. Without precise definitions, local governments and businesses are left without a clear understanding of which areas and facilities will be impacted, leading to regulatory uncertainty and potential unintended consequences.

- **Lack of Clear Mitigation Standards**

The amendment requires an impact assessment for traffic, odor, noise, vibration, light, and glare, assuming mitigation will be necessary. However, it does not specify what levels of these factors are considered excessive or unhealthy. Without defined

thresholds, enforcement becomes subjective and inconsistent, creating uncertainty for local jurisdictions and businesses. Who determines what is “too much” traffic, odor, or noise? This vagueness opens the door for potentially costly, prolonged disputes and arbitrary decision-making.

- **Unfunded Mandates and Burden on Existing Facilities**

The amendment does not address the critical question of *who will bear the cost of mitigation?* Industrial facilities—both existing and new—could be forced to undertake expensive, undefined mitigation measures without financial support. This places an undue burden on businesses and could discourage new industrial investments, stalling high-wage job creation and economic growth.

- **Local Land Use Planning Already Addresses These Concerns**

Cities, including Wilsonville, already evaluate traffic, noise, light, and other factors as part of their development processes through established performance standards. This amendment could override locally tailored policies, removing flexibility and imposing one-size-fits-all requirements that fail to consider unique community needs. Additionally, there is no assurance that local mitigation efforts will be deemed sufficient, creating a regulatory “moving target.”

Oregon’s local governments are committed to responsible land-use planning and public-health protections. However, the -3 amendment to HB 3062 introduces regulatory uncertainty, financial burdens, and implementation challenges without a clear path forward. The City of Wilsonville is working with Metro and other state agencies to advance development of hundreds of family-wage jobs in the Coffee Creek Regionally Significant Industrial Area and Basalt Creek Employment UGB-expansion area that could be negatively impacted by the proposed legislation.

The City urges the committee to reconsider HB 3062 and allow for more meaningful engagement with affected stakeholders before proceeding further. Please table this legislation for now and set up a work group between legislative sessions to review options.

Thank you for your time and consideration of this testimony.



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 2574:

Proposed Legislation Advances Re-Opening of Willamette Falls Locks to Improve River Transportation and Economic Development Opportunities

Scheduled for public hearing on April 1, 2025, before the
Joint Committee On Transportation

Co-Chairs Gorsek and McLain, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in support of HB 2574, which authorizes actions of the Willamette Falls Locks Authority to act as a public corporation and provides the second portion of a State match of \$11.4 million in lottery bonds to implement repairs that advance reopening of the Locks.

Repairing the Locks to resume riverboat traffic on the Willamette River has been a coordinated, joint federal-state-local effort ever since 2011 when the Locks were closed. The initial, first State investment of HB 2564 in 2021 appropriated \$7.25 million in lottery funds to match federal funds of \$14 million and local governments support of more than \$750,000.

Creation of the Willamette Falls Locks Authority as a State public corporation was the first step in facilitating the ownership transfer of the Locks from the federal government via the U.S. Army Corps of Engineers (US ACE) to the State of Oregon. Federal and state funds to repair the Locks, transfer of the ownership of the Locks and a state/regional commitment to long-term maintenance were essential to reopening the Locks to river travel.

The City of Wilsonville is one of three Willamette River cities appointed by the legislature to serve on the Willamette Falls Locks Commission created by SB 256 of 2017. Wilsonville has vested interests along with other public- and private-sector stakeholders in reopening and sustainably operating the Locks, which significantly impact the recreational, tourism and commercial economy of the region, and provide a non-roadway mode of transportation crucial for recovery after the projected Cascadia 9.0 seismic event.

Closure of the Locks since 2011 has placed a severe hardship on commercial, recreational and tribal river users, including precipitating relocation of long-time Wilsonville employer Marine Industrial Construction, LLC, which used the Locks for 129 years of commerce. However, tourism operators such as Portland Spirit have expressed an interest in using the Locks to conduct 'Wine Country' excursions upriver to Wilsonville and Newberg.

The City of Wilsonville urges a Do-Pass vote on HB 2574. Thank you.

Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O’Neil Supporting HB 3669:
*Proposed Legislation Advances Increased Access for Diverse Populations to
Workforce Development Services Benefitting a Wider Range of Industries***

Scheduled for public hearing on April 3, 2025, before the
House Committee On Higher Education and Workforce Development

Chair Hudson, Vice-Chairs Fragala and Harbick, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of HB 3669, important legislation significantly improving the reach of the **Prosperity 10,000 Program** to include career advancement for incumbent workers in high-growth industries designated by state and local workforce development boards that help employers and workers to adapt and thrive.

Wilsonville, like so many other cities, relies upon strategic partners like Clackamas Workforce Partnership and Clackamas Community College for vital workforce development services benefiting our local employers and their employees. **Wilsonville hosts over 23,000 jobs at 1,400 businesses with an aggregate annual payroll over \$1.7 billion.** About half of those jobs are in family-wage industries such as those targeted by this bill: **Warehousing and Distribution, Advanced Manufacturing, Construction, and High Tech.**

HB 3669 specifically improves the Higher Education Coordinating Commission’s Prosperity 10,000 Program with greater community engagement for workforce development services:

- **Expansion of Workforce Development Goals**
 - The bill broadens the program to support both **career coaching** and **job placement** services, as well as **career advancement** for incumbent workers.
 - The addition of **on-the-job training grants, curriculum development, and customized training** that allow workers to improve their skills and increase job quality.
- **Wraparound Services for Participants**
 - The expansion of Prosperity 10,000 Program includes supporting key services like **transportation, child care, and rental assistance**. Accessing these services helps sustain individuals’ ability to overcome barriers to workforce participation, particularly for those from **priority populations**.
- **Strengthening Local Workforce Development Boards**
 - The bill empowers local boards to use funds more effectively and **distribute resources** to nonprofit organizations, educational institutions, and employers that directly support workforce development.

- HB 3669's emphasis on improving local control ensures the program meets **specific regional needs** and enhances **community-based partnerships**.
- **Focus on Equitable Access**
 - Ensures that services are tailored to meet the needs of **priority populations**, ensuring **equitable access** to training and career opportunities.
 - The focus on **targeted recruitment** in high-growth industries such as **clean energy**, **semiconductor manufacturing**, and **mental health** can create lasting economic benefits for Oregon's diverse communities.
- **Support for Oregon's Economy**
 - By building **career pathways** and improving job quality, HB 3669 is able to help Oregon meet the demands of a rapidly changing economy, thereby creating a **skilled and resilient workforce**.

We thank you for considering this important bill advancing greater workforce development opportunities for Oregonians and urge a 'do pass' on **HB 3669** with a referral to Joint Committee On Ways and Means.



Shawn O'Neil, Mayor
City of Wilsonville

HB 3062-3: Threatens the Oregon Economy and Community Vitality

Zoning is a foundational responsibility for local governments in Oregon. Local governments zone so community members have access to jobs (industrial/commercial), access to goods and services (commercial), and access to housing (residential). All these zones are necessary for thriving communities. While zoning, local governments must balance the current and future needs of their communities, comply with state land use goals, and plan for growth. To ensure efficient use of land, zones must abut each other and sometimes zones of various uses are across the street from each other or there are zones with multiple uses. We understand and share the goals of protecting and ensuring public health. The –3 amendment of HB 3062 raises concern, including:

1. **It creates an ambiguous process in the already complicated land use system.** The bill is narrowed to warehouses and distribution centers, but has no threshold to decide which are less burdensome to communities, like a grocery store and which are more burdensome, like a logistics center. There are no thresholds on loading bays, number of trucks, etc. The bill says that local governments will use the DEQ Level 1 Risk Assessment to evaluate what mitigation efforts may be needed but provides no clarity on what cities are allowed to require for mitigation, how is a city to determine when to deny an application. This concept is not fully fleshed out enough to move forward this session, for a land use bill of this scope to be implementable it would need substantially more developed, with clauses about enforcement, the role LUBA, who has standing, metrics for denial or approval and more.
2. **It limits local government's ability to recruit necessary jobs for the community.** Local governments need a strong industrial and employment land base (where warehouses and distribution centers are typically and appropriately sited) because those business spur the economy and help cities afford critical services like safe drinking water, police and fire, libraries, and more. Adding more barriers like those in HB 3062 could delay or prevent certain industries from coming to communities because of added bureaucracy or force communities to develop industrial land further in greenspaces not already included in their urban growth boundaries further from services, increasing time needed and cost to develop employment land. Oregon already has a \$300-500 million need to develop industrial lands inside communities now.
3. **It still applies to many small and rural local governments.** The bill requirements apply to any local governments within a metropolitan statistical area (MSA) defined by the U.S. Office of Management and Budget. [The MSAs in Oregon](#) include 13 counties and many cities, including small ones like Rivergrove (pop.569), Detroit (pop. 174), Coburg (pop.1419) and Rogue River (pop. 2419).

We are opposed and urge the committee to create space outside of the legislative session for impacted stakeholders to help shape any necessary policy changes before taking any action on this bill.

Respectfully,





**Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing SR 2
and Supporting a Proposed SR 2-1:**

***Proposed Resolution Is Inappropriate and Contains Factual Errors;
A Proposed Dash-1 Amendment Provides Realistic Assessment***

Scheduled for public hearing on April 16, 2025, before the Senate Committee On Rules

Chair Jama, Vice-Chair Bonham, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to SR 2 and in favor of a proposed dash-1 amendment, SR 2-1.

The Aurora State Airport controversy has raged on for over 10 years, with the Oregon Department of Aviation disregarding state land-use and public-engagement laws in an effort to use tax-payer funds to subsidize Airport expansion onto prime farmland that benefits a wealthy elite while impacting the livability and way of life of its neighbors.

Supposedly, this resolution seeks to recognize “the important role of Aurora State Airport in the State of Oregon’s emergency preparedness and response efforts.” However, **the Aurora State Airport is rated the lowest-level priority of Tier 3 airports in the Oregon Resilience Plan for a Cascadia Subduction Zone Earthquake. The Tier designations “indicate the priorities for making future investments,” indicating the Aurora State Airport is not considered a priority for making emergency-response investments.**

Specifically lines 19-21 of SR 2 are completely false. **Oregon Department of Geology and Mineral Industries (DOGAMI) seismic maps show that the Aurora State Airport is located in an area subject to major potential damage in a projected 9.0 Cascadia Subduction Zone Earthquake.**

The “Mid/Southern Willamette Valley Geologic Hazards, Earthquake and Landslide Hazard Maps, and Future Earthquake Damage Estimates,” DOGAMI publication IMS-24, show that the **Aurora State Airport is located in a geologically vulnerable area:**

- **Rated High for Ground Shake Amplification**
- **Rated High for Amplification Susceptibility**
- **Rated Moderate to High for Liquefaction Susceptibility**

As a result of such an earthquake, the Airport runway is likely unusable for a long period of time (over one year) after a Cascadia Subduction Zone Earthquake. **Rather than allow aircraft to take-off or land due to an inoperable runway, the most likely role of the Aurora State Airport is to accommodate vertical take-off and landing of heavy-lift**

helicopters with locally-based Columbia Helicopters and Helicopter Transport Services, neither of which require a runway extension to operate.

Additionally, federal IRS Form 990 tax-filings and State Corporation Division registrations over the past several years appear to indicate that the “Aurora Airport Improvement Association” is actually just a two-man show run by individuals whom have declared publicly vested monetary interests in commercial operations at the Aurora State Airport.

The City appreciates your consideration and urges opposition to SR 2 and support for a proposed SR2-1 amendment. Thank you.



Shawn O'Neil, Mayor
City of Wilsonville

EXHIBITS:

- Page 3 SCR 2-1, 2/3/25, Proposed Amendments To Senate Concurrent Resolution 2, a model Dash-1 amendment for SR 2
- Page 7 **Citations to the Aurora State Airport as a low-level Tier 3 investment priority** in “The Oregon Resilience Plan: Reducing Risk and Improving Recovery for the Next Cascadia Earthquake and Tsunami”
 Geologic Maps demonstrating Earthquake Liquefaction Susceptibility and Earthquake Hazards of the Aurora State Airport Area:
- Page 12 • Map of Aurora State Airport area Earthquake Liquefaction Susceptibility prepared for the Oregon Seismic Safety Policy Advisory Commission for use in preparing “The Oregon Resilience Plan; Reducing Risk and Improving Recovery for the Next Cascadia Earthquake and Tsunami”
- Page 13 • Oregon Department of Geology and Mineral Industries (DOGAMI) Interpretive Map Series, Appendix E, Marion County, Crustal Earthquake Magnitude 6.9 Scenario Details for Marion County, DOGAMI publication IMS-24
- Page 15 ○ Crustal Earthquake Scenario Ground Motion Map
- Page 16 ○ Relative Ground-Shaking Amplification Susceptibility Map
- Oregon Department of Geology and Mineral Industries (DOGAMI) Relative Earthquake Hazard Maps Canby-Barlow-Aurora Urban Area**
- Page 17 • Relative Amplification Hazard Map
- Page 18 • Relative Earthquake Hazard Map
- Page 19 • Relative Hazard Map of Earthquake-Induced Landslides
- Page 20 • Relative Liquefaction Hazard Map
- Pages 2020 – 2024 Federal Internal Revenue Service Form 990 Return of Organization
- 21-61 Exempt From Income Tax for Aurora Airport Improvement Association
- Pages 2019 – 2024 Oregon Secretary of State Corporation Division filings for Aurora Airport
- 62-73 Improvement Association



**Follow-up Testimony by City of Wilsonville Mayor Shawn O'Neil
Opposing SR 2**

***Proposed Resolution Is a Scam Seeking to Provide Special Interests with
State Authority to Appeal FAA Public Safety Standards at Aurora State Airport***

Scheduled for public hearing on April 16, 2025, before the Senate Committee On Rules
Follow-up Testimony Submitted April 18, 2025

Chair Jama, Vice-Chair Bonham, and Members of the Committee:

After hearing from proponents of proposed Senate Resolution 2, we now know the real reasons behind the motivation to advance this legislation. **Monied interests that seek to expand the Aurora State Airport are deceptively using the State legislative process to seek a waiver to Federal public-safety standards at the Airport in order to further a proposed \$185 million expansion of the Airport onto prime agricultural land.**

Along with City of Aurora Mayor Brian Asher, I am testifying on behalf of the City of Wilsonville in strong opposition to SR 2. As the two communities in closest proximity to the Aurora State Airport, Wilsonville and Aurora recommend that the Senate Rules Committee table SR 2, and that no further work sessions be scheduled on the bill. Please accept my apology for being unable to testify during the hearing due to a schedule conflict.

The Oregon Department of Aviation (ODAV) and the Federal Aviation Administration (FAA) are in the process of completing a new master plan for the Aurora State Airport, a lengthy process with poor public engagement that has dragged on for over four years.


During the course of the developing master plan, the FAA determined that the Aurora State Airport is operating in a dangerous manner that threatens public safety.

In particular, the FAA has determined that the location of the Aurora State Airport is a highly constrained site surrounded by roads on all sides and that ODAV has permitted many non-standard facilities to be placed. The FAA is now requiring that the State address these “nonstandard” conditions of the Aurora State Airport in order for the Airport to expand to allow more larger jets use the Airport.

The FAA has determined that “The below listed nonstandard conditions are the highest priority to FAA for the Airport (ODAV) to mitigate at Aurora State Airport.

- “• Runway Object Free Area (ROFA)
 - “- Acquire property within the ROFA
 - “- Relocate the ASOS, Windcone, Fencing, Roadways outside of the ROFA
- “• Runway Safety Area (RSA)

- “- Remove drain fields out of RSA
- “- Mitigate drainage ditch
- “• Direct Access Taxiways to Runway
- “- Relocate or remove taxiways that connect the apron directly to the runway”




Nonstandard Conditions

The below listed nonstandard conditions are the highest priority to FAA for the Airport (ODAV) to mitigate at Aurora State Airport.

- Runway Object Free Area (ROFA)
 - Acquire property within the ROFA
 - Relocate the ASOS, Windcone, Fencing, Roadways outside of the ROFA
- Runway Safety Area (RSA)
 - Remove drain fields out of RSA
 - Mitigate drainage ditch
- Direct Access Taxiways to Runway
 - Relocate or remove taxiways that connect the apron directly to the

Note – mitigating other nonstandard conditions not listed above will be coordinated with FAA on timing and priority.

Reminder – A modification of standards (MOS) is not a planning level solution for any nonstandard conditions in the Airport Master Plan.



SOURCE: 12/10/2024 Aurora State Airport Master Plan Planning Advisory Committee meeting number 8, Century West Engineering for Oregon Dept. of Aviation (ODAV)

The City would like to clarify its position that the Aurora State Airport has serious public safety concerns that the FAA and ODAV's Master Plan consultants Century West Engineering pointed out during the recent Master Plan process. **These public safety concerns brought about by ODAV's push to expand the Airport in a highly constrained site and the agency's creation of nonstandard conditions can only be addressed by expanding the Aurora State Airport onto Exclusive Farm Use (EFU) resource lands, and the passage of SR 2 would appear to endorse the subversion of the safety-related findings and state EFU land-use protection laws from the recent FAA assessment regarding the Aurora State Airport.**

The FAA has indicated to ODAV and the Aurora State Airport Master Plan Planning Advisory Committee that a "Modification of Standards" (MOS) is not possible for the Aurora State Airport due to the level of concern over violations of key FAA public-safety standards. Thus, the FAA has stated that none of these nonstandard conditions can be addressed by the issuance of a MOS. **This FAA determination, however, has not deterred Airport expansion interests who now seek to use a State legislative process to petition the FAA and federal government to advance a request for MOS to violate public safety standards for the proposed expansion of the Aurora State Airport.**

What isn't a MOS

- An approved MOS cannot be modified. The airport must submit a new MOS if changes are needed.
- MOS is not used for:
 - Non-standard RSA dimensions.
 - Non-standard Obstacle Free Zone (OFZ) surfaces.
 - Non-standard approach / departure surfaces.
 - To match existing equipment owned by the airport.
 - Impermissible land use within Runway Protection Zone (RPZ) limits.



Federal Aviation
Administration

9

SOURCE: 8/6/2020 Federal Aviation Administration (FAA) Modification of Standards Process presentation, FAA Airport Certification Program Overview

The Aurora State Airport Master Plan Planning Advisory Committee explored with the FAA if a MOS could be requested; the FAA response: No.



PAC Feedback

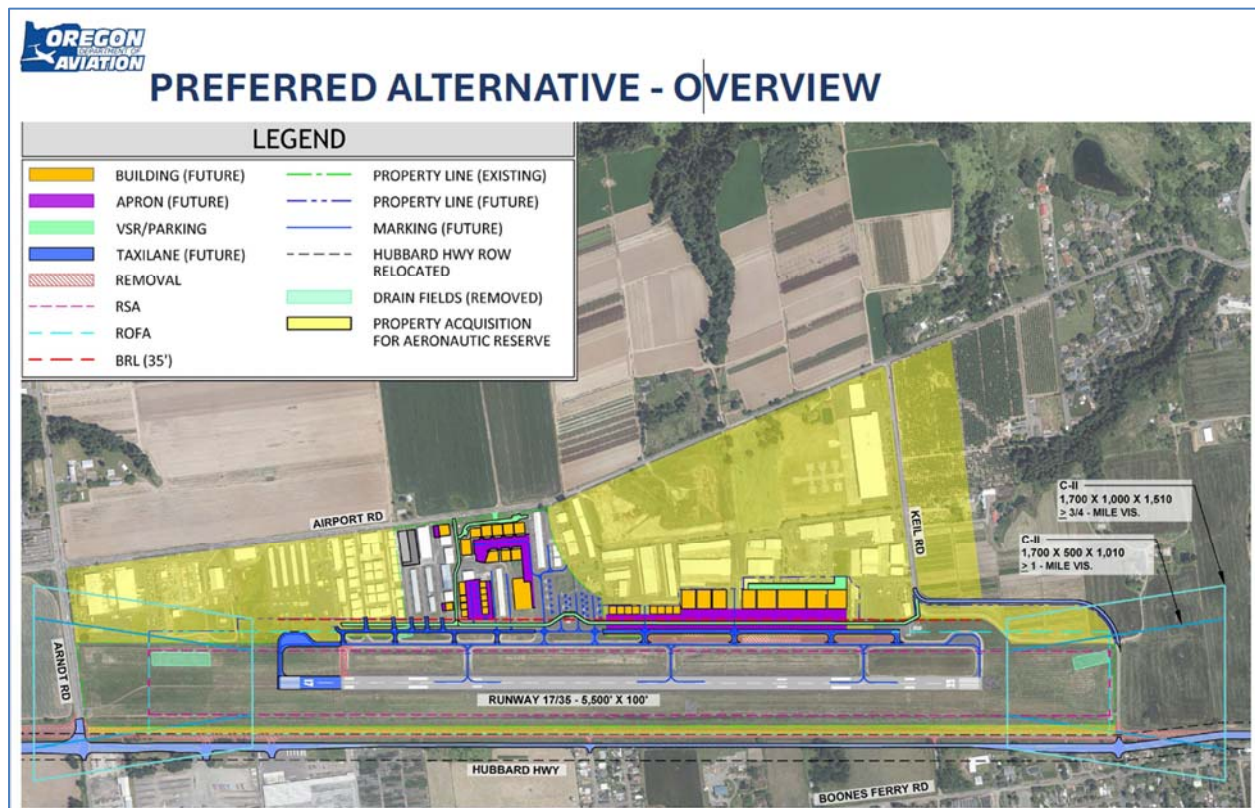
Comment Themes - MOS

- Can we request a modification of standards (MOS)?
 - Under current FAA guidance, MOS are temporary and not a permanent solution for non-standard conditions. FAA has indicated they are not providing a MOS for this project.
- Does the 2012 ALP include an approved MOS?
 - No, the ALP noted that a MOS would be requested. Request for MOS is a specific process separate from the ALP approval process and does not guarantee an approval of a MOS.
- Can we move toward conformance by relocating the property fence closer to Hubbard Highway?
 - The fence and a portion of Highway 551 is within the ROFA. Both the highway and fence require relocation outside of the ROFA.



SOURCE: 10/15/2024 Aurora State Airport Master Plan Planning Advisory Committee meeting number 7, Century West Engineering for Oregon Dept. of Aviation (ODAV)

No Airport expansion, runway extension, or proposed relocation of State Highway 551 (Wilsonville-Hubbard Cut-Off) at the estimated cost of \$185 million can make this airport safe enough to accommodate the large jets and consequent aviation-gas fuel sales that airport developers wish to bring to the Aurora State Airport. None of these costly changes at the airport serve the greater public interest. Rather, airport expansion plans are all driven by the profits of private property owners seeking state and federal funds to develop and enhance their privately owned properties.



SOURCE: 12/10/2024 Aurora State Airport Master Plan Planning Advisory Committee meeting number 8, Century West Engineering for Oregon Dept. of Aviation

The Aurora State Airport is composed of a public runway and some public property that is surrounded by private property. Public expenditures at the Airport benefit the private property owners who make money from aviation fuel and aircraft hanger rentals. The map picture above shows in yellow proposed expansion of the Aurora State Airport by condemning private property composed of both hangers and EFU farm land.

ODAV supports the Airport expansion in order to sell more aviation fuel to more aircraft of a larger size. A State tax on aviation fuel is the primary source of revenue for ODAV, which has a perverse pecuniary incentive to undermine State Climate Protection Goals.

The new Aurora State Airport Master Plan proposes extensive State condemnation of private property and Airport expansion onto prime farmland in contradiction to Oregon

land-use law. The new Master Plan fails to address any of the important infrastructure issues that a traditional master plan deals with.

The new Aurora State Airport Master Plan fails in many aspects — the Plan:

- Does not address surface transportation impacts from proposed increased automobile traffic to/from the Airport;
- Fails to account for a lack of infrastructure for appropriate sewage treatment, drinkable water or stormwater detention;
- Neglects to provide any study of toxic PFAS chemicals that the EPA and DEQ have identified at the Aurora State Airport;
- Provides no study of impacts to endangered species from Airport pollution being channeled into salmon-bearing streams;
- Neglects to conduct a review of negative impacts to local cities from subsidized Airport operations;
- No recommendations on low-flying aircraft and noise on the quality-of-life of local area residents.

The Aurora State Airport controversy has raged on for over 10 years, with the Oregon Department of Aviation disregarding state land-use and public-engagement laws in an effort to use tax-payer funds to subsidize Airport expansion onto prime farmland that benefits a wealthy elite while impacting the livability and way of life of its neighbors.

The City appreciates your consideration and urges opposition to SR 2. Thank you.



Shawn O'Neil, Mayor
City of Wilsonville

EXHIBITS:

12/10/2024 Presentation: Aurora State Airport Master Plan Planning Advisory Committee meeting number 8, Century West Engineering for Oregon Dept. of Aviation (ODAV)

10/15/2024 Presentation: Aurora State Airport Master Plan Planning Advisory Committee meeting number 7, Century West Engineering for Oregon Dept. of Aviation (ODAV)

10/15/2024 Aurora State Airport Oregon Department of Aviation Master Plan Update - Cost Estimates

8/6/2020 Presentation: Federal Aviation Administration (FAA) Modification of Standards Process presentation, FAA Airport Certification Program Overview



Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing HB 3505 A:

Proposed Legislation Deprives Cities of Key Infrastructure Funding Mechanism by Limiting System Development Charge for Water Capacity

Scheduled for public hearing on April 16, 2025, before
the Senate Committee On Housing and Development

Chair Pham, Vice-Chair Anderson, and Members of the Committee:

I am testifying in opposition to HB 3505 A, which preempts cities' ability to apply a key System Development Charge (SDC) for a larger-than-normal water meter used for residential fire-sprinkler systems.

SDCs are one-time fees that local governments and utilities charge to new developments to help pay for the infrastructure needed to support growth. These charges are intended to fund the expansion of public facilities, ensuring that new developments contribute their fair share to the costs of roads, water, sewer, stormwater, and parks. SDCs in Oregon are authorized under ORS 223.297 to 223.314, which sets out guidelines for how local governments can establish and administer these fees.

The City has to ensure there is capacity in its water system to supply the additional fire-fighting water flow, even if it's not anticipated to be utilized often. Paying for the additional water capacity for new development comes from SDCs.

If Wilsonville needs to accommodate an exemption for fire-sprinkler meters, then the city will need to update its SDC-charging methodology to assure that it is not under-collecting for future infrastructure system upgrades. Updating the city's SDC methodology costs around \$200,000 and may result in an overall increase in SDCs for all properties to offset the loss of revenue from exempting larger-than-normal water meters used for residential fire-sprinkler systems. In this way, HB 3505 A creates an unfunded state mandate to local governments costing additional funds and that impairs their ability to appropriately fund important infrastructure upgrades.

The City appreciates your consideration and urges a "no" vote on HB 3505 A.

Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting SB 967 A:
Legislation Clarifies Cities' Ability to Create Local Improvement Districts in Urban Growth Expansion Areas to Facilitate New Development

Scheduled for public hearing on April 16, 2025, before
the House Committee On Housing and Homelessness

Chair Marsh, Vice-Chairs Anderson and Breese-Iverson, and Members of the Committee:

I am testifying in support of SB 967 A, which allows local governments to enter into an intergovernmental agreement (IGA) to allocate jurisdiction over a local improvement district (LID) sited or proposed for an unincorporated area within a city's urban growth boundary (UGB).

When a city expands its UGB, infrastructure improvements on land owned by a single landowner are typically managed during phased development and annexation into the city. However, in areas with multiple property owners, shared infrastructure requirements like major roads and large water or wastewater systems can be more difficult to finance.

Local Improvement Districts (LIDs) are an effective way to share infrastructure costs among multiple owners with local government support. State law currently allows LIDs within city limits and, under certain circumstances, outside UGBs. However, state law does not clearly authorize collaboration between cities and counties to establish LIDs in unincorporated UGB areas.

SB 967 A amends existing law to make clear that local governments are allowed enter into IGAs to establish LIDs for unincorporated areas within a city's designated UGB and in conformance with the city's comprehensive plan. While a simple change in law, SB 967 A could significantly help move the needle on infrastructure development and provide local governments with an important finance tool to increase jobs and housing production.

Wilsonville has a number of UGB expansion areas with fragmented property ownership that could benefit from potential formation of a LID to help finance infrastructure serving new employment or residential development.

The City appreciates your consideration and urges a Do-Pass vote on SB 967 A.

Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting SB 179:
*Legislation Maintains Public Access to Trails and Recreational Facilities***

Scheduled for public hearing on April 24, 2025, before
the House Committee On Judiciary

Chair Kropf, Vice-Chairs Chotzen and Wallen, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong support of SB 179, which permanently restores recreational immunity for local governments that allow the public to walk and recreate on their publicly owned properties. This bill follows-up on the temporary changes of SB 1576 in 2024 for immunity for landowners who allow public use of land without charge for recreational purposes.

SB 179 adds “walking, running, and biking” to the definition of recreational purposes (ORS 105.672) and adds improved trails to the recreational immunity provided via ORS 105.688. The bill provides for local governments’ limiting of liability from ordinary negligence claims arising from the use of trails or structures on public lands. And the proposed legislation limits immunity for an improvement, design, or maintenance that was completed in a manner constituting gross negligence or reckless for which the actor is strictly liable.

Public access to trails and parks is a top priority for residents, visitors and employees of Wilsonville businesses. Wilsonville’s park system, which includes sports fields, sport courts, picnic shelters, trails and open spaces, also provides diverse recreational programming for all ages and abilities. The park system has grown by 23% over the past 12 years, from 230 acres in 2013 to 283 acres in 2025 with 18 parks, and is expected to continue to add acreage and facilities as population growth continues. METRO’s 250-acre Graham Oaks Nature Park, located adjacent to the city, features three miles of trails, which connect to the regional Ice Age Tonquin Trail.

The Oregon Public Use of Lands Act passed in 1995 with a goal of encouraging public and private owners of land to make their land available to the public for recreational purposes. The purpose of the Act was to facilitate the ability of landowners, both public and private, that made their land available without charge for recreational use by the public were not liable if a person were to be injured while using the land for recreational purposes. SB 179 continues the worthy goals of the Oregon Public Use of Lands Act.

The City appreciates your consideration and urges a Do-Pass vote on SB 179.

Mayor Shawn O'Neil, City of Wilsonville

Attachment: City of Wilsonville Parks & Recreation Brochure

Oregon bill designed to expedite land use processes passes Senate amid opposition from Lake Oswego, Wilsonville

Corey Buchanan, Portland Tribune

Apr 28, 2025

https://www.portlandtribune.com/news/oregon-bill-designed-to-expedite-land-use-processes-passes-senate-amid-opposition-from-lake-oswego/article_5b6001fc-8958-5951-ad97-040607614aad.html

A bill opposed by the cities of Lake Oswego and Wilsonville that is aimed to quicken land use processes in urban areas has passed the Oregon Senate.

The bill would set a 90-day deadline for decisions on housing applications in urban areas and ease design review requirements. It would also issue the award of attorney fees to project applicants if engineering plans or land use approvals for residential development are not processed timely, and would require governments to waive design review process for things related to “aesthetics, landscaping, building orientation, parking or building design” for urban developments with 20 or more units. Local governments would also be allowed to waive processes for smaller developments.

The bill would apply to cities, counties and districts within urban growth boundaries.

“We bring hurdles down so developers can put housing up,” said Senate Majority Leader Kayse Jama, D–Portland, Damascus and Boring, in a press release. “Long delays on application decisions were holding up subdividing land, putting in roads and utilities, and more. Today’s legislation smooths the way.”

In a letter signed by Lake Oswego Mayor Joe Buck, the city reiterated its stance that the state should put a pause on new housing policies to allow local governments to adjust to provisions passed in recent years that have created mandates for housing production and liberalized regulations, among other actions.

Of the sped-up land use process, the city said: “These reviews are critical for ensuring sound development, and forcing expedited decisions could lead to either hasty approvals or preemptive denials, both of which negatively impact developers and strain relationships between cities and the development community.”

In a letter signed by Wilsonville Mayor Shawn O’Neil, the city said developers submitting applications incorrectly is often the reason why processes can stall. If the bill passes, according to the letter, local governments will be more likely to deny applications rather than work with builders to correct issues. A process of denial and then resubmittal adds more time and cost, the letter said.

“Cities need to have the ability to perform due-diligence via final plat review and engineering permit review when a city is accepting real property and improvements in perpetuity — the city is acting on behalf of the public when it accepts the liability and life-cycle costs of the infrastructure being permitted. Developers move on so they are focused on the present, while cities must deal with issues in perpetuity, which requires that cities must take a longer-term look and more fully consider consequences of present actions, ensuring that all public standards are met in the permitting process,” the city of Wilsonville said.

The measure passed unanimously in the Senate and will now be considered in the Oregon House of Representatives.

“Cutting down the timeline to break ground is a game-changer for families waiting on housing and builders ready to get to work,” said state Sen. Dick Anderson, R–Lincoln City, in the press release. “Today’s vote sends a clear message: Oregon is ready to build.”



Testimony by City of Wilsonville Mayor Shawn O'Neil Supporting HB 3560 A:

Proposed Legislation Addresses Critical Need to Improve Child Care Availability that Benefits Both Working Families and Employers

Scheduled for public hearing on May 1, 2025, before the
Senate Committee On Early Childhood and Behavioral Health

Chair Reynolds, Vice-Chair Anderson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in **support of HB 3560 A**, which expands the allowable areas for child care facility siting.

The proposed legislation does not prohibit imposing additional requirements on child care centers in residential zones—a provision Wilsonville supports. Given the commercial nature and operational intensity of child care centers, local jurisdictions must retain the ability to regulate them in residential areas.

For years, Wilsonville has heard from families, employers, and employees about the **shortage of child care options, which limits workforce participation and hinders businesses' ability to recruit and retain employees**. This issue is critical for both our residents and the 19,000+ employees who commute to Wilsonville for work. Recognizing the urgency, the City Council established a goal to:

"Convene a childcare partner consortium to understand the barriers, challenges, and opportunities for increasing childcare opportunities in Wilsonville. Consider the City's role and potential actions for supporting the outcomes."

Wilsonville's **2024 Childcare Survey for Families** identified three key challenges affecting child care availability and accessibility:

1. Staffing shortages
2. High operating costs
3. **Limited adequate facilities**

By allowing child care centers in **dense residential and employment zones**, state and local governments can help address these challenges and expand child care opportunities.

The **City of Wilsonville urges a Do-Pass vote on HB 3560 A** to improve child care access by increasing the locations where facilities can be sited. We appreciate your consideration.

Shawn O'Neil, Mayor
City of Wilsonville

Attachment: City of Wilsonville 2024 Childcare Survey for Families and a staff report summarizing key issues



**Testimony by City of Wilsonville Mayor Shawn O'Neil
Opposing SB 974 A and Supporting Amendments:**

***Proposed Legislation's Unintended Consequences Will Produce Fewer
Building Permits and Further Slow the Pace of Housing Production***

Scheduled for public hearing on May 5, 2025, before
the House Committee On Housing and Homelessness

Chair Marsh, Vice Chairs Andersen and Breese-Iverson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to SB 974 A that **seeks to reduce the timeframe for engineering permit approvals, but as we have seen from similar past regulations, the unintended result will be the opposite: *more rigid completeness requirements that results in an increase in permit denials, which in turn leads to a reduced pace of permit issuance, thereby slowing housing production.***

Wilsonville is one of Oregon's fastest-growing cities for the past 20 years, contributing an estimated 20% of all new housing to the Portland metro area during that time with the largest percentage of 50% of middle-housing residential units in multifamily communities.

The City has three substantial concerns regarding SB 974 A:

Concern #1: The City is alarmed by the language inserted into Section 4, Subsection (5). The intent of the originally drafted bill was to provide some level of certainty in plan review timelines after a project has been entitled. **The language inserted into Section 4, Subsection (5) is not related to the originally intended bill and should be removed in its entirety.** If there is a desire to include modifications for design standards in this bill, the language should be modified to apply **design standards for any development with fewer than 20 units**. Based on prior legislative discussions, small projects on infill sites, are uniquely challenged and developers have argued for more flexibility on design standards.

As such, if Section 4, Subsection (5) is not removed entirely, the City recommends the following amendments in bold to the language in (5)(a):

“(a) Shall waive the process or requirements for an urban housing application for the development of 20 or **more less** residential lots or parcels; and

“(b) May waive the process or requirements for a **smaller greater** number of residential lots or parcels.”

Cities have worked with DLCD, the Governor's Office and the Legislature to balance reasonable design requirements that benefit communities' walkability and livability without unreasonably increasing the cost of housing. Careful consideration of design standards was incorporated into the original Middle Housing legislation (HB 2001) and associated rules. We also recognize the thoughtful approach the House and Governor's Office have taken for additional middle housing reform in House Bill 2138, including rulemaking to refine model design standards consistent with this ongoing collaborative effort around design standards.

The City of Wilsonville recently adopted innovative housing variety requirements that only work with design requirements that ensure cohesive neighborhood design rooted in important considerations like building orientation and landscaping standards. The ability to reasonably regulate design is what produces healthy, livable, mixed-income communities.

For example, the City has long regulated parking and garage design to limit driveways and promote safe and walkable communities; here is an example:



Front-loaded townhouses without garage standards create an unsafe pedestrian environment.



Townhouses with garage standards that provide for alley access create a safer and more friendly pedestrian environment.

Taking reasonable design standards away from Oregon's communities will not produce additional housing, reduce housing costs, or increase access to healthy communities. Design standards are not about aesthetics for exclusion; rather, they are most often used to promote public safety and create green, walkable, and inclusive neighborhoods.

The language used in SB 974 appears to be a "bait-and-switch" from the work the State did five short years ago related to HB 2001 middle housing siting and design standards, and then communicated broadly to jurisdictions and residents throughout the State. How

much time and money were spent to develop the model code? It appears that the legislature is taking public input that occurred as part of that rulemaking process and subsequent local-adoption processes and disposing of it because it inconveniences builders. **Any removal of design standards needs to be extremely narrow to identify a specific issue, otherwise the State ends up with unsafe, less diverse neighborhoods.** If any version of this bill moves towards law, this section must be struck or modified as suggested above.

Concern #2: Additionally, the City finds Section 3(21)(a)(A) of great concern by **defining a comprehensive plan change as a quasi-judicial limited land use decision.** Comprehensive Plans are by their nature a legislative policy document. It is unclear what type of quasi-judicial decisions the bill drafters intended when defining amending Comprehensive Plans as adopted, but this needs to be struck.

The City recommends amending Section 3(21)(a)(A) as follows: “Amend a comprehensive plan or seek a variance from a land use regulation.”

Concern #3: Lastly, Section 1 of the Bill is **too simple of an approach to engineering permitting fast tracking that will end up making the process take longer and be more expensive for developers, as well frustrate the ability for design engineers and City engineers to iteratively work through complex engineering issues.** As previously expressed in City testimony on SB 974, we have witnessed the expense and timeline for review increase for wireless facilities under federally-mandated shot clocks. The City does not want to see the same thing happen to housing production.

In 2018, the Federal Communications Commission (FCC) acted to preempt state and local authority to regulate the placement of small cells and also set “shot clocks” that control the timeframe in which local governments must review applications for small cell siting. While the intent was to speed up permitting, it actually slowed down the issuance of permits substantially. The effect of the rule was to force cities to deny many more applications, charge higher fees for external review, and require much more detail and developer expense at initial application.

The proposed completeness review period of SB 974A is less than half the period allowed for land use applications. As noted above, when a similar compressed review timeline was instigated for wireless facilities based on federal law, the City was forced to create a more extensive list of mandatory standard submittal requirements, which helped protect the City by ensuring that not only everything that was needed, but could be needed, was submitted. **This “could be needed” list is where the unintended**

consequence and additional expense for the developer comes into play with SB 974 A. With limited ability to go back and ask for additional clarifying documentation when questions arise through detailed technical review, cities will be forced to ask for more materials up-front, knowing that there is realistically only the one chance to obtain the needed information within a compressed timeframe.

This need-to-have-everything for completeness under a compressed timeframe also limits the ability to utilize deferred submissions. The City will often begin engineering plan review even though there is missing information from a utility provider or certain technical reports are not complete. This flexibility of scheduling prevents these often lagging items from holding-up the process and review timelines. **With a more limited timeframe for review as proposed by SB 974 A, cities will most likely need to have all of the utility provider designs and detailed technical reports prior to proceeding with review, delaying the whole process of engineering review and permit issuance.** This is just one example where it is critical to complete a wholistic look at the process as proposed in SB 1537 (2024) rather than jump to solutions with unintended consequences.

It should be understood that cities and special districts, from a risk management standpoint, are required to perform due-diligence review for infrastructure to accept ownership and maintenance responsibilities. **For liability and public-safety reasons, cities and special districts cannot accept substandard infrastructure. If inadequate technical materials are submitted, cities will be forced to deny an application rather than continue to collaborate with an applicant, thereby, stopping the development in its track.** While the language allowing for developers and cities to request 30-day extensions is helpful, the language still pushes towards the unintended result of more denials of engineering permits, which is exceedingly rare to non-existent under current practice, and something both parties generally want to avoid.

Section 5 of SB 1537 (2024) directed by Housing Accountability and Production Office (HAPO) to study the housing permit process and make recommendations for improvements by September 15, 2026. Rather than implement new regulations at this time, the State should allow for HAPO to complete this study to identify and make recommendations for process improvements.

The City of Wilsonville agrees with the recommendation of the League of Oregon Cities and the Cities of Beaverton, Bend, Eugene, Hillsboro, Portland and others to form a legislative work group that includes planning and building staff from cities of a variety of sizes, especially those where the staff may consist of one planner and one building

official. Collecting data on different processing times to identify those cities that are meeting the bill drafter's expectations on processing time and those that are not, and then determine if there are common factors impacting permit issuance timing. This may be an area where the newly formed HAPO can help with funding, staff recruitment, and evaluation of existing processes.

The City of Wilsonville appreciates the thoughtfulness with which this committee has considered various bills regarding the permitting and review of housing and made improvements to many bills to increase their effectiveness and avoid undesired outcomes. As a jurisdiction that aims to partner with the development community to increase housing production, while maintaining reasonable standards focused on long-term fiscal responsibility and community livability, the City feels it has an obligation to continue to be involved in these conversations.

Wilsonville knows both how to produce housing *and* create attractive, livable communities with substantial middle-housing residential living opportunities.

The City appreciates your consideration and urges opposing the legislation as presented or to support these proposed amendments to SB 974 A. Thank you.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing SB 974 A-4:

Proposed Legislation's Unintended Consequences Will Further Slow the Pace of Housing Production and Increase Costs to Home Buyers

Scheduled for public hearing on May 12, 2025, before
the House Committee On Housing and Homelessness

Chair Marsh, Vice Chairs Andersen and Breese-Iverson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to SB 974 A and the -4 amendment that **seek to reduce the timeframe for engineering permit approvals, but as we have seen from similar past regulations, the unintended result will be the opposite: more rigid completeness requirements that results in an increase in permit denials, which in turn leads to a reduced pace of permit issuance, thereby slowing housing production.**

Wilsonville is one of Oregon's fastest-growing cities for the past 20 years, contributing an estimated 20% of all new housing to the Portland metro area during that time with the largest percentage (50%) of middle-housing and multifamily residential units.

More time is needed for a deliberative review of the contributing factors to housing approval timelines as directed in SB 1537 (2024). While the city is pleased with the positive direction in the -A4 amendment, we continue to have deep concerns about A-Engrossed SB 974 and the -A4 amendment that leads us to request that the bill not move forward this session without significant further amendments. **Better yet would be to form a work group during the interim to better understand the core issues around permit issuance.**

Considering the -A4 amendment, the city is concerned that the definition of final engineering plans is problematic because it includes infrastructure plans that may not be under the authority of a local government. Final engineering plans may include infrastructure plans under the approval authority of other agencies such as a local district, or a state agency such as the Division of State Lands or the Oregon Department of Transportation. Placing the shot clock burden only on local governments is unreasonable when only local governments will be subject to a writ of mandamus and an award of attorney fees and engineering costs.

The bill prescribes engineering review within an arbitrary artificial timeline, with needlessly punitive consequences for local jurisdictions that are unable to comply. It also includes provisions that are not implementable as drafted. The city believes these provisions will lead to problematic and unintended consequences for jurisdictions and

developers around the state. In the event this bill moves forward, our specific requests and rationale/concerns are described below in more detail.

- **Sec. 1(2)(a): The city requests that the 14-day completeness review for engineering plans be eliminated. If a mandatory timeline is retained, we request it be extended to 30 days, consistent with the land use requirement.**
- **Sec. 1(2)(b): The city requests that the 90-day jurisdiction review timeline for engineering plans be eliminated. If a mandatory timeline is retained, we request it be extended to 120 days, consistent with the land use requirement.**
 - Even with the -A4 amendment's new clock-tolling provision in Sec. 1(3) when engineering plans are out of the local jurisdiction's hands, the proposed 14- and 90-day timelines are simply too short to be consistently met for all projects.
 - The 14-day “completeness review” provision for engineering plans is modeled after the provisions for land use applications, which provide for a 30-day completeness review, which is more realistic.
 - The city has several full-time staff members dedicated to these plan reviews, and average about 120-150 days per project. Some can be completed in less time; some take longer due to complex site conditions and the varying quality of submissions by the consulting engineers that prepare the plans for jurisdiction review. The rigid timelines in this bill do not account for these factors.
 - Infrastructure engineering reviews are complex and vary widely due to variations in project scope and scale, as well as topography, soil and other unique site conditions. The rigid, uniform and artificial review timelines in proposed A-Engrossed SB 974 - A4 do not lend themselves to the collaborative and iterative process that has enabled successful development of challenging sites. These reviews often require an ongoing series of conversations between the reviewing agency, the developer and their consultants to ensure infrastructure is adequately planned, appropriately sized, and connects to the greater community system.
 - Failing to adequately review infrastructure plans can have catastrophic life-safety and financial consequences to the residents of the housing units, neighbors, and communities. Local governments and the communities we serve cannot accept or afford the transference of the risks of infrastructure failure or substandard infrastructure from developers to the community solely because we are unable to ensure consistent compliance with local standards within a rigid and arbitrary timeline.

- Consistently meeting a 90-day deadline will require additional staffing and result in increased review fees. The city is already challenged to find enough qualified plan review staff and will need more revenue in order to do so. Cost-recovery fees are already high, and additional increases may reduce the willingness of property owners and small developers to develop their properties to their highest and best use.
- Earlier versions of the bill included problematic provisions regarding platting and surveying that have been removed. The city has similar concerns with the engineering provisions, and they should also be removed.
- **Sec. 1(4): If the above timeline provisions are retained, the ability to extend the deadline “by one or more 30-day periods” should be changed to provide more flexibility to respond to the unique challenges of a particular development proposal.**
- **Sec. 2(3)(b)(A) and (B): The city requests that the vague and punitive provisions regarding award of attorney fees and engineering costs be removed in their entirety.**
 - Including “the costs of preparing and processing the application and supporting the application in local land use hearings or proceedings” in the definition of “attorney fees” is vague and is an unnecessarily punitive overreach for jurisdictions who are generally acting in good faith to complete timely reviews.
 - Further, “attorney fees” as defined in the -A4 amendment appears to provide the ability for a developer to recoup all costs associated with processing a prior related land use review application. If so, that is unprecedented and seems to be another unnecessarily punitive measure that will only cost jurisdictions more.
 - The provision allowing a developer to recoup “engineering costs” is also vaguely written, unnecessarily punitive and unprecedented.
 - These punitive provisions will also result in higher fees for all applications as agencies will need to build up an “insurance” pool of funds to cover agency costs in the event of a failure to comply (even if unintentional) and a successful writ.
 - If this bill is passed, the city will do its best to meet its requirements. However, these provisions may result in frequent jurisdiction denials of plans nearing the end of the arbitrary 90-day review period solely to ensure we are not held liable for delays and subjected to these punitive cost-recovery provisions. This may result in longer overall review timelines, not shorter. This does not sound like progress toward meeting housing needs more quickly.

The city is also opposed to language in the definition of “urban housing application” that includes amendments to a Comprehensive Plan and planned unit developments. The city alone is responsible for its Comprehensive Plan policies and their adherence to statewide planning goals and this type of action should not be available to a developer of housing.

- **Section 3 (21)(a): The city requests that this new definition of “urban housing application” be modified to remove subsections (A) and (B).**
 - Lumping comprehensive plan/zoning and map changes into the definition of “urban housing applications” subject to limited land use decisions is not workable because these types of applications cannot be processed as limited land use decisions under current statute.
 - Cities must be able to review zoning proposals against adopted policies and infrastructure plans to ensure infrastructure systems remain functional and future development supports current and projected needs.
 - Similarly, with the requirement for clear and objective housing standards, a planned unit development application is a discretionary option available to, but not required of, a developer of housing. Because this is an application type that the developer is opting for in lieu of a clear and objective pathway, it should not be included in the definition of urban housing application.

The city is also opposed to further pre-emption of local review of housing, given the already limited processes in place as a result of clear and objective requirements and the mandatory adjustments process adopted with SB 1537 in the last session. It is not clear what problem the pre-emption of design review on 20 or more residential units is attempting to solve.

Waiving standards does not change process or timeline, nor reduce the cost to the homebuyer, which is the stated intent of the bill. But it will impact the livelihood of our community members who are left to live in and pay the extra costs of poorly designed neighborhoods.

Waiving design standards for developments with 20 or more units appears to be a bait-and-switch from the work the State did just five short years ago for Middle Housing siting and design standards and SB 1537 mandatory adjustments, which were carefully drafted, provide an incentive for dense housing types, and the result of compromise by all stakeholders. The design language in SB 974 was added last minute, lacking transparency and undermining prior collective work. The fact is, in many cases subdivisions will get more waivers than the priority housing types in SB 1537 and permanently.

Across Oregon, city planning departments have been in a nonstop cycle of code revisions since passage of the original middle housing bill, House Bill (HB) 2001, in 2019. The five or six mandates issued since 2019 have been an enormous drain on staff time, city resources, and public outreach capacity. In a city with only a few planners, other work falls by the wayside when such serial unfunded mandates come out of the legislature.

There is a significant lack of clarity in the language of this bill, meaning there is a high likelihood of litigation to follow to resolve this lack of clarity. Further, we offer to the Committee that this lack of clarity can also mean that there are unintended consequences that may follow. While the design standards section states its purpose and target is aesthetics, the specific provisions listed go beyond that and will impact cities abilities to:

- Meet climate, habitat, and stormwater management goals through tree preservation and landscaping standards.
- Achieve weatherization, protection from elements, and reduced housing costs for residents (with design elements like eaves and covered porches).
- Properly delineate and protect natural areas and public open spaces with appropriate fencing.
- Require various house plans, including to meet accessibility needs.

As a result, these waivers to design standards make it more difficult to meet Statewide Planning Goals, such as Goals 5 and 10, including new OHNA requirements.

Please amend the bill by removing Section 5. Alternatively, address the process, which is the intent of the SB 974, by requiring design review to be concurrent with land use review. Simultaneous review would actually help to reduce process and costs. If you do keep Section 5, the city respectfully requests that the committee address the technical issues raised in this testimony, and to have it expire at the same time SB 1537 is set to sunset, so we aren't undermining good development and rewarding large subdivisions over other types of housing in perpetuity. Please address the technical issues the city's testimony has raised by incorporating the proposed language below:

“(c)(A)(ii) Roof decoration, form ~~or eave overhang~~;

“(iv) Window elements including trim, ~~recesses~~, shutters or grids, **excluding window material and bird safe glazing**;

“(v) Fence type, design or finishes, **unless adjacent to and separating a natural area**;

“(vii) **Aesthetics of** ~~Covered~~ porches or balconies;

“(viii) Variety of design or floorplan, **excluding accessibility and other OHNA housing requirements**; or

“(ix) The specific landscaping materials in front or back yards, **unless the vegetation serves a functional purpose of managing stormwater or meeting urban tree canopy requirements**.

Section 5 of SB 1537 (2024) directed by Housing Accountability and Production Office (HAPO) to study the housing permit process and make recommendations for improvements by September 15, 2026. Rather than implement new regulations at this time, the State should allow for HAPO to complete this study to identify and make recommendations for process improvements.

The City of Wilsonville agrees with the recommendation of the League of Oregon Cities and the Cities of Beaverton, Bend, Eugene, Hillsboro, Portland and others to form a legislative work group that includes planning and building staff from cities of a variety of sizes, especially those where the staff may consist of one planner and one building official. Collecting data on different processing times to identify those cities that are meeting the bill drafter's expectations on processing time and those that are not, and then determine if there are common factors impacting permit issuance timing. This may be an area where the newly formed HAPO can help with funding, staff recruitment, and evaluation of existing processes.

If any part of the bill proceeds, the City supports extending the effective date for at least 12 months, preferably 24 months. It takes over 100 days just to get through the required noticing, public hearings, and appeals period, which does not provide any time for code revisions and work sessions. The requested implementation timeline will allow jurisdictions to recruit staff, develop new policies and procedures, and update codes. As jurisdictions work on implementation and discuss details with development partners, we anticipate opportunities for technical amendments to address unintended consequences of this hastily drafted bill. The later implementation date will provide time for these technical fixes during next year's short session before the final implementation deadline.

The City of Wilsonville appreciates your consideration and urges opposing SB 974 A-4 as presented and urges amendments as outlined in this testimony. Thank you.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil
Opposing and Seeking Amendments to HB 3336-2:**

***Proposed Legislation Contains Substantial Ambiguities Apt to Create
Legal Challenges; Recommend Interim Work Group to Iron-Out Details***

Scheduled for public hearing on May 12, 2025, before
the Senate Committee On Energy and Environment

Chair Sollman, Vice Chair Brock Smith, and Members of the Committee:

I am testifying in opposition to HB 3336-2, which preempts local government processes to make a decision on an application to upgrade an existing electric power transmission line using ambiguous terms and phrases apt to create costly legal challenges.

Our initial concerns pertain to issues that the bill raises but does not address that include:

1. Is there a technical or regulatory distinction between a “high-capacity electric line” and a “transmission line”? For example, are the terms interchangeable under Oregon law or utility industry standards, or do they serve different functional or classification purposes?
2. If the terms are effectively equivalent, and the bill adopts a 57,000-volt threshold for transmission lines, would this require local jurisdictions to update their development codes to reflect the new threshold to remain consistent with state law and avoid legal or permitting ambiguity?
3. What are the governing statutes for tree removal within a utilities ROW and does that definition match the definition in the bill?

Additionally, there is a need for increased specificity on exactly what utility infrastructure is allowable. Page 1 line 15/16 of the -2 amendment could be tightened up “...appurtenances and all related facilities required for the acceptance of electric services by the transmission lines”. In the same vein, the following terms could use definitions as these are not layperson terminology: Conduits, Conductors, Guys, Cutouts, Capacitors, Stubs, Cutouts, Switches.

HB 3336-2, page 2, Line 5, Section 4 (2)(c) states: “Does not expand the footprint of any part of the transmission lines if sited within an area designated for a statewide land use planning goal relating to natural disasters or hazards, including floodplains, riparian zones or environmental health hazards.”

Again, the City is concerned about ambiguous terms and phrases that are not defined in law or rules:

- “Footprint” should be defined. For example, is this the structure and lines itself and the managed area? What is the definition of “footprint” when in a natural resources area?

- This is too narrowly written in the reference to “natural disasters and hazards.” Our main concern is that it encompass City overlays for natural resource protection that are Goal 5 resources, as well as Willamette River Greenway resources, Goal 15. These are our environmental overlays and river overlays.
- This should also include a limit on disturbance in natural resource areas for construction access and staging, as well as managed area if that is not included in footprint. The limit on disturbance could also be handled in the clear and objective standards in Section 5.

HB 3336-2, page 2, Line 16, Section 4(3)(a) states “May be subject only to clear and objective standards that do not require the exercise of judgment by the decision maker;” Greater clarity is needed in order to determine how a local government is to process an application for transmission line upgrades to implement grid enhancing technologies::

- Are those set by the local jurisdiction, or would there be rulemaking involved?
- It would be better to have a requirement for standards, but allow for a discretionary review for situations that don't meet the standards. The City assumes this is what is intended, but that isn't clear.
- If there is direction added about what can/cannot be in the clear and objective standards, the City recommends that jurisdictions be allowed to set reasonable parameters on how much the facility is allowed to expand its footprint/managed area under the standards and limits on resource impacts, such as tree removal.
- Make sure there is adequate time to adopt the standards and alternative review.

HB 3336-2 as written contains many ambiguities that may likely lead to expensive litigation by electric utilities, local governments and other interest due to differences in interpretation. The City recommends creating an interim work group to further refine the proposed legislation. In the alternative, adopt the base bill HB 3336 without the -2 amendment. The City understands that Representative Gamba worked for 18 months to draft HB 3336. The proposed removal or significant reduction of land use requirements is a more recent request made by an electric utility that should have been vetted during the 18-month bill-preparation time and not added at last minute.

The City of Wilsonville appreciates your consideration and urges tabling HB 3336-2 and urges the committee to form an interdisciplinary workgroup composed of local government, power utility, environmental and other interests to workout the issues identified in this and other testimony. Thank you for your time and consideration.



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil Opposing HB 2658:

Proposed Legislation Creates Unintended Consequence that Could Harm Housing Production and Reduce Affordable Housing Options

Scheduled for public hearing on May 12, 2025, before
the Senate Committee On Housing and Development

Chair Pham, Vice Chair Anderson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in strong opposition to HB 2658 and the -1 amendment, which preempts cities or counties with a population of 15,000 or greater from conditioning a permit or a zone change on the development of an improvement project that has already been financed, planned, or approved. **Because competent local governments plan and approve infrastructure projects that support new housing production prior to construction, the net effect of the proposed legislation will be to force the local government to carry the costs of the infrastructure, resulting in a decrease of housing production that can advance due to local-government financing limitations.**

Wilsonville is one of Oregon's fastest-growing cities for the past 20 years, contributing an estimated 20% of all new housing to the Portland metro area during that time with the largest percentage (50%) of middle-housing and multifamily residential units.

If this bill were to pass as currently written, the City would have to stop work on the \$7.1 million Stafford Road Improvements project because the current funding plan assumes reimbursement of the local portion by the developer through an infrastructure fee applied to each building permit. Without this tool, the City does not have the funding to build the project and prepare Frog Pond East UGB expansion area for residential development. The Stafford Road Improvements project, required to advance new housing development in Frog Pond East, involves improving one mile of a rural road to urban standards that also includes adding shoulders and bike/ped facility, along with required water, sewer and stormwater infrastructure.

Consequently, it would then be the responsibility of the developer to build Stafford Road Improvements project with the first phase of development, which is a large infrastructure cost for a developer to carry up-front. Adoption of HB 2658 and the -1 amendment will literally delay Frog Pond East development as the City and developer seek to find an

alternative funding strategy by the bill's removal of using an important housing-production infrastructure-financing tool.

Additionally, by making the developer carry the costs for major infrastructure projects, the developer's margins are reduced, and thereby has a direct impact on reducing the potential amount of affordable, middle-housing options that a developer may plan.

The bill could be improved with this amendment:

- Amend SECTION 1(f)(C) of HB 2658, which is identical to line 15 of page 1 of HB 2658-1:

Strike: ~~Initiated procurement of the improvement.~~

Add: **Initiated a construction contract for the public improvement.**

The phrase "Initiate procurement of the improvement" is ambiguous – What does that really mean? How does this affect the City's funding plan for the Stafford Road Improvement project? Is the City able to build a project and then apply the local road portion as a fee on the development? This language seems to prevent a City-initiated Local Improvement District (LID) to support residential development. If so, HB 2658/ HB 2658-1 will actually stop residential development.

As currently drafted, initiated procurement could be interpreted broadly to include design services. This would impact the ability for the City to develop "shovel ready" construction projects that are just waiting on a viable funding option – which may include developer contributions. The City's proposed amendment clarifies that the local government must have already entered into a contract with a contractor to build the infrastructure improvements, which would occur only after the local government has the funds to build the project.

The City appreciates your consideration and urges tabling or providing a "No" vote on HB 2658 and the -1 amendment. Thank you for your time and consideration.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil
Opposing and Amending SB 974 A-5 and A-7:**

***Latest Amendments of Proposed Legislation Provide Improvements;
However, Section 8 Remains Problematic and Slows Housing Production***

Scheduled for public hearing on May 19, 2025, before
the House Committee On Housing and Homelessness

Chair Marsh, Vice Chairs Andersen and Breese-Iverson, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in opposition to SB 974 A-5 and A-7 and proposing amendments for consideration at the scheduled May 21 work session. The proposed legislation has been improved considerably from prior versions, and the City greatly appreciates the committee's work to make the bill more achievable .

Wilsonville is one of Oregon's fastest-growing cities for the past 20 years, contributing an estimated 20% of all new housing to the Portland metro area during that time with the largest percentage (50%) of middle-housing and multifamily residential units.

While Wilsonville has some remaining questions on how the limited land use processes will work with zone changes to increase density and variances, the shift to limited land use review for residential development is something the City already plans to explore. The design standards of Section 8 of -5 and -7 remain problematic. The language is poorly constructed and misaligned with the bill's stated focus on streamlining processes.

Moreover, the bill's drafting reflects a fundamental misunderstanding of how and when design standards are applied in practice, on-the-ground by local governments. These standards typically *are not evaluated* at the subdivision level, but rather at the point of ministerial application for individual building permits.

Based on testimony from home-builder advocates, there appears to be a lack of clarity—even among proponents of the bill—regarding the implications of the proposed design-review provisions. As such, the City recommends that the design standards section be removed from the current bill and revisited by an interim work group or in a future legislative session.

If the overarching goal is to reduce procedural delays and regulatory uncertainty, the City could support language that prohibits hearings or even limited land-use processes for design review of residential buildings within the UGB. Design standards, if applied, would be enforced solely through a ministerial process conducted concurrently with building-permit review.

To better align with the bill's intent to expedite housing development, the City proposes the following amendment in bold text for Section 8:

“SECTION 8. (1) A local government may not apply residential design standards to an application for the development of housing within an urban growth boundary **except for clear and objective standards applied through a ministerial process concurrent with building permit review**, unless the application is for the development of fewer than 20 residential units.”

The City of Wilsonville appreciates your consideration and urges opposing SB 974 A-5 and A-7 as presented and urges amendments as outlined in this testimony. Thank you.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



**Testimony by City of Wilsonville Mayor Shawn O'Neil
Opposing and Amending HB 2658 -5:**

***Latest Amendments of Proposed Legislation Provide Improvements;
However, Section 2 Remains Problematic***

Scheduled for public hearing on June 16, 2025, before
the Senate Committee on Rules

Chair Jama, Vice Chair Bonham, and Members of the Committee:

I am testifying on behalf of the City of Wilsonville in opposition to HB 2658 -5 and proposing amendments for consideration at the scheduled June 16, 2025, public hearing. The proposed legislation has been improved considerably from prior versions, and the City greatly appreciates the committee's work to make the bill more workable.

Wilsonville has been one of Oregon's fastest-growing cities for the past 20 years, contributing an estimated 20% of all new housing to the Portland metro area during that time, with the largest percentage (55.5%) of middle-housing and multifamily residential units.

Wilsonville understands the balance between supporting development and exacting necessary public improvements with development. Rough proportionality is a standard developed by the US Supreme in cases like *Dolan v. City of Tigard* to ensure that public infrastructure requirements are roughly proportional to the exactions imposed on the developer.

The criteria for establishing exactment of public improvements found in Section 2(a) of -5 is problematic. Specifically, the language prohibits a municipality from requiring frontage improvements if the alteration does not increase the square footage or footprint and does not result in a change of occupancy classification group. This could allow for a sit-down restaurant to be converted to a drive-through restaurant, both considered occupancy A, with no transportation improvements required, assuming that the improvements were less than \$150,000 and the footprint of the building did not change. Such a modification from a sit-down restaurant to a drive-through restaurant has significant impacts to the transportation system that should be mitigated by the developer with the building permit application. Transportation improvement exactions should be

based on the increased demand on the transportation system, not connected to the occupancy classification group.

Additionally, the language in Section(b)(B) of the -5 amendments limits the ability to exact ADA improvements to those in effect on the effective date of this proposed 2025. It is important that we make continuous efforts to improve our transportation systems accessibility for our most vulnerable populations, as those federal regulations are updated into the future.

To better align with the bill's intent to ensure that exaction of public improvements are proportional with the actual development's improvements, the City proposes the following amendment in bold text for Section 2:

“SECTION 2. (2)(a)(D) Existing or proposed uses for the building do not result in an increase in average daily trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily trips, unless a specific trip generation study is approved by the municipality.

.....

SECTION 2. (2)(b)(B) If the Americans with Disabilities Act of 1990, 42 U.S.C 12101 et seq., ~~as in effect on the effective date of this 2025 Act~~, requires the municipality to include the installation of a frontage improvement as a condition in, or as a condition of obtaining a construction permit.

The City of Wilsonville appreciates your consideration and urges opposing HB 2658 -5 as presented and urges amendments as outlined in this testimony. Thank you.

Sincerely,



Shawn O'Neil, Mayor
City of Wilsonville



Testimony by City of Wilsonville Mayor Shawn O'Neil - TRIP 2025 Omnibus Transportation Bill, HB 2025 -28 amendment:

Reinvesting in Oregon's Transportation System

Scheduled for public hearing on June 26, 2025,
before the Joint Committee on Transportation Reinvestment

Co-Chairs McLain and Pham, Co-Vice Chairs Starr and Boshart-Davis and members of the Joint Committee on Transportation Reinvestment:

The City of Wilsonville supports the -28 Amendments to HB 2025 and requests a Do Pass recommendation.

As we have previously stated in testimony on HB 2025, we support efforts of the Oregon Legislature to raise needed revenue sources for the State Highway Fund. We support the 50-30-20 allocation of these revenues to ODOT, counties and cities for the correct funding of our state highway system operations and maintenance. We believe that the provisions of -28 Amendment accomplish these objectives.

We suggest **the addition of the I-5 Boone Bridge to the 'anchor projects' in Section 120 (3)(c) on page 109 of the -28 Amendment.** Replacement of the I-5 Boone Bridge is necessary to bring this critical facility up to seismic standards and to assure resilience in a major earthquake or other natural disaster.

We strongly support these three other sections of the -28 Amendment:

1) Section 176, Page 152 — 'Capacity expansion project'

We urge the study of expanding capacity on I-5 between the I-205 Interchange and the Donald/Aurora Exit. This often congested area needs special planning and design attention as designated in this section of the amendment.

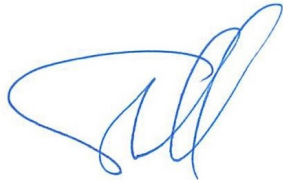
2) Section 178, Page 153 — Westside Express Service study

We have advocated for a study of intercity commuter rail between Beaverton and Salem for three legislative sessions. Now is the time to conduct this study to determine how best to efficiently move passengers and freight along the congested I-5 corridor in the Northern Willamette Valley. We strongly support this study and are pleased to work with other jurisdictions and transit districts to refine the planning for future commuter rail to connect the cities along this rail corridor.

3) Section 183, Page 154 — Rail Transportation Study

We appreciate the vision and potential of this section to plan for statewide commuter rail expansion in a thoughtful and organized way. It is not too soon to be looking at alternatives to the finite capacity of the interstate highway system and plan for future modes of transportation to meet the needs of Oregonians.

We thank the members of the Joint Committee on Transportation Reinvestment for hearing our concerns and suggestions for meeting the needs of our state and keeping Oregon moving through more efficient and cost-effective policies and planning.



Shawn O'Neil, Mayor
City of Wilsonville

City of Wilsonville project requests submitted via the Office of Senator Courtney Neron Misslin (FKA Representative Neron) to Legislative Fiscal Office (LFO) for 2025 legislative session funding consideration



Project Name	Amount Requested	Beneficiary Agency	Project Description
I-5 Boone Bridge Seismic Replacement Project: Next phase of project development costs Pages 2-17	\$6.0M	ODOT	\$3M for studies on archeological and historic resources, ESA/biological, wetlands/waters, noise, land use, visual and environmental justice; survey and geotechnical investigation; \$3M for bridge and roadway design, traffic design, hydraulic and stormwater design; utility and right of way coordination.
Stafford Road Improvement Project for 1,500-1,600 new residential units in the Frog Pond East/South UGB expansion areas Pages 18-108	\$3.5M Named project in HB 3939-1	City of Wilsonville	\$7.1M Total Cost; \$3.6M (51%) City match. Project improves Stafford Road between Boeckman Road and Frog Pond Lane, including addition of sidewalk, bike lane, and transit enhancements, add a single lane roundabout at the intersection of Stafford Road and Brisband Street, and extend drinking water and wastewater pipelines along Stafford Road between Boeckman Road and Frog Pond Lane.
60th Ave Stormwater Drainage Pipeline Project for 1,500-1,600 new residential units in the Frog Pond East/South UGB expansion areas Pages 109-111	\$3.0M	City of Wilsonville	\$4.1M Total Cost; \$1.1M (27%) City match. Project extends 2,050 feet of 24-inch storm drainage pipeline and installs 310-foot-long, 30-inch storm outfall to support growing residential areas by providing required stormwater drainage to Frog Pond East.
French Prairie Charbonneau Pathway Project for senior-living community Pages 112-114	\$3.0M	City of Wilsonville	\$5.7M Total Cost; \$2.7M (47%) City match. The project improves and extends walking and biking facility along in the Charbonneau District of Wilsonville, a 3,500-population, senior-living community. The project extends a current 5-foot wide, 1,700-foot-long sidewalk to a 12-foot wide, 11,600-foot-long (2.2 miles) two-way bike/ped facility that improves livability and safety by providing mobility options that do not currently exist.

APPENDIX D

Wilsonville 2025 Legislative Bill List 100+ Bills Monitored

2025 Legislative Session Bill Watch List

Item A.

Topic	City Position	Bill #	Bill Description	City Testimony	Notes
EcDev - Child Care	Support	HB 3008	Appropriates moneys to fund child care workforce investments	No	Rep. Neron bill (Presession filed) Died in Committee on adjournment
EcDev - Child Care	Support	HB 3011	Establishes the Early Childhood Education Workforce Development Fund, appropriates moneys to the Higher Education Coordinating Commission to provide funding to community colleges and public universities that offer early childhood education degrees and certificates	Yes	Rep. Neron bill. Reviewed by City Council in November. City testified in support. Died in Ways and Means, but workforce-related child care was funded, but not to the amount requested in the bill.
EcDev - Child Care	Monitor	HB 3496	Require DLCDD to create model code and best practice guide for cities and counties on siting for child care facilities	No	Rep. Neron bill. Died in committee on adjournment.
EcDev - Child Care	Support	HB 3560	Child care facility siting: expands locations for employment-related child care facilities through zoning changes to make siting child care facilities easier. Require DLCDD to create model code and best practice guide for cities and counties on siting for child care facilities	Yes	Sen. Anderson and DB Smith bill (Presession filed). Signed into on May 27, 2025.
EcDev - Child Care	Monitor	SB 567	Establish and implement a child care incentive program	No	Senators Anderson and DB Smith bill. Died in committee on adjournment.
EcDev - Child Care	Support	SB 962	Grants for in-home family child care facility improvements in rental units	No	Died in committee on adjournment.
EcDev - Willamette Falls	Support	HB 2574	Willamette Falls Locks Authority additional financing for implementation	Yes	Strong support by City. Working with City of West Linn to pass. Referred to Ways and Means. \$11M request. Died on adjournment.
EcDev - Workforce	Support	HB 3669	Expand workforce development programs administered by HECC	Yes	Died in committee on adjournment.
EcDev - Business Oregon Budget	Support	HB 5024	Appropriates moneys from the General Fund to the Oregon Business Development	Yes	Agency Budget funding for biennium. Signed into law on July 31, 2025.
Employment	Monitor	SB 847	Change the calculation of the Retirement Health Insurance Account subsidy under PERS	No	Died in committee on adjournment.
Employment	Monitor	SB 916	Allows striking workers to apply for unemployment benefits	No	Sen. Neron voted not to concur with House amendments at the request of LOC. Signed into law on June 24, 2025.
Environment	Support	HB 2679	Directs the State Department of Agriculture to classify certain pesticides containing neonicotinoids as restricted-use	Yes	Rep. Neron bill (Presession filed). Died in Committee on adjournment.
Environment - Commerce	Monitor	SB 551	Statewide ban on non-reusable plastic bags in businesses	No	Rep. Neron bill. Signed into law on June 5, 2025.
Environment - Commerce	Monitor	SB 680	Prohibits a person from publishing or causing to be published an environmental marketing claim, net zero claim or reputational advertising that is materially false, misleading, deceptive or fraudulent	No	Prohibits greenwashing. Died in committee on adjournment.
Governance	Oppose	SCR 2	Aurora Airport Emergency Preparedness Resolution	Yes	Sen. Woods offered amendment language to correct false narrative. Committee cancelled hearing due to weather and did not reschedule hearing. Died in committee.
Governance	Oppose	SR 2	Aurora Airport Emergency Preparedness Resolution	Yes	Same Language as SR 2. Passed Senate Rules after critical debate by Members. Testimony by city effective in defining issue. Passed. Vote explanation by Senator Neron Misslin. Filed with Senate clerk.
Homelessness	Support	HB 3644	Set up statewide shelter program with regional directors, broaden eligible shelter types	No	Aligned with Wilsonville priorities. Signed into law on July 17, 2025.

2025 Legislative Session Bill Watch List

Item A.

Homelessness	Monitor	SB 593	Would repeal time-place-manner for homelessness - HB 3115 (2021)	No	Sen. Meek bill. City of Grants Pass SCOTUS case made this bill unnecessary. Died in committee on adjournment.
Housing	Support	HB 2074	Extends the sunset date for the partial property tax exemption for the property of vertical housing development projects (VHDZ)	Yes	City Priority. Signed into law on June 11, 2025.
Housing	Oppose	HB 2258	Require specific housing designs, not flexible to local needs and housing market; preempts local authority and hurts housing production	Yes	Governor's housing bill. Signed into law on July 17, 2025.
Housing	Monitor	HB 2872	Requires building permit to show CCB # to obtain a licence	No	Died in committee on adjournment.
Housing	Monitor	HB 3031	General Obligation infrastructure program at Business Oregon	Yes	Signed into law on July 17, 2025.
Housing	Monitor	HB 3144	Prohibits private bans on manufactured and prefab homes and ADUs	No	Rep. Marsh bill. Signed into law on June 5, 2025.
Housing	Monitor	HB 3145	Innovative Housing Types - allows use of Local Innovation and Fast Track Housing Program Fund moneys for factory-built housing	No	Rep. Marsh bill. Provides mobile home options. Signed into law on July 17, 2025.
Housing	Monitor	HB 3506	Placeholder with relating clause - Housing and Community Services Department to study housing and to report to the interim committees - supportive housing for seniors	No	Creates healthy homes fund to assist seniors with home repairs. Signed into law on July 17, 2025.
Housing	Monitor	HB 3903	Parking minimums for residential development: requires local governments to require at least one parking space per multiunit unit with limited exceptions	No	Rep. Ruiz bill. Died in committee on adjournment.
Housing	Support	HB 3939	Increasing Work Force Housing with new housing units in the communities of Florence, Baker City, Burns, Ontario, Hines, Dallas, Carlton, Wilsonville, Adair Village, and Grants Pass. Each of the 3,080 housing units is priced at \$8,400 in public investment per door	Yes	Stafford Road infrastructure project. Rep. Elmer bill, supported by Rep. Neron, City of Wilsonville, Wilsonville Chamber of Commerce. Amy Pepper in-person testimony on the -1 amendment. Died in committee on adjournment.
Housing	Support	SB 1086	Apprenticeship concept for training new housing inspectors	Yes	Supported by Oregon Building Officials Association; Homebuilders Association; City of Wilsonville. Signed into law on May 28, 2025.
Housing	Support	SB 117	Extends the sunset date for the partial property tax exemption for the property of vertical housing development projects.	No	City priority. Died in committee on adjournment.
Housing	Monitor	SB 31	Affordability notice and restitution	No	Died in committee on adjournment.
Housing	Oppose	SB 49	Preempts local control requiring model codes. Removes Land Use Goal planning. Prohibits minimum density standards. Increases the membership of the Building Codes Structure Board from 9 to 11 members.	Yes	Heard with SB 48. City opposes preemption of local control of the building process. Signed into law on May 19, 2025.
Housing	Monitor	SB 684	Establish a program to issue low-interest short-term loans for the construction of mixed income public developments	No	Hearing with SB 50. Signed into law on July 17, 2025.
Housing	Monitor	SB 83	Repeals statewide wildfire map. Defines defensible space and wildland-urban interface	No	Signed into law on July 24, 2025.
Housing - Affordable Housing	Support	HB 3503	Housing and Community Services Department to disburse moneys to Community LendingWorks to provide grants to purchase housing in Clackamas County that will be made available through a community land trust as affordable housing to first-time home buyers	Yes	Rep. Neron bill. Died in committee on adjournment.
Housing - Affordable Housing	Monitor	SB 50	Housing and Community Services Department to study Housing and report to the interim committees - focus on affordable housing fund	No	Hearing with SB 648. Died in committee on adjournment.
Housing - Affordable Housing	Monitor	SB 973	Require a landlord of publicly supported housing to provide notice of when the affordability restrictions may be terminated	No	Rep. Neron bill. Signed into law on May 22, 2025.

2025 Legislative Session Bill Watch List

Item A.

Housing - EFU	Monitor	SB 77	Modifies allowable home occupations on lands zoned EFU	No	Died in committee on adjournment.
Housing - Infrastructure	Support	SB 1103	Establish infrastructure loan fund for cities and tribes to support housing in climate-friendly areas	Yes	Died in committee on adjournment.
Housing - Land Use Planning	Oppose	HB 2316	Supersiting of affordable housing land outside of Urban Growth Boundaries	No	Signed into law on July 17th.
Housing - Land Use Planning	Support	HB 2347	Governor's technical land use update bil to clean up statute.	No	Governor's priority. Signed into law on May 8, 2025.
Housing - Land Use Planning	Monitor	HB 2950	Land Use Goal 1 updates, increasing citizen engagement	No	Died in committee on adjournment.
Housing - Middle Housing	Oppose	HB 2138	Middle Housing update bill, expands requirements to include lands outside UGB	Yes	Gov's priority. Has concerning implications for many cities; may create unfunded mandates with insufficient infrastructure in place to expand beyond UGB.
Housing - Middle Housing	Monitor	SB 737	Changes to Middle Housing Land Division (MHL) notices. Expands notice requirement. Triggers traffic study.	No	Died in committee on adjournment.
Housing - SDCs	Support	HB 2968	SDC deferral fund (state-guaranteed funds), works for infill housing, but significant infrastructure money is needed for greenfield development	Yes	Rep. Gamba bill. Voluntary SDC program. Died in Ways and Means on adjournment.
Housing - SDCs	Opposed	HB 3505	A local government may not impose or increase SDC for the installation of a residential fire sprinkler system, or a water meter required by the fire sprinkler system that is larger than the water meter that would be required for the dwelling without a fire sprinkler system installed	Yes	Changes SDC requirements. Signed into law on May 14, 2025.
Housing - SDCs	Monitor	HB 3639	SDC blanket deferral, would have delayed payment of SDCs until occupancy	No	HBA bill. Died in committee on adjournment without a hearing.
Housing and Development	Monitor	HB 2090	Extend tax credits for tenants of manufactured housing	No	Signed into law July 17, 2025.
Housing and Development	Oppose	HB 2658	Prohibits cities and counties from requiring frontage improvements on certain interior renovations that do not expand the building size or change the use	Yes	Signed into law on July 17, 2025.
Housing and Development	Monitor	HB 3065	Housing stability requirements: Cities of less than 200K must establish local standards for housing stability	No	Died in committee on adjournment.
Housing and Development	Monitor	HB 3136	Changes language regarding "real estate" profession on city Planning Commissions in statute, does not change the ability for local jurisdictions to regulate members	No	Signed into law on June 20, 2025.
Housing and Development	Monitor	HB 3154	Removes certain lands from the buildable lands inventory.	No	Did not get a hearing, died in committee on adjournment.
Housing and Development	Monitor	HB 3570	Appropriate money to Business Oregon to update the inventory of community infrastructure project needs related to the production of new housing, report on the processes and programs for maintaining inventories of, and providing funding for, drinking water, wastewater and stormwater infrastructure projects	No	Died in committee on adjournment.
Housing and Development	Monitor	HB 3673	Reduces the number of days (120 to 90 days) for mental health or addiction counseling	No	Did not get a hearing, died in committee on adjournment.
Housing and Development	Monitor	HB 3746	Condo defect liability, reduces the statute of limitations on certain defects	No	Could have chilling effect on development of new housing. Signed into law on July 24, 2025.
Housing and Development	Monitor	SB 1095	City fees on non-commercial development vacant for more than 180 days	No	Died in committee on adjournment.
Housing and Development	Monitor	SB 1129	Urban Reserves rule update. Does not impact Wilsonville since we already have established urban reserves	No	Signed into law on May 27, 2025.

2025 Legislative Session Bill Watch List

Item A.

Housing and Development	Monitor	SB 462	Requires Business Oregon to establish education course for land use planners for local governments, special districts and state agencies	No	Died in committee on adjournment.
Housing and Development	Monitor	SB 48	Technical fix for SB 1537 (2023). Urban Growth Boundary expansion, housing project revolving loan fund.	No	Heard with SB 49. Primarily, a City of Bend issue. Signed into law on July 17, 2025.
Housing and Development	Oppose	SB 6	45-Day Building Permit "Shot Clock". Would upend city permitting and zoning	No	City coalition opposed. Died in committee on adjournment.
Housing and Development	Support	SB 967	Intergovernmental Agreements (IGA) allowed for unincorporated areas within a city's urban growth boundary. Facilitates local improvement districts (LIDs) in urban expansion areas	Yes	Helpful for future development of urban reserves. Signed into law on May 22, 2025.
Housing and Development	Oppose	SB 974	Engineering "Shot Clock" and prohibition on aesthetic design review. Creates a 120-day review deadline for housing infrastructure engineering plans and streamlines some PUD zone changes. Restricts cities from applying purely aesthetic design reviews for developments of 10+ units, though health, safety, and compliance reviews remain.	Yes	120-day Shot Clock. The prohibition of aesthetic review limits the city's design review process; we may want to mitigate adverse impacts with future legislation. Signed into law on June 16, 2025.
Housing Stabilization	Monitor	HB 3054	Cap annual rent increases at 6% for residents of manufactured home parks and floating home marinas with more than 30 spaces	No	Signed into law on June 24, 2025.
Industrial Land	Oppose	HB 3062	Related to zoning for industrial land development near "sensitive uses". Needed to correct ambiguous definitions. Overly burdensome regulations for siting new industrial businesses. Creates unfunded mandates for mitigation	Yes	Also signed on to two LOC coalition letters in opposition. Died in committee on adjournment.
Industrial Lands	Support	HB 2326	Requires the Oregon Business Development Department to study industrial site readiness in Oregon	No	One of two placeholder bills by Rep. Daniel Nguyễn. Died in committee on adjournment.
Industrial Lands	Support	HB 2327	Requires the Oregon Business Development Department to study industrial site readiness in Oregon	No	Industrial Site Readiness funded with \$10 million in Ways and Means process. Part of
Industrial Site Loan Fund	Support	HB 2349	Business Oregon bill authorizing the Industrial Site Loan Fund	No	Has similar parameters to the semiconductor-specific industrial site fund established in SB 4 (2023) Sections 14-23. Agency bill, doesn't include funding; funding bill is HB 2411. Died in committee on adjournment.
Industrial Site Loan Fund	Support	HB 2411	Would allocate money for Industrial Site Loan Fund: \$40M	Yes	The coalition bill drafted by Rep. Daniel Nguyen includes the same provisions for the Loan Fund, but also proposes \$40M funding. In the end, reduced to \$10M. Signed into law on July 24, 2025.
Industrial Site Loan Fund	Support	SB 5531	Lottery bond funding bill that includes \$10M in Sections 18-19 for Industrial Site Readiness (RSIS) and other economic development related projects. Many more requests for funds than funds available.	No	Signed into law on August 7, 2025
Labor	Monitor	HB 2688	Prevailing wage rate for off-site public works	No	Signed into law by Governor July 31, 2025.
Land Use	Support	HB 3013	Enforcement authority: assures that LUBA rulings are implemented and enforced	No	Rep Neron Bill, related to Aurora Airport LUBA decision. It would require enforcement of LUBA decisions. Objections by other cities. Died in Committee.
Land Use Planning	Monitor	SB 5529	Land Use Board of Appeals (LUBA) Budget	No	Signed into law on June 24, 2025.
Land Use Planning	Monitor	SB 817	Fee increase for filing a notice of intent to appeal to LUBA	No	Governor's priority bill. Signed into law on May 7, 2025.
Lawsuits	Oppose	SB 65	Suffer damages article 1 - Allow a person who has been deprived of rights, privileges or immunities secured by the Oregon Constitution or the laws of this state by a person acting under color of law to bring a civil action for economic and noneconomic damages and for injunctive or other equitable relief	No	Very concerning for cities. Died in committee on adjournment.

2025 Legislative Session Bill Watch List

Item A.

Liability	Monitor	HB 3140	Provides that an operator may require a person who engages in a sport, fitness or recreational activity in various ways to release the operator from claims for ordinary negligence	No	Recreational Waiver Reform - Died in Committee
Liability	Support	SB 179	Preserve recreational immunity for public entities and land owners for ordinary negligence	Yes	City Priority. Submitted testimony in House and Senate Committee. Fields Case. Makes permanent Summary Judgement. Signed into law on May 28, 2025.
Planning	Monitor	HB 2084	Requires business tax compliance by public contractors	No	Died in Committee on adjournment.
Solid Waste	Monitor	HB 3018	Require restaurants to reduce/recycle food waste	No	Rep. Neron priority bill. Died in committee on adjournment.
Solid Waste	Support	HB 3794	Would establish Task Force on Municipal Solid Waste in the Willamette Valley to study and identify solutions for solid waste in the region	No	Signed into on July 24, 2025.
Tax Incentives	Monitor	HB 2907	State tax incentives for individuals investing in "community food resource": a community garden or a food bank or other charitable organization (\$20K)	No	Died in committee on adjournment.
Taxation - Property Tax Relief	Monitor	HB 3287	Homestead property tax relief for disabled veterans and some surviving spouses	No	Would provide housing stabilization for some of the most vulnerable members of community. Died in committee on adjournment.
Taxation - Property Tax Relief	Monitor	SB 387	Homestead property tax relief for disabled veterans	No	Would provide housing stabilization for disabled veterans. Died in committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	HB 2977	Increase statewide TLT to fund wildlife maintenance and protection	No	Passed House. Died in Senate Rules on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	HB 3325	Provide that taxing districts within counties with high averaged annual ratios of tourists to residents may expend a certain percentage of net transient lodging taxes for essential services that benefit both residents and tourists.		Rep. Javadi bill. Died in committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	HB 3556	Would allow cities and counties to use net revenue from TLT to fund the costs of public safety and costs that are tied to infrastructure	No	LOC priority. Lodging businesses coalition opposes. Died in committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	HB 3962A	Allow city and county services for which net local transient lodging tax revenue may be used to be provided either directly by the city or county or indirectly by a special district	No	Passed House. Died in the Senate Finance and Revenue Committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	SB 358	Establish the Ocean Beach Fund, using 1% of monies received from the state TLT collected. Directs the OPRD to spend moneys from the fund for expenses of managing coastal state recreation areas.	No	Sen. DB Smith bill (very similar to SB 434). Died in committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	SB 434	Establish the Ocean Beach Fund, using 1% of monies received from the state TLT collected. Directs the OPRD to spend moneys from the fund for expenses of managing coastal state recreation areas.	No	Sen. Anderson bill (very similar to SB 358). Died in committee on adjournment.
Taxation - Tourism Occupancy Tax	Monitor	SB 453	Legislative Revenue Officer to study permissible uses of the 70%-30% split of the Transient Lodging Taxes	No	Sen. Weber bill. Died in committee on adjournment.
Transit	Support	HB 1202	Create Oregon Department of Rail and Transit, separated from ODOT	No	A more responsive and accountable entity distributing the STIF would be good for SMART and other transit agencies. Died in Committee on adjournment.
Transit	Monitor	HB 2383	Authorizes General Manager of mass transit to appoint transit security officers to aid in the enforcement of mass transit ordinances	No	Died on adjournment.
Transit	Support	HB 2795	Modifies the definition of "qualified entity" for purposes of the STIP distributions for transit	No	Wilsonville/SMART-requested Bill. Strong opposition by TriMet. Did not get a hearing in Joint Transportation, died in committee on adjournment.

2025 Legislative Session Bill Watch List

Item A.

Transit	Monitor	HB 3453	Creates the Westside Express Service Authority to study and extend public rail service between Wilsonville and Salem	Yes	Rep. Mannix and Neron bill sponsors. Wilsonville priority. WES Salem authority bill. Passed Joint Transportation unanimously. Died in Ways and Means. Language useful for future WES extension efforts.
Transit	Support	SB 418	Require TriMet to adopt an ordinance to modify district boundaries to exclude a specified territory	No	Sen. Woods priority bill, at City of Wilsonville request. Died without a hearing in Transportation Committee.
Transportation & Transit	Support	HB 2025	Omnibus Transportation Bill. The city supported the -28 amendment with the 50-30-20 allocation. The City of Wilsonville requested the I-5 Boone Bridge be moved to the higher priority 'Anchor Project' list and voiced support for the study of WES to Salem Extension study, the I-5 congestion study and efforts to establish Oregon Rail Department outside ODOT	Yes	Failed to get sufficient votes to pass the House; died on the House Floor.
Transportation & Transit	Support	HB 3402A	Transportation funding bill with \$.03 gas tax; city did not support because it did not include: 50-30-20 allocation, I-5 Boone Bridge Priority, WES to Salem study, I-5 congestion study, nor establishment of the Oregon Rail Department. It was too little, too late	No	Came out of the Transportation Committee engrossed with -4 amendment, but did not have enough votes to pass in the House. It was Second Read, but it did not have the votes and died upon adjournment.
Transportation Safety	Monitor	HB 2154A	Based on the successful pilot program in Marion County, designate a section of a county road as a safety corridor when that part has many bad car crashes. Make the county safety corridor program permanent so it can be used statewide	No	Marion County Public Works' successful pilot program. Strongly supported by French Prairie Forum participants. Signed into law on March 26, 2025.
Urban Renewal	Oppose	HB 3499	Requires the approval of an urban renewal plan by the electors of a municipality proposing a plan or a substantial amendment to a plan	No	Rep. Drazan bill to require voter approved Urban Renewal. Many Wilsonville residents testified both for and against. Died in committee on adjournment.
Utilities	Support	HB 3634	Operator in-training; Establishes the Water Workforce Program in the Higher Education Coordinating Commission to support workforce development initiatives within the water workforce.	Yes	LOC priority. Died in committee on adjournment.
Water - Environment	Monitor	HB 3512	PFAS Source Reduction (phase-out): Prohibits the distribution or sale of certain covered products that contain intentionally added perfluoroalkyl or polyfluoroalkyl substances.	No	Of concern for water management - both drinking water and waste water. Died in committee on adjournment.
Water Rights	Monitor	HB 3501	Prohibits the consideration of whether certain changes related to water rights would impair or be detrimental to the public interest	No	A priority of the Oregon Association of Nurseries. Bookend to SB 427. Died in committee on adjournment.
Water Rights	Monitor	SB 1153	Would require additional public interest review to water rights transfer, especially Tribal review of environmentally constrained streams	No	At the request of LOC, we met with Senator Neron Misslin to secure an amend that would provide a carve-out to cities. Died on Senate President's Desk on adjournment.
Water Rights	Oppose	SB 427	Add public interest review to water rights transfer	No	An Oregon Water Partnership priority bill. Significant threat to cities (non-negotiable for cities). LOC, SDAO opposed. Bookend to HB 3501. Died in committee on adjournment.

Additional Resources

Oregon Legislative Information System

www.oregonlegislature.gov/

Legislative Summaries

www.oregonlegislature.gov/lpro

Legislative Policy Research Office comprehensive summary reports links:

- [Behavioral Health](#)
- [Business and Consumer Protection](#)
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- [Courts](#)
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- [Labor and Employment](#)
- [Natural Resources](#)
- [Transportation and Infrastructure](#)
- [Veterans](#)

2025 Oregon Legislative Session Review



City of Wilsonville — September 4, 2025

Greg and Rachel Leo ♦ The Leo Company, LLC ♦ Government Affairs Consultants

City of Wilsonville Council's Legislative Agenda & Priorities

ATTACHMENT A - PAGE 1 Item B.

2025-26



WILSONVILLE
OREGON




State Legislative Agenda

Wilsonville City Council

Caroline Berry, Council President
Adam Cunningham, City Councilor

Shawn O'Neil, Mayor

Katie Dunwell, City Councilor
Anne Shevlin, City Councilor


City Appointed Management

Bryan Cosgrove, City Manager
Amanda Guile-Hinman, City Attorney


CITY OF WILSONVILLE, OREGON / SOUTH METRO AREA REGIONAL TRANSIT (SMART)
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SMART
SOUTH METRO AREA REGIONAL TRANSIT



WILSONVILLE
OREGON



SMART
SOUTH METRO AREA REGIONAL TRANSIT

City of Wilsonville / SMART 2025 State Legislative Session Priorities

Acting on behalf of the residents and businesses of the City of Wilsonville and SMART, the City Council adopts this set of 2025 State Legislative Session Priorities to promote municipal policy positions on specific issues of concern, as well as to reflect ad-hoc issues of the day for which long-term City policies may or may not address adequately but for which the City Council considers important to address in the 2025 session of the 83rd Oregon Legislative Assembly. This is an updated version previously adopted on September 16, 2024.

Wilsonville City Council, January 23, 2025

SUMMARY OF PRIORITIES

1. Increase Road and Public Transit Resources with a 2025 Transportation Funding Package that Advances the I-5 Boone Bridge & Seismic Improvement Project with the French Prairie Bike/Ped Facility, and Implements WES Commuter Rail Wilsonville-to-Salem Extension Study
2. SMART Transit-Service Territory Alignment with City of Wilsonville Boundaries; Adjustment of TriMet District Territory
3. State Transportation Improvement Funds (STIF) Transit Funding Allocation for County to Act as Qualified Entity Pass-Through to Sub-Recipients
4. Restore Permanent Recreational Immunity for Public Use of Trails
5. Create a \$2 Billion State Residential Housing Infrastructure Fund:
 - Potential legislative grant requests for City infrastructure projects that support housing development and improvement
6. Fund the Business Oregon Regionally Significant Industrial Sites (RSIS) Program
7. Extend the Sunset on Vertical Housing Development Zone (VHDZ) Incentive
8. Improve Childcare Resources to Benefit Families/Workers and Employers
9. Modify Homeless Camping Laws and Increase Support for Affordable Housing and Rising Utility Costs

THE LEO COMPANY, LLC
MARKETING, PUBLIC & GOVERNMENT AFFAIRS COUNSEL

How To Use This Report

I. Session Summary: By The Numbers

II. Context

III. Highlights of the Session

IV. Challenges

A. Housing Policy Challenges

B. Transportation and Transit Policy Challenges

V. Legislative Priorities

VI. Special Thanks

Topic	City Position	Bill #	Bill Description	City Text money	Notes
EcDev - Child Care	Support	HB 3028	Appropriates moneys to fund child care workforce investments.	No	Rep. Nerion bill (Preseason filed) Died in Committee on adjournment.
EcDev - Child Care	Support	HB 3011	Establishes the Early Childhood Education Workforce Development Fund, appropriates moneys to the Higher Education Coordinating Commission to provide funding to community colleges and public universities that offer early childhood education degrees and certifications.	Yes	Rep. Nerion bill. Referred by City Council in November. City resolved in support. Died in Ways and Means, but workforce-related child care was funded, but not to the amount requested in the bill.
EcDev - Child Care	Monitor	HB 3428	Requires DLCD to create model code and best practice guide for cities and counties on siting for child care facilities.	No	Rep. Nerion bill. Died in committee on adjournment.
EcDev - Child Care	Support	HB 3560	Child care facility siting: expands locations for employment-related child care facilities through zoning changes to make siting child care facilities easier. Requires DLCD to create model code and best practice guide for cities and counties on siting for child care facilities.	Yes	Sen. Anderson and DB Smith bill (Preseason filed). Signed into law on May 27, 2025.
EcDev - Child Care	Monitor	SB 562	Establish and implement a child care incentive program.	No	Senators Anderson and DB Smith bill. Died in committee on adjournment.
EcDev - Child Care	Support	SB 562	Grants for in-home family child care facility improvements in rental units.	No	Died in committee on adjournment.
EcDev - Willamette Falls	Support	HB 2615	Willamette Falls Locks Authority additional financing for implementation.	Yes	Strong support by City. Working with City of West Linn to pass. Referred to Ways and Means. \$11M request. Died on adjournment.
EcDev - Workforce	Support	HB 3669	Expanded workforce development programs administered by WEDC.	Yes	Died in committee on adjournment.
EcDev - Business Oregon Budget	Support	HB 5024	Appropriates moneys from the General Fund to the Oregon Business Development	Yes	Agency Budget funding for biennium. Signed into law on July 31, 2025.
Employment	Monitor	HB 847	Change the calculation of the Retirement Health Insurance Account subsidy under PERB.	No	Died in committee on adjournment.
Employment	Monitor	HB 815	Allows striking workers to apply for unemployment benefits.	No	Sen. Nerion voted not to concur with House amendments at the request of LOC. Signed into law on June 24, 2025.
Environment	Support	HB 2818	Directs the State Department of Agriculture to classify certain pesticides containing neonicotinoids as restricted-use.	Yes	Rep. Nerion bill (Preseason filed). Died in Committee on adjournment.
Environment - Commerce	Monitor	SB 551	Statewide ban on non-reusable plastic bags in businesses.	No	Rep. Nerion bill. Signed into law on June 5, 2025.
Environment - Commerce	Monitor	SB 580	Prohibits a person from publishing or causing to be published an environmental marketing claim, not a claim or reputational advertising that is materially false, misleading, deceptive or fraudulent.	No	Prohibits greenwashing. Died in committee on adjournment.
Governance	Oppose	SCR 2	Aurora Airport Emergency Preparedness Resolution	Yes	Sen. Woods offered amendment language to correct false narrative. Committee cancelled hearing due to weather and did not reschedule hearing. Died in committee.
Governance	Oppose	SB 2	Aurora Airport Emergency Preparedness Resolution	Yes	Same Language a SB 2. Passed Senate Rules after critical debate for members. Testimony by city effective in defining issue. Passed. Vote explanation by Senator Nerion Maslin. Filed with Senate clerk.
Homelessness	Support	HB 3648	Set up statewide shelter program with regional directors, coordinate eligible shelter types.	No	Aligned with Wilsonville priorities. Signed into law on July 17, 2025.

The Leo Company, LLC

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City of Wilsonville



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Highlights

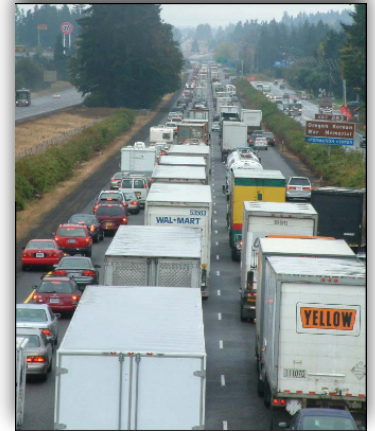
Transportation		
Increase road and public transit resources with a 2025 Transportation funding package	HB 2025 - the Omnibus Transportation Bill failed. Special Session on Transportation scheduled for 8/29-9/1	✗
Advance the I-5 Boone Bridge Seismic and French Prairie Bike/Ped facility	SB 5006 partially funded (\$1M) the request for design-build funding	✓
Implement WES Commuter Rail Extension Study and Governance Authority, funding for study	HB 3453 passed the Transportation Committee unanimously but ultimately died in Committee. HB 2025 funding bill with WES earmark failed.	✗
Transit		
Align SMART Transit Service Territory with City Boundaries	SB 418 died in Transportation committee with opposition TriMet	✗
Reform subregional allocation of STIF transit resources	HB 2795 died in Transportation committee with opposition TriMet and Transit Association	✗
Governance		
Restore Permanent Recreational Immunity	SB 197 passed and in statute, restoring Summary Judgement for lawsuits	✓
Aurora Airport Emergency Preparedness Resolutions	SCR 2 died in committee, and SR 2 , with similar language, passed after the Rules Committee's consideration and discussion.	—
Housing Infrastructure		
Proposal to create \$2B State Residential Housing Infrastructure Fund to help cities statewide meet housing production goals	State Housing Infrastructure fund created, administered by Business Oregon. HB 5024 Section 12, Page 3 "Infrastructure" \$219,002,588 (Program Funding, not earmarks for Housing Infrastructure)	✓

Vertical Housing		
Extend Sunset on Vertical Housing Development Zone (VHDZ) Incentive	HB 2074 extends VHDZ Program to 2036	✓
Industrial Lands		
Fund Regionally Significant Industrial Sites program (RSIS)	SB 5531 , the Lottery bond bill, provided \$10M for Business Oregon loan fund program	✓
Child Care		
Child care facility siting Require DLCD to create model code and best practice guide for cities and counties on siting for child care facilities	HB 3560 expands locations for employment-related child care facilities through zoning changes to make siting child care facilities easier	✓
Improve Child Care Resources to Benefit Families/Workers and Employers	SB 5514 allocates \$1.4B Department Early Learning and Care (DELC) budget, providing \$668,879,857 in assistance for work-related child care for working parents and funding for grants to other early learning and child care programs	✓
Homelessness		
Modify homeless camping laws and increase support for affordable housing and rising utility costs	HB 3644 establishes a statewide shelter program to reduce unsheltered homelessness and transition homeless people to housing stability, allocating \$204M. The US Supreme Court's Grants Pass Decision resolved the camping time-place-manner issue.	✓
City grant requests for Residential Housing infrastructure projects	Requests for infrastructure funding not funded as an earmark, instead funding available through Housing Infrastructure Fund and other Business Oregon and DLCD Programs.	✓

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Challenges

Transportation & Transit
Housing



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Greg and Rachel Leo

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Questions?



*Mark Ottenad, Greg Leo and Senator Aaron Woods
August 2024 at Wilsonville City Hall*



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: September 4, 2025		Subject: Sewer & Storm System Development Charge Update	
		Staff Member: Zach Weigel, P.E., City Engineer Keith Katko, Finance Director	
		Department: Community Development and Finance	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input checked="" type="checkbox"/> Adopted Master Plan(s): 2015 Wastewater Collection System Master Plan, 2023 Wastewater Treatment Plant Master Plan, 2024 Stormwater Master Plan		<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Staff will provide a briefing on the updated sewer and storm System Development Charge (SDC). This work session serves as the final scheduled discussion with the City Council prior to a public hearing to adopt the new sewer and storm SDC methodology rates on September 15, 2025.

EXECUTIVE SUMMARY:

System Development Charges (SDCs) are one-time charges assessed on development at the time of building permit issuance. The SDC fees pay for expansion and extension of utility infrastructure that is needed to accommodate future growth. Growth related infrastructure improvements include upsizing pipelines, expansion of pumping and treatment facilities, and extension of pipelines to serve new development areas. The SDC fee provides a mechanism for which new growth pays for its share of infrastructure costs rather than existing taxpayers or utility ratepayers, ensuring “growth pays for growth.”

The City of Wilsonville’s stormwater SDC was last updated in April 2012 by Resolution No. 2353. The current Stormwater SDC based on the adopted implementation schedule and annual inflation adjustments is \$2,442 per Equivalent Residential Unit (ERU), which includes a 0.4% inflationary adjustment that went into effect on July 1, 2025.

In April 2006, the Wilsonville sewer SDC was last updated by Resolution No. 1987. The current Sewer SDC including annual inflation adjustments is \$7,130 per ERU, which also includes the 0.4% inflationary adjustment on July 1, 2025.

On January 18, 2024, City Council adopted the 2023 Wastewater Treatment Plant Master Plan (Ordinance No. 888). Also, the 2024 Stormwater Master Plan was adopted by City Council on April 1, 2024 (Ordinance No. 890). Adoption of both Master Plan documents included new Capital Improvement Project (CIP) lists, which consist of utility improvements that will be needed over the next twenty years to meet projected growth, operation and maintenance needs, and regulatory requirements. Both Master Plan documents identify the projects or portions of projects that are needed to support anticipated growth within Wilsonville.

With the updated twenty-year project list, review of the stormwater and sewer SDC is necessary to ensure development is paying its share of infrastructure costs needed. Beginning in July 2024, the City entered into a Professional Services Agreement with FCS Group to perform a sewer and storm rate and SDC fee study that will result in a recommended update to the sewer and storm utility rate and SDC fee.

On June 2, 2025, the project team held a work session with City Council regarding the proposed sewer and storm SDC adjustments. Since that time, the project team has issued both the 90-day notice and 60-day notice to interested parties, as required by Oregon law, prior to the first public hearing for adoption of a SDC methodology. As part of the 60-day notice, the proposed SDC methodology was made available for public review and comment and is attached as **Exhibit A**.

The project team also held an SDC stakeholder meeting with interested parties on August 5, 2025. Two interested members from the local development community attended the meeting, a summary of which is attached as **Exhibit B**.

The maximum defensible stormwater and sewer SDC for each utility as presented at the June 2, 2025, City Council work session remains unchanged and is summarized as follows:

Stormwater SDC

SDC Type	Fee per ERU
Improvement Fee	\$1,636
Reimbursement Fee	\$1,884
Compliance Fee	\$12
Total	\$3,532
Increase	\$1,090

Sewer SDC

SDC Type	Fee per ERU
Improvement Fee	\$13,069
Reimbursement Fee	\$2,277
Compliance Fee	\$12
Total	\$15,358
Increase	\$8,228

Refer to **Exhibit A** for detailed explanation of SDC Types noted above.

EXPECTED RESULTS:

The updated stormwater and sewer SDC fee will provide the estimated funding required for completing the infrastructure projects needed to accommodate future growth within Wilsonville. The recommended SDC fees will ensure that growth will pay for its share of infrastructure costs rather than existing taxpayers and utility ratepayers.

TIMELINE:

Adoption of the proposed sewer and stormwater SDC methodology is scheduled for a public hearing on September 15, 2025. If adopted by City Council, the updated sewer and stormwater SDC methodology and rates will go into effect on January 1, 2026.

CURRENT YEAR BUDGET IMPACTS:

The consultant work is included in the Fiscal Year (FY) 2024-25 CIP budget. Funds not spent in the FY 2024-25 budget will be rolled over to the FYn2025-26 fiscal year to ensure adequate funds are available for the completion of this work.

COMMUNITY INVOLVEMENT PROCESS:

The project team has held two work sessions with City Council to discuss sewer and stormwater SDC methodology and rates on June 2, 2025, and September 4, 2025. On June 24, 2025, the project team met with representatives from the Home Builders Association of Greater Portland to discuss the proposed SDC updates. In addition, a 90-day and 60-day notice that included the proposed SDC methodology report was sent to interested parties, consisting of local developers, engineering consultants, and land use applicants conducting business in Wilsonville. The project team held an SDC stakeholder meeting on August 5, 2025, with a meeting summary included as **Exhibit B**. A project webpage with up to date SDC information is maintained and information shared with the community via articles in the Boones Ferry Messenger.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

The updated SDC methodology and fee will provide the funding necessary to support planned growth, maintain existing utility assets, and meet regulatory requirements, helping to maintain a financially sound sewer and storm utility program.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

- A. Wilsonville Wastewater and Stormwater SDC Methodology Report
- B. Sewer and Storm SDC Stakeholder Meeting Notes

CITY OF WILSONVILLE

Wastewater and Stormwater SDCs

Submitted by:

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July 2025

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- Appendix C: Stormwater Improvement Fee Cost Basis 20**

1 Project Overview

Background

The City of Wilsonville ("the City") is located in both Clackamas and Washington counties and serves over 26,000 residents. As with other services, the funding of wastewater and stormwater capital improvements is partially supported by new development in the form of system development charges (SDCs). In 2024, the City contracted with FCS to update its wastewater and stormwater SDCs. This report documents the results of those SDC calculations.

Policy

SDCs are enabled by state statutes, authorized by local ordinance, and constrained by the United States Constitution.

State Statutes

Oregon Revised Statutes (ORS) 223.297 to 223.316 enable local governments to establish SDCs, which are one-time fees on development that are paid at the time of development or redevelopment that creates additional demand for system facilities. SDCs are intended to recover a fair share of the cost of existing and planned facilities that provide capacity to serve future users (growth).

ORS 223.299 allows for two types of SDC:

- » A reimbursement fee that is designed to recover "costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists"
- » An improvement fee that is designed to recover "costs associated with capital improvements to be constructed"

ORS 223.304(1) states, in part, that a reimbursement fee must be based on "the value of unused capacity available to future system users or the cost of existing facilities" and must account for prior contributions by existing users and any gifted or grant-funded facilities. The calculation must "promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities." A reimbursement fee may be spent on any capital improvement related to the system for which it is being charged (whether cash-financed or debt-financed).

ORS 223.304(2) states, in part, that an improvement fee must be calculated to include only the cost of projected capital improvements needed to increase system capacity for future users. In other words, the cost of planned projects that correct existing deficiencies or that do not otherwise increase capacity for future users may not be included in the improvement fee calculation. An improvement fee may be spent only on capital improvements (or portions thereof) that increase the capacity of the system for which it is being charged (whether cash-financed or debt-financed).

In addition to the reimbursement and improvement fees, ORS 223.307(5) states, in part, that "system development charge revenues may be expended on the costs of complying" with state statutes concerning SDCs,

including “the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures.”

Local Ordinance

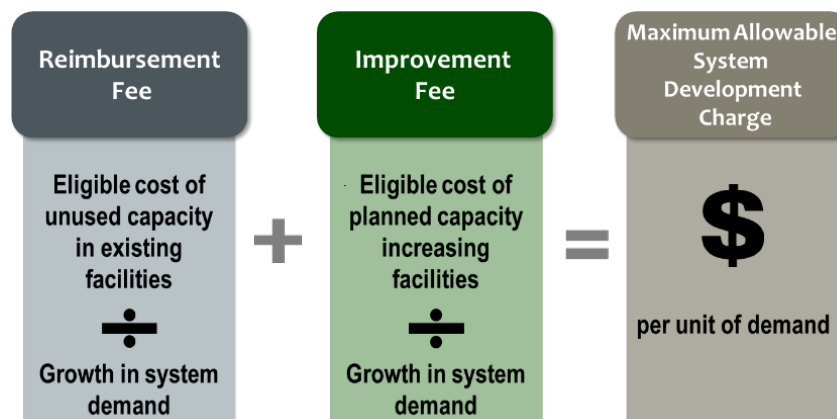
Chapter 11 of the Wilsonville Code of Ordinances authorizes and governs the imposition and expenditure of SDCs in Wilsonville. The City may need to modify its code to allow for the proposed changes to the SDCs.

United States Constitution

The United States Supreme Court has determined that SDCs, impact fees, or other exactions that comply with state and/or local law may still violate the United States Constitution if they are not proportionate to the impact of the development. The SDCs calculated in this report are designed to meet all constitutional requirements.

Calculation Overview

In general, SDCs are calculated by adding an existing facilities fee component (called the reimbursement fee) and a future facilities fee component (called the improvement fee)—both with potential adjustments. Each component is calculated by dividing the eligible cost by growth in units of demand. The unit of demand becomes the basis of the charge. The diagram below summarizes the basic outline of an SDC calculation, and more detail is provided in the following bullets.



- **The eligible cost of capacity in existing facilities** is the cost of existing facilities that will serve growth. The cost of those facilities are usually found in a city’s schedule of fixed assets which records the original cost of assets purchased by the city. System capacity information, usually found in a comprehensive plan, can provide estimates of the available capacity in the system.
- **The eligible portion of capacity-increasing projects** is the cost of future projects that will serve growth. Some projects are intended to only serve growth, some projects do not increase system capacity, and some serve the City’s current *and* future populations. Only the share that is allocable to growth is includable.
- **The growth in system demand** is the anticipated growth in the demand associated with each system. Growth is measured in different ways for different systems. For example, growth for wastewater SDCs is sometimes measured in meter capacity equivalents, where as growth for stormwater SDCs is often measured in impervious surface area. The unit of growth becomes the charging basis for the SDC.

Finally, summing the reimbursement fee and the improvement fee with a small allowance for compliances costs yields the full SDC.

2 Wastewater SDC Analysis Summary

This section describes the detailed calculations of the maximum defensible wastewater SDC to be charged in the City of Wilsonville.

SDC Functionalization

Because the City is expecting some high-strength industrial customers to be added to its wastewater system, this analysis “functionalizes” the proposed SDC. That is, it divides the wastewater infrastructure costs into four functions of service and then calculates an SDC for each function, allowing for individualized charges to large customers based on their specific demands. Those four functions of service are:

- **Collection (Flow)** – The conveyance (collection) of sewer flow through the City’s sewer mains, trunklines, and lift stations to the treatment plant. Collection flow is often measured in millions of gallons per day. For the collection function, flow is often measured in the dry weather period to isolate the flows of customer connections, as opposed to flows contributed by rainwater.
- **Treatment (Flow)** – The processing of sewer flow through the City’s treatment plant, from headworks to outfall. Sewer flow through the treatment plant is often measured in peak hourly flow, as the treatment plant will need to be sized to accommodate the maximum amount of flow expected at the plant.
- **Treatment (BOD)** – The processing of biochemical oxygen demand (BOD) in the City’s treatment plant. BOD is one of the two major sources of wastewater strength that needs to be treated in a wastewater treatment plant.
- **Treatment (TSS)** – The processing of total suspended solids (TSS) in the City’s treatment plant. TSS is the other primary source (along with BOD) of wastewater strength that needs to be treated at the wastewater treatment plant.

This wastewater SDC calculation will include growth estimates, an improvement fee cost basis, and a reimbursement fee cost basis for each of the functions described above.

Growth

The calculation of projected growth begins with defining the units by which current and future demand will be measured. Then, using the best available data, we quantify the current level of demand and estimate a future level of demand. The difference between the current level and the future level is the growth in demand that will serve as the denominator in the wastewater SDC calculation.

Unit of Measurement

For wastewater SDCs, the water meter size necessary for a development is broadly used as a measure of its potential wastewater flows. To compare water meters and calculate the total demand of the system, water meters are often compared by their maximum flow rates and measured by their meter capacity equivalents (MCEs). In this system, the smallest water meter employed by the City is one MCE, and every larger meter is assigned a larger number of MCEs based on their relative flow rates. Flow rates are most often based on the American Water Works Association (AWWA) flow rates assuming either a 5/8” or 3/4” base meter. The City installs 5/8” meters as their smallest water meter size, so that is the minimum size for this SDC calculation.

The City is also expecting new industrial connections to be added to its wastewater system. For such customers, the MCE basis is not always a good fit. For example, an industrial connection may have much higher strength

flows than a typical domestic connection. By the nature of its operation, it also may create much more sewer flow than a typical domestic connection – even beyond what a difference in meter capacity equivalents would suggest.

To accommodate more unique SDC calculations for new industrial customers, this SDC analysis will consider four separate units of growth. MCEs will be used to measure the capacity needs of domestic sewer connections. For industrial and/or other high strength connections, three other units of measurement will be used:

- **Peak hourly flow (PHF)** – Used to measure the amount of flow contributed to the collection system and to the treatment plant. Peak hourly flow is used because it represents the maximum capacity needs of industrial customers, which may contribute much more flow on an average day than a domestic strength connection.
- **Maximum month pounds per day of biochemical oxygen demand (MM ppd of BOD)** – Used to measure the maximum amount of BOD contributed to the treatment system.
- **Maximum month pounds per day of total suspended solids (MM ppd of TSS)** – Used to measure the maximum amount of TSS contributed to the treatment system.

Growth in Demand

To project demand through the end of the planning period, total flows and/or loadings for each of the four functions are projected for the period from 2025 through 2045. These flow and loading projections are summarized in **Exhibit 2.1** below. The sources for these projections are included in the last column.

Exhibit 2.1 – Flows and Loadings Projections

Flows and Loadings	Collection (Flow)	Treatment (Flow)	Treatment (BOD)	Treatment (TSS)	Source Tables from 2023 Master Plan
Units	ADWF mgd	PHF mgd	MM ppd	MM ppd	
2020	1.91	8.79	10,685	8,906	Tables 3.16 (Flow); Table 3.28 (BOD); Table 3.23 (TSS)
2025 (Estimated)	2.24	10.10	12,379	10,265	Estimated
2045	4.20	17.60	22,301	18,116	Table 3.19 (Flow); Table 3.45 (BOD and TSS)

Abbreviations: ADWF = average dry weather flow, mgd = million gallons per day, PHF = peak hour flow, MM = maximum month, ppd = pounds per day

The flows and loadings projections described above guide the projection of capacity demands for new connections in the City of Wilsonville. **Exhibit 2.2** below shows the projection of meter capacity equivalents by function for use for domestic-strength connections. The 2025 MCE total was estimated using the City’s customer billing statistics.

Exhibit 2.2 – MCE Projections

	Collection (Flow)	Treatment (Flow)	Treatment (BOD)	Treatment (TSS)	Source Notes
Units	MCEs	MCEs	MCEs	MCEs	
2025	9,040	9,040	9,040	9,040	City's customer statistics
2045	16,981	15,755	16,286	15,955	Projected based on Exhibit 2.1
Growth	7,940	6,714	7,246	6,914	

Abbreviations: MCEs = meter capacity equivalents

Exhibit 2.3 below summarizes the growth projections for the purpose of calculating the SDC for high-strength and/or industrial connections. As shown, they are simply the statistics shown in **Exhibit 2.1** but calculated in gallons per day (gpd) for ease of use. In addition, the Collection (Flow) function is shown with PHF rather than ADWF. That is because it will be easier for the City and for new connections to estimate their PHF rather than ADWF. Further, PHF is a better estimate for the collection needs of a high-strength and/or industrial connection because, unlike for a domestic strength connection, their flows may vary widely throughout the year.

Exhibit 2.3 – Flows and Loadings Projections

	Collection (Flow)	Treatment (Flow)	Treatment (BOD)	Treatment (TSS)	Source Notes
Units	PHF gpd	PHF gpd	MM ppd	MM ppd	
2025	10,099,355	10,099,355	12,379	10,265	City's customer statistics
2045	17,600,000	17,600,000	22,301	18,116	Projected based on Exhibit 2.1
Growth	7,500,645	7,500,645	9,922	7,851	

Abbreviations: PHF = peak hour flow, gpd = gallons per day, MM = maximum month, ppd = pounds per day

It is important to note that **Exhibits 2.2** and **2.3** do not represent two distinct growth estimates – rather, they take the forecast from **Exhibit 2.1** and express growth in two different ways. The growth estimates in **Exhibits 2.2** and **2.3** are interchangeable for the purposes of this SDC calculation. **Exhibit 2.2** expresses growth in a manner useful for domestic-strength connections and **Exhibit 2.3** expresses growth in a manner useful for high-strength and/or industrial connections.

Improvement Fee

An improvement fee is the eligible cost of planned projects per unit of growth that such projects will serve. Since we have already calculated growth (denominator) by function of service above, we will focus here on the improvement fee cost basis (numerator) by function of service.

Project Lists

Five separate project list sources are used for the development of the improvement fee cost basis. They are:

- The City's capital improvement program (CIP),
- The 2023 Wastewater Treatment Plant Master Plan,
- The 2014 Wastewater Collection System Master Plan,
- The Charbonneau Consolidated Improvement Plan,
- The Frog Pond East and South Sanitary Sewer Project List.

The City helped remove duplicate projects and projects already completed from these five separate lists. The cost estimates were adjusted to 2025 dollars using the January 2025 value of the 20-City Average of the Engineering News-Record's Construction Cost Inflation estimate. That value is 13,732.

Eligibility

A project's eligible cost is the product of its total cost and its eligibility percentage. The eligibility percentage represents the portion of the project that creates capacity for future users. The eligibility percentages were calculated in different ways for each of the City's project list sources.

The eligibility percentages for projects on the City's CIP and Wastewater Treatment Plant Master Plan were estimated with help from Carollo Engineers, who originally prepared the Wastewater Treatment Plant Master Plan. Eligibility percentages for projects from the Collection System Master Plan come directly from the Collection System Master Plan. The Charbonneau Consolidated improvement plan is a repair and replacement plan, and none of its projects create capacity for future users. Consequently, all projects are 0 percent eligible. Finally, projects on the Frog Pond East and South Sanitary Sewer Project List represent projects designated for new growth entirely, and so all the eligibility percentages for that list are equal to 100 percent.

For a detailed list of the costs and eligibility percentages by project, refer to **Appendix A**.

Calculated Improvement Fee Cost Basis

Exhibit 2.4 below summarizes the total cost, SDC-eligible cost, outside funding (contributions from grants, developers, and from loans the City is planning on taking out), and other funding (funding from rate sources or all other sources) by function. As shown, the Eligible Cost for inclusion in the improvement fee cost basis ranges from \$4.0 million for the Treatment (Flow) function up to \$55.0 million for the Collection (Flow) function.

Exhibit 2.4 – Improvement Fee Cost Basis

Function	Total Cost	SDC-Eligible Cost	Outside Funding	Other Funding
Collection (Flow)	\$105,593,638	\$55,012,026	\$23,538,457	\$27,043,155
Treatment (Flow)	12,850,252	3,973,884	-	8,876,368
Treatment (BOD)	73,376,503	18,831,716	11,000,000	43,544,787
Treatment (TSS)	44,752,007	20,926,630	-	23,825,377
Total	\$236,572,401	\$98,744,256	\$34,538,457	\$103,289,687

Source: See sources noted in **Appendix A**

Reimbursement Fee

A reimbursement fee is the eligible cost of the existing wastewater facilities available for future users per unit of growth that such facilities will serve. Since growth was calculated above, we will focus on the eligible cost of the existing wastewater facilities available for future users.

Eligibility

To the extent that capacity remains in the wastewater system and is available for growth, the original cost of the capacity (net of any outside funding or outstanding debt) can be collected in the reimbursement fee. The 2023 Wastewater Treatment Facility Master Plan provided capacity estimates for each function of the wastewater treatment system, and the 2014 Wastewater Collection System Master Plan provided capacity estimates for each lift station. The exception is the Grand Pointe lift station, which was completed after the Collection System Master Plan and was entirely developer funded (and therefore ineligible for inclusion in the reimbursement fee cost basis). **Appendix B** displays the capacity calculations for the treatment facility functions and the lift stations.

The flow through each collection system pipe was estimated using pipe-level flow data from the 2014 Wastewater Collection System Master Plan. That same data provided the full capacity of each pipe, and so the capacity remaining for growth in gallons per minute was estimated for each pipe. This analysis revealed that, on average, the collection system has 24 percent of its capacity remaining for growth through 2045, and so collection system assets are assigned 24 percent eligibility.

Calculated Reimbursement Fee Cost Basis

The original cost of the City's fixed asset listing was sorted into the functions as shown in **Exhibit 2.5** below with help from the City. Outside funding and outstanding principal were removed, and the eligibility factors as described above were multiplied by the remaining adjusted original cost. As shown, the SDC-eligible cost by function ranges from \$94,000 in the TSS function up to \$8.8 million in the BOD function.

Exhibit 2.5– Reimbursement Fee Cost Basis Summary

Function	Total Original Cost	SDC-Eligible
Collection (Flow)	\$40,587,992	\$5,561,896
Treatment (Flow)	11,619,532	2,384,988
Treatment (BOD)	47,683,378	8,752,538
Treatment (TSS)	491,635	94,422
Total	\$100,382,537	\$16,793,844

Source: See sources noted in **Appendix B**

Calculated Wastewater SDC

This section combines the eligible cost from the improvement and reimbursement fee cost bases. It also removes the outstanding improvement fee fund balance (divided over four functions) held by the City of Wilsonville to avoid double-charging for projects that were included on the City’s original SDC list but not completed. It also includes a small cost basis of \$90,520 (divided over four functions) for the costs of calculating the SDC and administering the SDC program. The estimate was based on the cost of the SDC methodology, assumed to occur once every five years from 2025 through 2045. **Exhibit 2.6** below summarizes the wastewater SDC cost bases, which are then divided by the growth projections in **Exhibits 2.7** and **2.9** to get the SDC per unit of growth.

Exhibit 2.6 – Calculated Wastewater SDC Cost Bases

Calculated Cost Bases	Collection (Flow)	Treatment (Flow)	Treatment (BOD)	Treatment (TSS)
Improvement Fee Cost Basis	\$55,012,026	\$3,973,884	\$18,831,716	\$20,926,630
Outstanding Improvement Fee Fund Balance	(137,646)	(137,646)	(137,646)	(137,646)
Reimbursement Fee Cost Basis	5,561,896	2,384,988	8,752,538	94,422
Compliance Costs	22,630	22,630	22,630	22,630
Total	\$60,458,906	\$6,243,856	\$27,469,238	\$20,906,037

Source: Previous tables

Exhibit 2.7 below shows the calculation of the SDC per MCE, for use with domestic strength customers.

Exhibit 2.7– Calculated Wastewater SDC per MCE

Calculated Cost Bases	Collection (Flow)	Treatment (Flow)	Treatment (BOD)	Treatment (TSS)
Growth in MCEs	7,940	6,714	7,246	6,914
Improvement Fee per MCE	\$6,910.73	\$571.37	\$2,579.89	\$3,006.63
Reimbursement Fee per MCE	\$700.45	\$355.22	\$1,207.90	\$13.66
Compliance Fee per MCE	\$2.85	\$3.37	\$3.12	\$3.27
Total SDC per MCE	\$7,614.03	\$929.95	\$3,790.92	\$3,023.56

Source: Previous tables

Exhibit 2.8 below provides a resulting wastewater SDC schedule by water meter size for use with domestic strength customers. For water meter sizes larger than 6-inch, the MCE can be based on the American Water Works Association meter size capacity factor using a 5/8-inch meter as the basis.

Exhibit 2.8 – Calculated Wastewater SDC by Water Meter Size

Meter Size	MCEs	SDC
5/8"	1.00	\$15,358
3/4"	1.50	\$23,038
1"	2.50	\$38,396
1 1/2"	5.00	\$76,792
2"	8.00	\$122,868
3"	16.00	\$245,735
4"	25.00	\$383,961
6"	50.00	\$767,923

Source: Previous tables, American Water Works Association M1 Manual (MCEs)

Finally, **Exhibit 2.9** below shows the calculation of the SDC by flow and loading metric. This SDC table can be used for the calculation of the wastewater SDC for high-strength and/or industrial connections. The City will

determine which customers will use the table presented in **Exhibit 2.9** and which will use the table presented in **Exhibit 2.8**.

Exhibit 2.9 – Calculated Wastewater SDC per Flow and Loading Metric

Calculated Cost Bases	Collection (Flow)	Treatment (Flow)	Treatment (BOD)	Treatment (TSS)
Unit	PHF gpd	PHF gpd	MM ppd	MM ppd
Growth in Units	7,500,645	7,500,645	9,922	7,851
Improvement Fee per Unit	\$7.32	\$0.51	\$1,884.10	\$2,647.94
Reimbursement Fee per Unit	\$0.74	\$0.32	\$882.13	\$12.03
Compliance Fee per Unit	\$0.00	\$0.00	\$2.28	\$2.88
Total SDC per Unit	\$8.06	\$0.83	\$2,768.51	\$2,662.85

Source: Previous tables

3 Stormwater SDC Analysis Summary

This section describes the detailed calculations of the maximum allowable stormwater SDC for the City of Wilsonville. Unlike the wastewater SDC calculation, the stormwater SDC is not functionalized. All functions of stormwater service are combined into one SDC.

Growth

The calculation of projected growth begins with defining the units by which current and future demand will be measured. Then, using the best available data, we quantify the current level of demand and estimate a future level of demand. The difference between the current level and the future level is the growth in demand that will serve as the denominator in the stormwater SDC calculation.

Unit of Measurement

Impervious surface area generates stormwater runoff that the City’s stormwater collection system must manage, and so the relative impervious surface area of a customer is a good estimate of that’s customer’s contribution of runoff to the stormwater system and corresponding service received. For stormwater SDCs, this service is often measured in terms of equivalent dwelling units (EDUs), where one EDU represents the average impervious surface area of single-family residences in the jurisdiction. In the City’s case, one EDU is equal to 2,750 square feet of impervious surface area. Single-family residences are assigned one EDU, and all other land uses are assigned some number of EDUs based on their total impervious surface area divided by 2,750 square feet.

Growth in Demand

Based on the City’s customer billing statistics, the City had 24,663 billable stormwater EDUs in 2024. Billable EDUs exclude the impervious surface area for the City’s road network, which is in fact a part of the stormwater conveyance system. To estimate future stormwater EDUs, the change in overall impervious acres from the 2024 Stormwater Master Plan, Appendix B, Attachment B is used. Overall impervious acreage (which includes non-billable impervious surface area) is expected to grow from 2,881 to 3,785 between 2024 and 2043. If billable stormwater EDUs increase proportionally, they will increase by 7,745 to a total of 32,408 by 2043. So, 7,745 is the denominator of the stormwater SDC calculation.

Exhibit 3.1 below summarizes these calculations:

Exhibit 3.1 – Growth in Stormwater EDUs

	2024	2043	CAGR*	Growth (2024-2043)	Growth Share
Impervious Acres	2,881	3,785	1.45%	905	23.90%
Billable EDUs	24,663	32,408	1.45%	7,745	23.90%

Source: 2024 Stormwater Master Plan Appendix B Attachment B (impervious acres); City’s customer billing stats (billable EDUs in 2024).

*CAGR = compound annual growth rate.

Improvement Fee

An improvement fee is the eligible cost of planned projects per unit of growth that such projects will serve. Since we have already calculated growth above, we will focus here on the improvement fee cost basis.

Project Lists

The 2024 Stormwater Master Plan provides the bulk of the project list for the improvement fee cost basis. Those projects that were included, but were not present in the master plan, were added by City staff.

Eligibility

A project's eligible cost is the product of its total cost and its eligibility percentage. The eligibility percentage represents the portion of the project that creates capacity for future users. Most of the eligibility percentages in the improvement fee cost basis were provided in the master plan. The City Engineer provided estimates for the projects that were not included in the master plan.

Calculated Improvement Fee Cost Basis

Appendix B includes all the projects in the stormwater SDC improvement fee cost basis. All costs were updated to 2025 using the same method as described in the wastewater SDC calculation. As shown, the total cost for the project list is \$115.8 million, with an improvement fee eligible cost of \$15.0 million.

Reimbursement Fee

A reimbursement fee is the eligible cost of the stormwater facilities available for future users per unit of growth that such facilities will serve. Since growth was calculated above, we will focus on the eligible cost of the stormwater facilities available for future users.

Eligibility

To the extent that capacity remains in the stormwater system and is available for growth, the original cost of the capacity (net of any outside funding or outstanding debt) can be collected in the reimbursement fee. For the stormwater reimbursement fee cost basis, an analysis of the City's stormwater conveyance capacity was performed using the 2024 Stormwater Master Plan Appendix B Attachment B, Table B-3.

Table B-3 lists all the stormwater conveyance conduits in the City's system and notes whether they are deficient under a 2-year, 25-year, or 100-year storm; or if they are not deficient at all. For a conservative estimate of conveyance capacity, conduits deficient under a 2-year or 25-year storm are assumed to have no capacity available for growth, whereas other conduits are assumed to have capacity available for growth. Using a weighted average based on the conduit lengths and diameters reveals available capacity of approximately 78 percent of the stormwater conveyance system.

Exhibit 3.1 demonstrates that growth will only make up about 24 percent of the total stormwater customer base in 2043. Therefore, since 78 percent of the system is estimated to have capacity, and since only 24 percent of the customer base in 2043 will be comprised of growth, 24 percent of the stormwater system is assumed to be available to growth. The remaining 54 percent (78 percent minus 24 percent) is unused capacity that is available for growth beyond the planning horizon, if at all.

Calculated Reimbursement Fee Cost Basis

The original cost of the City's stormwater fixed assets was estimated to be \$77.9 million. Of that, the City's records note \$12.7 million in contributions. The resulting original cost net of contributions is estimated to be \$65.2 million. Because growth will pay for outstanding debt service principal in their user rates, the outstanding principal for stormwater-related debt of \$4.1 million is removed from the cost basis, for a total adjusted original cost of \$61.1 million. Finally, multiplying this adjusted cost by the capacity available for growth of 24 percent achieves a reimbursable cost of \$14.6 million.

These calculations are summarized in **Exhibit 3.2** below.

Exhibit 3.2 – Reimbursement Fee Cost Basis

	Original Cost	Contributions	Original Cost (Net of Contributions)
Infrastructure	\$62,837,625	\$12,741,782	\$50,095,843
Easements	12,967,631	-	12,967,631
Building Improvements	11,704	-	11,704
Land Improvements	36,678	-	36,678
Construction Work in Progress	2,059,777	-	2,059,777
Total	\$77,913,415	\$12,741,782	\$65,171,632
Outstanding Principal			(4,104,450)
Adjusted Original Cost			\$61,067,182
Remaining Capacity			24%
Reimbursable Cost			\$14,594,801

Source: City staff (cost information); previous discussion (remaining capacity estimates)

Calculated Stormwater SDC

This section restates eligible costs from the improvement and reimbursement fee cost bases. It also removes the outstanding improvement fee fund balance held by the City of Wilsonville to avoid double-charging for projects that were included on the City's original SDC list but not completed. It also includes a small cost basis of \$90,520 for the costs of calculating the SDC and administering the SDC program. The estimate was based on the cost of the SDC methodology, assumed to occur once every five years from 2024 through 2043. **Exhibit 3.3** below summarizes the calculation of the stormwater SDC.

Exhibit 3.3 – Calculated Stormwater SDC

Calculated SDC	
Improvement Fee Cost Basis	\$14,979,904
Outstanding Improvement Fee Fund Balance	(2,309,441)
Reimbursement Fee Cost Basis	14,594,801
Compliance Costs	90,520
Total	\$27,355,784
Growth in EDUs	7,745
Improvement Fee per EDU	\$1,636
Reimbursement Fee per EDU	\$1,884
Compliance Fee per EDU	\$12
Total SDC per EDU (2,750 Sq. Ft.)	\$3,532

Source: Previous tables

As shown above, the maximum allowable stormwater SDC is \$3,532 per EDU. The City may adopt any SDC up to that amount. Each single-family dwelling unit connection would pay the rate per EDU, whereas other development types would pay some multiple of that rate based on their impervious square footage divided by 2,750 impervious square feet.

4 Implementation

This section addresses practical aspects of implementing SDCs and provides comparisons to other jurisdictions.

Setting the SDC

The calculations shown in the previous sections represent the maximum defensible SDCs. The City has the liberty to set the SDC for each service at any level up to the maximum defensible charge by resolution; so long as follows the procedures laid out in ORS 223.297 through ORS 223.316. The City may also decide to phase in either or both SDCs to the maximum or a lower target charge over a period of time.

Indexing

ORS 223.304 allows for the periodic indexing of SDCs for inflation, as long as the index used is:

- (A) A relevant measurement of the average change in prices or costs over an identified time period for materials, labor, real property or a combination of the three;
- (B) Published by a recognized organization or agency that produces the index or data source for reasons that are independent of the system development charge methodology; and
- (C) Incorporated as part of the established methodology or identified and adopted in a separate ordinance, resolution or order.

In accordance with Oregon statutes, we recommend that the City index its charges to the *Engineering News Record* Construction Cost Index for the City of Seattle and adjust its charges annually. There is no comparable Oregon-specific index. This will help to mitigate – if not fully eliminate – the burdens of construction cost inflation. The January 2025 value of that index was 15,758.

Appendix A: Wastewater Improvement Fee Cost Basis

Exhibit A.1 – Improvement Fee Cost Basis

Description	Completion Year	2025 Adjusted Cost	SDC Eligibility	Outside Funding	SDC-Eligible Cost
City's CIPs and Wastewater Treatment Master Plan					
Sewer Rate and SDC Study Update	2025	\$ 94,908	50.00%	\$ -	\$ 47,454
Boeckman Rd. Sanitary - Imp. Frog Pond	2025	1,454,473	38.48%	894,501	559,681
Boeckman Creek Interceptor	2027	19,932,546	88.86%	18,000,000	1,932,546
WWTP UV Disinfection Replacement	2026	3,440,162	0.00%	-	-
Public Works Standards Update	2025	11,888	0.00%	-	-
Stafford R. Sewer Extension Phase 1	2027	514,001	9.52%	465,171	48,830
Charbonneau Lift Station Rehab	2025	1,125,748	0.00%	-	-
Coffee Creek Interceptor Railroad Undercrossing	2027	819,366	65.00%	-	532,588
WWTP Aeration Basin Expansion	2027	11,355,450	46.76%	11,000,000	355,450
WWTP Clarifier Mechanism Replacement	2027	1,796,109	0.00%	-	-
Coffee Creek - Day Road Sewer Extension	2027	4,178,786	100.00%	4,178,786	-
Willamette Way West Sewer Rehabilitation	2029	1,254,061	0.00%	-	-
Town Center Pump Station Replacement	2029	1,090,086	0.00%	-	-
Day Dream Sewer Rehabilitation Phase 1	2029	345,908	0.00%	-	-
Master Plans and Studies	-	-	0.00%	-	-
Wastewater Collection System Master Plan	2026	467,710	71.86%	-	336,097
Sewer Operations Allocation to Charbonneau	2029	3,006,645	0.00%	-	-
Dewatering Performance Optimization	2025	166,520	46.76%	-	77,867
Fiber Optic Cable Addition	2025	62,819	46.76%	-	29,375
Seismic Improvements	2026	1,187,741	46.76%	-	555,403
Geotechnical Foundation Mitigation	2026	2,742,938	46.76%	-	1,282,634
MBR Phase 1 + 2 Blowers + Fine Screens + Electrical Upgrades	2030	75,085,076	46.76%	-	35,110,774
Solids Dryer Improvement	2033	17,950,457	0.00%	-	-
Existing Centrifuge and GBT Replacement	2033	3,930,103	0.00%	-	-
Cooling Tower	2035	655,348	65.00%	-	425,976
MBR Phase 2 + 2 Blowers	2038	2,253,925	46.76%	-	1,053,965
UV Equipment Replacement	2040	2,421,524	46.76%	-	1,132,337
Outfall Improvements	2040	1,172,249	46.76%	-	548,159
MBR Phase 3 + 2 Blower	2043	6,758,341	46.76%	-	3,160,290
Wastewater Collection System Master Plan					
Canyon Creek Pump Station	2034	\$ 1,211,219	80.00%	\$ -	\$ 968,975
Parkway Interceptor	2034	6,105,102	60.00%	-	3,663,061
Coffee Creek Interceptor Phase 3	2030	8,401,517	65.00%	-	5,460,986
Boones Ferry Park Grinder Pump	2027	42,008	0.00%	-	-
Pipe Replacement - (6 To 10 Years)	2031	2,450,442	0.00%	-	-
Pipe Replacement - (11 To 20 Years)	2041	4,900,885	0.00%	-	-
Pump Station Rehabilitation - (11 To 20 Years): Morey's Land Pump Station	2030	280,051	0.00%	-	-
Coffee Creek - Clutter Road	2031	2,786,503	100.00%	-	2,786,503
Coffee Creek - Grahams Ferry Road	2031	1,540,278	100.00%	-	1,540,278
Area 1 (Basalt Creek - East)	2039	9,381,694	100.00%	-	9,381,694
Area 2 (Basalt Creek - Central)	2039	7,561,365	100.00%	-	7,561,365
Area 3 (Basalt Creek - West)	2034	3,360,607	100.00%	-	3,360,607
Area 9 (South UGB - West)	2039	1,230,822	100.00%	-	1,230,822
Area 10 (South UGB - East)	2039	488,688	100.00%	-	488,688
Coffee Creek Interceptor Phase II	2028	2,257,892	65.00%	-	1,467,630
Charbonneau Consolidated Improvement Plan					
Arbor Lake Drive Phase I	2034	\$ 491,921	0.00%	\$ -	\$ -
Country View Loop	2031	257,468	0.00%	-	-
Armitage Road Phase I	2034	326,509	0.00%	-	-
Arbor Lake Drive Phase II	2034	595,484	0.00%	-	-
Country View Lane Phase I	2034	207,125	0.00%	-	-
Lake Drive	2034	169,727	0.00%	-	-
Middle Greens Road	2034	174,042	0.00%	-	-
Boones Bend Road Phase I	2034	309,249	0.00%	-	-
Armitage Road Phase II	2039	100,686	0.00%	-	-
Fairway Drive Phase II	2034	166,851	0.00%	-	-
Country View Lane Phase II	2031	208,563	0.00%	-	-
French Prairie Drive Phase V	2031	198,495	0.00%	-	-
Sacajawea Lane	2031	358,153	0.00%	-	-
Old Farm Road Phase II	2031	171,166	0.00%	-	-
Curry Drive	2034	245,961	0.00%	-	-
East Lake Court	2034	552,333	0.00%	-	-
Illahee Drive	2034	601,237	0.00%	-	-
Lakeside Loop & Village Green Court	2039	240,207	0.00%	-	-
French Prairie Drive Phase VI	2039	105,001	0.00%	-	-
Arbor Lake Drive Phase III	2039	174,042	0.00%	-	-
Frog Pond East and South Sanitary Sewer Project List					
Advance Road 10" Sewer Main	2032	\$ 611,025	100.00%	\$ -	\$ 611,025
Kahle West Neighborhood Lift Station & Force Main	2035	3,945,800	100.00%	-	3,945,800
Kahle East Neighborhood Lift Station & Force Main	2044	2,571,023	100.00%	-	2,571,023
Advance East Neighborhood Lift Station & Force Main	2035	3,085,228	100.00%	-	3,085,228
South Neighborhood Lift Station & Force Main	2035	3,431,145	100.00%	-	3,431,145
Total		\$ 236,572,401		\$34,538,457	\$98,744,256

Source: Project lists noted in table (cost and eligibility); City staff (project timing and certain eligibility estimates)

Exhibit A.2 – Improvement Fee Cost Basis by Function

Description	SDC-Eligible Cost	Collection Flow	Treatment Flow	TSS	BOD
City's CIPs and Wastewater Treatment Master Plan					
Sewer Rate and SDC Study Update	\$ 47,454	100%	0%	0%	0%
Boeckman Rd. Sanitary - Imp. Frog Pond	559,681	100%	0%	0%	0%
Boeckman Creek Interceptor	1,932,546	100%	0%	0%	0%
WWTP UV Disinfection Replacement	-	0%	100%	0%	0%
Public Works Standards Update	-	100%	0%	0%	0%
Stafford R. Sewer Extension Phase 1	48,830	100%	0%	0%	0%
Charbonneau Lift Station Rehab	-	100%	0%	0%	0%
Coffee Creek Interceptor Railroad Undercrossing	532,588	100%	0%	0%	0%
WWTP Aeration Basin Expansion	355,450	0%	0%	0%	100%
WWTP Clarifier Mechanism Replacement	-	0%	65%	0%	35%
Coffee Creek - Day Road Sewer Extension	-	100%	0%	0%	0%
Willamette Way West Sewer Rehabilitation	-	100%	0%	0%	0%
Town Center Pump Station Replacement	-	100%	0%	0%	0%
Day Dream Sewer Rehabilitation Phase 1	-	100%	0%	0%	0%
Master Plans and Studies	-	100%	0%	0%	0%
Wastewater Collection System Master Plan	336,097	100%	0%	0%	0%
Sewer Operations Allocation to Charbonneau	-	100%	0%	0%	0%
Dewatering Performance Optimization	77,867	0%	0%	0%	100%
Fiber Optic Cable Addition	29,375	0%	100%	0%	0%
Seismic Improvements	555,403	0%	100%	0%	0%
Geotechnical Foundation Mitigation	1,282,634	0%	100%	0%	0%
MBR Phase 1 + 2 Blowers + Fine Screens + Electrical Upgrades	35,110,774	0%	0%	50%	50%
Solids Dryer Improvement	-	0%	0%	0%	100%
Existing Centrifuge and GBT Replacement	-	0%	0%	0%	100%
Cooling Tower	425,976	0%	100%	0%	0%
MBR Phase 2 + 2 Blowers	1,053,965	0%	0%	50%	50%
UV Equipment Replacement	1,132,337	0%	100%	0%	0%
Outfall Improvements	548,159	0%	100%	0%	0%
MBR Phase 3 + 2 Blower	3,160,290	0%	0%	90%	10%
Wastewater Collection System Master Plan					
Canyon Creek Pump Station	\$ 968,975	100%	0%	0%	0%
Parkway Interceptor	3,663,061	100%	0%	0%	0%
Coffee Creek Interceptor Phase 3	5,460,986	100%	0%	0%	0%
Boones Ferry Park Grinder Pump	-	100%	0%	0%	0%
Pipe Replacement - (6 To 10 Years)	-	100%	0%	0%	0%
Pipe Replacement - (11 To 20 Years)	-	100%	0%	0%	0%
Pump Station Rehabilitation - (11 To 20 Years): Morey's Land Pump Station	-	100%	0%	0%	0%
Coffee Creek - Clutter Road	2,786,503	100%	0%	0%	0%
Coffee Creek - Grahams Ferry Road	1,540,278	100%	0%	0%	0%
Area 1 (Basalt Creek - East)	9,381,694	100%	0%	0%	0%
Area 2 (Basalt Creek - Central)	7,561,365	100%	0%	0%	0%
Area 3 (Basalt Creek - West)	3,360,607	100%	0%	0%	0%
Area 9 (South UGB - West)	1,230,822	100%	0%	0%	0%
Area 10 (South UGB - East)	488,688	100%	0%	0%	0%
Coffee Creek Interceptor Phase II	1,467,630	100%	0%	0%	0%
Charbonneau Consolidated Improvement Plan					
Arbor Lake Drive Phase I	\$ -	100%	0%	0%	0%
Country View Loop	-	100%	0%	0%	0%
Armitage Road Phase I	-	100%	0%	0%	0%
Arbor Lake Drive Phase II	-	100%	0%	0%	0%
Country View Lane Phase I	-	100%	0%	0%	0%
Lake Drive	-	100%	0%	0%	0%
Middle Greens Road	-	100%	0%	0%	0%
Boones Bend Road Phase I	-	100%	0%	0%	0%
Armitage Road Phase II	-	100%	0%	0%	0%
Fairway Drive Phase II	-	100%	0%	0%	0%
Country View Lane Phase II	-	100%	0%	0%	0%
French Prairie Drive Phase V	-	100%	0%	0%	0%
Sacajawea Lane	-	100%	0%	0%	0%
Old Farm Road Phase II	-	100%	0%	0%	0%
Curry Drive	-	100%	0%	0%	0%
East Lake Court	-	100%	0%	0%	0%
Illahee Drive	-	100%	0%	0%	0%
Lakeside Loop & Village Green Court	-	100%	0%	0%	0%
French Prairie Drive Phase VI	-	100%	0%	0%	0%
Arbor Lake Drive Phase III	-	100%	0%	0%	0%
Frog Pond East and South Sanitary Sewer Project List					
Advance Road 10" Sewer Main	\$ 611,025	100%	0%	0%	0%
Kahle West Neighborhood Lift Station & Force Main	3,945,800	100%	0%	0%	0%
Kahle East Neighborhood Lift Station & Force Main	2,571,023	100%	0%	0%	0%
Advance East Neighborhood Lift Station & Force Main	3,085,228	100%	0%	0%	0%
South Neighborhood Lift Station & Force Main	3,431,145	100%	0%	0%	0%
Total	\$98,744,256	\$55,012,026	\$ 3,973,884	\$20,926,630	\$18,831,716

Source: Previous tables (eligible cost); Carollo Engineers (assignments to functions)

Appendix B: Wastewater Reimbursement Fee Cost Basis

Exhibit B.1 – Remaining Capacity by Treatment Category and Lift Station

Pumping Station	2014 Capacity (gpm)	2014 Peak Flow (gpm)	2025 Peak Flow (gpm)	2045 Peak Flow (gpm)	Capacity Available for Growth	Capacity Needed for Growth	Capacity (%) for Reimbursement Fee
Canyon Creek	600	360	535	1,100	65	500	10.82%
Charbonneau	750	300	269	220	-	-	0.00%
Corral Creek	160	10	10	10	-	-	0.00%
Memorial Park	900	900	1,500	3,800	-	2,900	0.00%
Morey's Landing	260	140	147	160	13	-	5.08%
Parkway/Town Center	220	60	60	60	-	-	0.00%
River Village	250	50	50	50	-	-	0.00%
Rivergreen	285	130	137	150	13	-	4.64%

Source: 2014 Collection System Master Plan, Tables 6-5 and 6-6

Treatment	Units	2020 Capacity (Design Criteria)	2020 Demand (2020 Plant Loadings)	2025 Demand	2045 Demand (2045 Plant Loadings)	Capacity Available for Growth	Capacity Needed for Growth	Capacity (%) for Reimbursement Fee
Influent Screening	mgd	24.0	8.8	10.11	17.6	7.5	-	31.21%
Grit Chamber	mgd	17.6	8.8	10.11	17.6	7.5	-	42.57%
Aeration/Stabilization Basin	ppd	12,000.0	7,500.0	8,727.16	16,000.0	3,272.8	4,000.0	27.27%
Secondary Clarifiers	gpd	1,386.0	761.0	869.75	1,484.0	516.2	98.0	37.25%
Secondary Effluent Cooling Towers	mgd	4.0	2.3	2.68	4.9	1.3	0.9	33.11%
Disk Filters	mgd	3.8	2.5	2.92	5.4	0.8	1.7	22.23%
UV Disinfection Channels	mgd	16.0	8.8	10.11	17.6	5.9	1.6	36.82%
Outfall	mgd	19.3	8.8	10.11	17.6	7.5	-	38.82%
Gravity Belt Thickening	lb./hr.	900.0	450.0	522.53	950.0	377.5	50.0	41.94%
Dewatering Centrifuges	gpm	50.0	20.0	23.52	45.0	21.5	-	42.96%
Biosolids Dryer	lb./hr.	3,600.0	1,510.0	1,753.64	3,190.0	1,436.4	-	39.90%
Other Treatment							-	22.23%

Source: 2023 Wastewater Treatment Facility Master Plan, Figures 4-1 through 4-18

Exhibit B.2 – Reimbursement Fee Cost Basis

Function	Estimated Capacity	Original Cost Estimate	Contributions	Outstanding Principal	Adjusted Original Cost	Reimbursable Cost
Treatment						
Influent Screening	31.21%	\$ -	\$ -	\$ -	\$ -	\$ -
Grit Chamber	42.57%	-	-	-	-	-
Aeration/Stabilization Basin	27.27%	11,818,000	-	-	11,818,000	3,223,201
Secondary Clarifiers	37.25%	197,000	-	-	197,000	73,378
Secondary Effluent Cooling Tower	33.11%	516,000	-	-	516,000	170,847
Disk Filters	22.23%	175,000	-	-	175,000	38,906
UV Disinfection Channels	36.82%	630,782	-	-	630,782	232,264
Outfall	38.82%	2,518,383	-	-	2,518,383	977,531
Gravity Belt Thickening	41.94%	-	-	-	-	-
Biosolids Dryer	39.90%	366,206	-	-	366,206	146,112
Dewatering Centrifuges	42.96%	2,606,000	-	-	2,606,000	1,119,455
Other Treatment	22.23%	40,967,174	-	17,351,700	23,615,474	5,250,253
Pumping (by Pump Station)						
Canyon Creek	10.82%	\$ 32,122	\$ -	\$ -	\$ 32,122	\$ 3,475
Charbonneau	0.00%	1,590,245	-	-	1,590,245	-
Corral Creek	0.00%	151,720	-	-	151,720	-
Memorial Park	0.00%	5,654,971	-	-	5,654,971	-
Morey's Landing	5.08%	16,201	-	-	16,201	823
Parkway/Town Center	0.00%	167,228	-	-	167,228	-
River Village	0.00%	-	-	-	-	-
Rivergreen	4.64%	48,042	-	-	48,042	2,230
Other Pumping	0.00%	1,402,120	-	-	1,402,120	-
Collection	23.96%	30,144,072	6,961,543	-	23,182,528	5,555,369
Other	0.00%	1,381,270	39,200	-	1,342,070	-
Total		\$ 100,382,537	\$ 7,000,743	\$ 17,351,700	\$ 76,030,094	\$ 16,793,844

Source: City staff (cost information); previous tables and discussion (estimated capacity)

Exhibit B.3 – Reimbursement Fee Cost Basis by Function

Function	Reimbursable Cost	Collection Flow	Treatment Flow	TSS	BOD
Treatment					
Influent Screening	\$ -	0%	100%	0%	0%
Grit Chamber	-	0%	100%	0%	0%
Aeration/Stabilization Basin	3,223,201	0%	0%	0%	100%
Secondary Clarifiers	73,378	0%	65%	0%	35%
Secondary Effluent Cooling Tower	170,847	0%	40%	30%	30%
Disk Filters	38,906	0%	100%	0%	0%
UV Disinfection Channels	232,264	0%	100%	0%	0%
Outfall	977,531	0%	100%	0%	0%
Gravity Belt Thickening	-	0%	0%	0%	100%
Biosolids Dryer	146,112	0%	0%	0%	100%
Dewatering Centrifuges	1,119,455	0%	0%	0%	100%
Other Treatment	5,250,253	0%	19%	1%	80%
Pumping (by Pump Station)					
Canyon Creek	\$ 3,475	100%	0%	0%	0%
Charbonneau	-	100%	0%	0%	0%
Corral Creek	-	100%	0%	0%	0%
Memorial Park	-	100%	0%	0%	0%
Morey's Landing	823	100%	0%	0%	0%
Parkway/Town Center	-	100%	0%	0%	0%
River Village	-	100%	0%	0%	0%
Rivergreen	2,230	100%	0%	0%	0%
Other Pumping	-	100%	0%	0%	0%
Collection	5,555,369	100%	0%	0%	0%
Other	-	100%	0%	0%	0%
Total	\$ 16,793,844	\$ 5,561,896	\$ 2,384,988	\$ 94,422	\$ 8,752,538

Source: Carollo Engineers (assignments to function); previous tables (cost information)

Appendix C: Stormwater Improvement Fee Cost Basis

Exhibit C.1 – Improvement Fee Cost Basis

SWM Master Plan #	Description	Project Completion Year	2025 Adjusted Cost	SDC % Eligibility	SDC-Eligible Cost
BC-6	Gesellschaft Water Well Channel Res	2025	\$ 361,437	0.00%	\$ -
N/A	Stormwater Rate and SDC Study	2025	95,080	50.00%	47,540
N/A	Meridian Creek Culvert Replacement	2025	589,402	60.70%	357,767
BC-2	Boeckman Creek Flow Mitigation	2026	5,782,931	27.00%	1,561,391
N/A	Public Works Standards Update	2025	29,112	0.00%	-
N/A	Storm Ops Allocation to Charbonneau	2029	4,275,577	0.00%	-
N/A	Moreys/Rivergreen Channel Monitoring	2025	2,872	0.00%	-
N/A	5-year Monitoring: 5th Street/Kinsman Road Extension	2029	57,420	0.00%	-
City-1	Boeckman Creek Flow Monitoring	2040	236,466	0.00%	-
BC-1	Library Pond Retrofit	2028	1,932,573	11.00%	212,583
BC-3 - Phase 1	Wiedemann Ditch and Canyon Creek Phase 1	2035	4,995,907	19.00%	949,222
BC-3 - Phase 2	Wiedemann Ditch and Canyon Creek Phase 2	2035	7,411,623	19.00%	1,408,208
BC-4	Boeckman Creek Stabilization at Colvin Lane	2027	421,465	19.00%	80,078
BC-5	Memorial Park Swale Retrofit	2034	935,448	2.00%	18,709
CLC-1- Phase 1	Day Road Stormwater Improvements, Phase 1	2027	8,244,274	38.00%	3,132,824
CLC-1- Phase 2	Day Road Stormwater Improvements, Phase 2	2030	4,050,178	38.00%	1,539,068
CLC - 2	Arrowhead Culvert Replacement at Arrowhead Creek Trail	2032	298,110	6.00%	17,887
CLC - 3	Garden Acres Pond Retrofit	2029	3,885,705	35.00%	1,359,997
NC-1	Frog Pond East and South Convenience Pipe Installation	2026	4,204,374	100.00%	4,204,374
WR-1 - Phase 1	SW Willamette Way/Morey's Landing Stormwater Improvements Phase 1	2031	2,374,598	2.00%	47,492
WR-1 - Phase 2	SW Willamette Way/Morey's Landing Stormwater Improvements Phase 2	2036	1,110,201	2.00%	22,204
WR-2 - Phase 1	Miley Rd. Stormwater Improvements, Phase 1	2026	842,931	0.00%	-
WR-2 - Phase 2	Miley Rd. Stormwater Improvements, Phase 2	2029	10,803,905	0.00%	-
WR-3	Rose Lane Culvert Replacement	2027	205,593	10.00%	20,559
WR-4 - Phase-1	Charbonneau East Stormwater Improvements, Phase 1	2040	616,779	0.00%	-
WR-4 - Phase-2	Charbonneau East Stormwater Improvements, Phase 2	2040	4,564,162	0.00%	-
WR-5	Charbonneau West Stormwater Improvements	2040	10,659,990	0.00%	-
City-2	Hydromodification Assessment and Stream Survey	2040	493,423	0.00%	-
City-3	Porous Pavement Pilot Study	2026	102,796	0.00%	-
City-4	Boeckman Creek Geotechnical Evaluation	2026	154,195	0.00%	-
P-3	City-wide Repair/Replacement	2040	4,523,043	0.00%	-
P-4	Charbonneau Repair/Replacement	2040	31,579,065	0.00%	-
Total			\$ 115,840,634		\$ 14,979,904

Source: 2024 Stormwater Master Plan, Table ES-1; City staff (certain project costs and names)



Sewer and Storm SDC Stakeholder Meeting Notes

PROJECT: Wilsonville Utility Revenue Assessment & Fee Update
Project No. 2066 & 7059

LOCATION: Wilsonville City Hall
Willamette River I
29799 SW Town Center Loop East
Wilsonville, OR 97070

DATE/TIME: August 5, 2025, 10:00am

ATTENDANCE: Zach Weigel, Wilsonville; Keith Katko, Wilsonville; Jeanna Troha, Wilsonville; John Ghilarducci, FCS; Zech Hazel, FCS; Seth Henderson, Level Development NW; Rand Waltz, AKS Engineering

MEETING NOTES:

Is the reimbursement portion of the SDC fee based on the original infrastructure costs?
Yes, the reimbursement fee is based on original infrastructure costs.

How far out does the improvement portion of the SDC fee look?
The SDC improvement fee is based on the timeframe included in the utility master plans, generally 20-year outlook. The projects and the fee is based on providing future service to the urban reserve areas.

Does the storm system reimbursement portion of the SDC fee focus on the conveyance system?
Yes. The cost of the pipe system capacity is included in the storm reimbursement SDC fee calculation.

Is the usage growth rate assumed in the SDC calculations higher than what other agencies assume in the region.
Yes, the assumed growth rate is a little higher than comparable jurisdictions in the region, which results in an overall lower SDC than if a slower growth rate is assumed. The SDC analysis tries to match the expected overall growth to the project list, which will self-correct overtime. For example, if no growth is occurring, then there is also no need for the project that provides additional capacity.



Does the proposed SDC methodology address SDC credits?

No. SDC credits are governed by the City's municipal code and there are no anticipated code changes with the updated storm and sewer methodology. A developer will still be responsible for providing the required infrastructure and credits for "oversizing" will be made available. This also applies to necessary pump station infrastructure with SDC credits available for oversizing to serve future service areas.

Has the City considered adopting an SDC deferral program, such that SDC fees are paid at the time of occupancy instead of building permit issuance? It is challenging for developers to carry the financing costs of SDC fees between permit issuance and occupancy.

To date, the City has not and is not planning on implementing a SDC deferral program. The City relies heavily on SDC funds to pay for infrastructure projects and is already constantly running behind development to install needed infrastructure. Without other funding sources, such as Urban Renewal or Federal/State Grants, the City cannot build necessary infrastructure without collection of SDC. Any delay of SDC collection not only puts the City further behind in raising funds to build needed infrastructure, the City then has to carry those deferred costs, which are not SDC eligible costs.

Still would like the City to consider implementing an SDC deferral program to support residential development.

Does the City Council review or edit the project list that the SDC fee is based on?

The City Council can edit the project list, but it is not that common. With the Parks SDC a few years ago, City staff proposed for City Council consideration an edited list of project costs to help reduce the Parks SDC fee. With the sewer and storm project list, all of the projects are needed to support development, so there isn't really anything to cut back on. Any cuts to those project lists would mean current residents and businesses would be subsidizing development through the utility fee to construct the needed capacity. This is something that Wilsonville has not done in the past.

What are the next steps?

The City will be assessing the impact on SDC revenue resulting from a couple of implementation schedule alternatives over the next month. A final SDC work session with the Wilsonville City Council is scheduled for September 4 with final adoption on September 15. The new SDC rates and methodology is scheduled to go into effect on January 1, 2026.



Wilsonville Sewer and Stormwater System Development Charges

Item B.

August 5, 2025



Agenda

- **System Development Charge:** A one-time fee paid at the time of development to collect the cost of capacity for growth.
- Results shown today will be the maximum defensible system development charges



Methodology



Existing and planned capacity of each system



Eligible cost of the project lists and existing systems

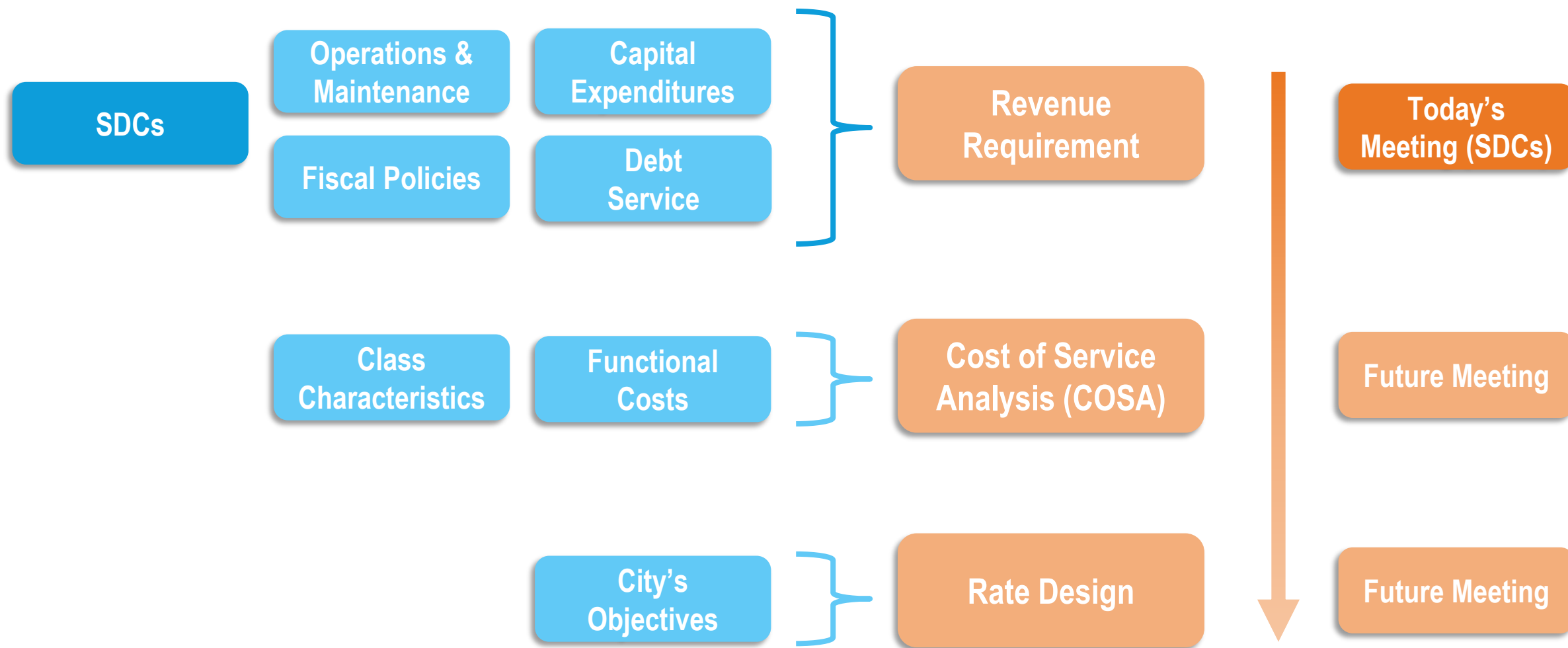


Feedback / tweaks welcome



Rate Study Overview

Item B.





Key Characteristics of SDCs

Item B.

SDCs are one-time charges, not ongoing rates. Paid at the time of development.

SDCs are available for water, wastewater, stormwater, transportation, and parks.

SDCs are for capital only, in both their calculation and in their use.

SDCs include both existing and future (planned) infrastructure cost components.

SDCs are for “system” facilities, not “local” facilities.



Legal Framework for SDCs

Item B.

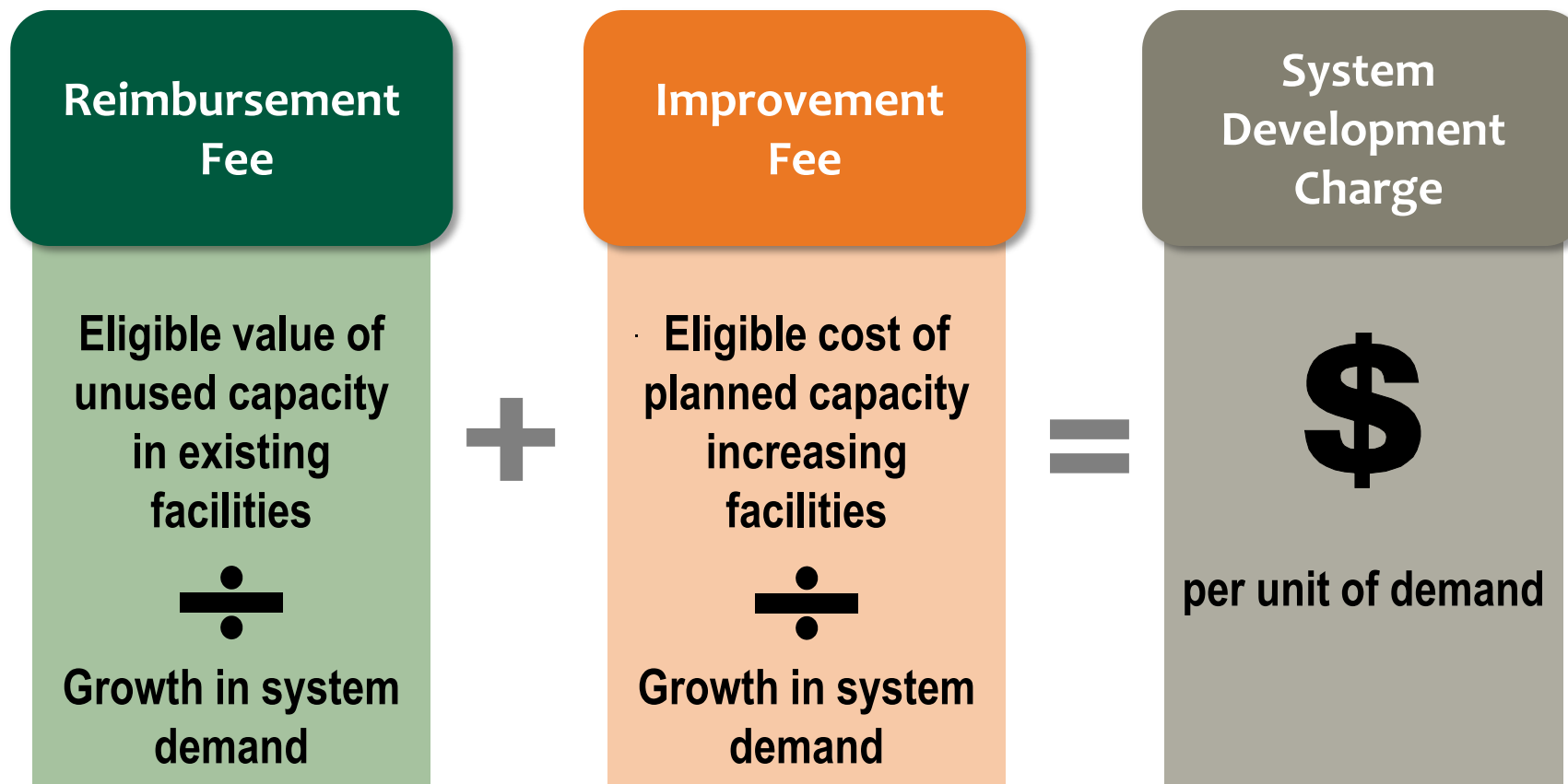
ORS 223.297 - 316, known as *the SDC Act*, provides “a uniform framework for the imposition of system development charges by governmental units” and establishes “that the charges may be used only for capital improvements.”





The SDC Calculation

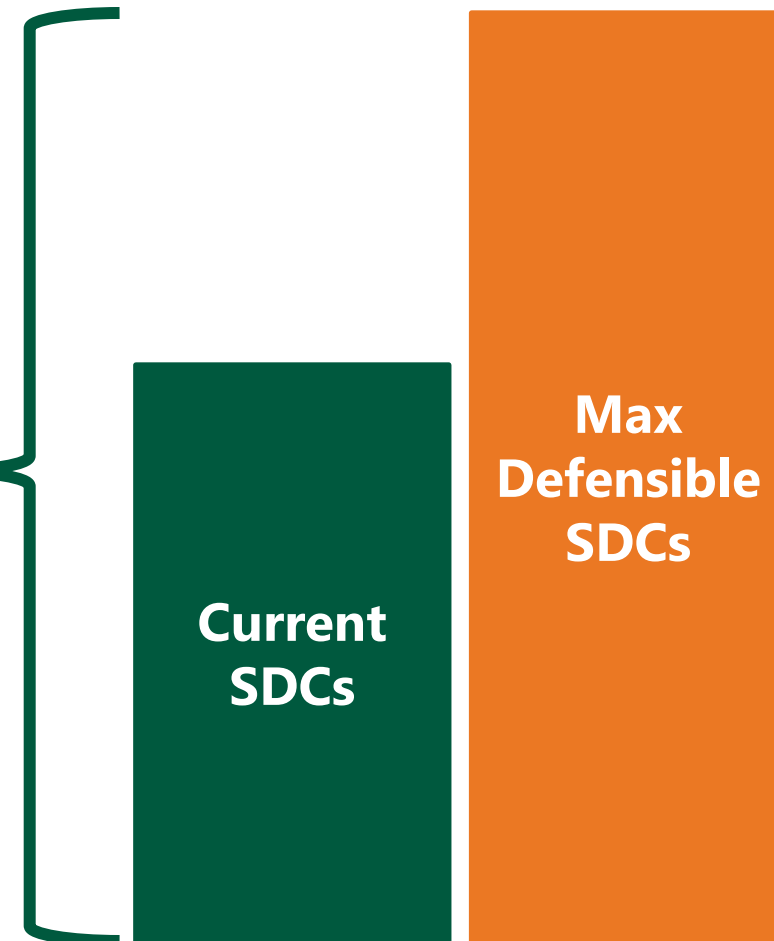
Item B.



Methodology Goals

- Calculations are intended to set the maximum defensible SDCs
- Council can adopt anything up to that maximum for any reason

**Council's
Range of
Options**



Stormwater SDC





Calculated Stormwater SDC

Item B.

Calculated SDC	
Improvement Fee Cost Basis	\$ 14,979,904
Outstanding Improvement Fee Fund Balance	(2,309,441)
Reimbursement Fee Cost Basis	14,594,801
Compliance Costs	90,520
Total	\$ 27,355,784
Growth in EDUs	7,745
Improvement Fee per EDU	\$1,636
Reimbursement Fee per EDU	\$1,884
Compliance Fee per EDU	\$12
Total SDC per EDU (2,750 Sq. Ft.)	\$3,532



Growth in Stormwater EDUs

	2024	2043	CAGR	Growth (2024-2043)	Growth Share
Impervious Acres	2,881	3,785	1.45%	905	23.90%
Billable EDUs	24,663	32,408	1.45%	7,745	23.90%

Source: Stormwater Master Plan, Appendix B, Attachment B (growth in impervious acres); City customer billing data (billable EDUs)

- Based on the City's planned growth in impervious acres, the number of billable stormwater equivalent dwelling units (EDUs) will increase by 7,745



Stormwater Improvement Fee Cost Basis

Item B.

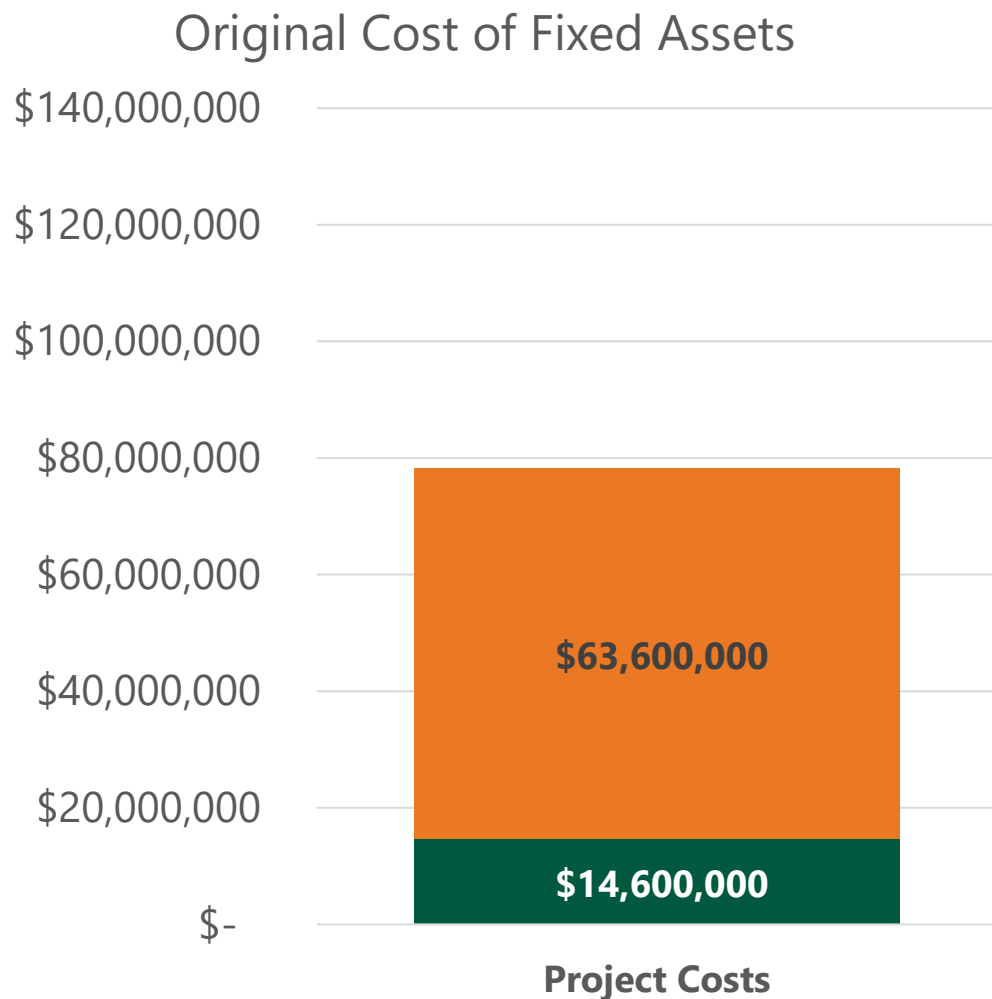


- Most of the City's stormwater project list is for the rehabilitation and repair of deficient assets
- Only about \$15 million (13% of the project list total) is for capacity for growth



Stormwater Reimbursement Fee Cost Basis

Item B.



- Most of the City's stormwater fixed asset list is not recoverable in the SDC
- Only about \$14.6 million (19% of the fixed asset list total) represents available capacity for growth



Calculated Stormwater SDC

Item B.

Calculated SDC	
Improvement Fee Cost Basis	\$ 14,979,904
Outstanding Improvement Fee Fund Balance	(2,309,441)
Reimbursement Fee Cost Basis	14,594,801
Compliance Costs	90,520
Total	\$ 27,355,784
Growth in EDUs	7,745
Improvement Fee per EDU	\$1,636
Reimbursement Fee per EDU	\$1,884
Compliance Fee per EDU	\$12
Total SDC per EDU (2,750 Sq. Ft.)	\$3,532

Sewer SDC





Calculated Sewer SDC (MCE Method)

Calculated Cost Bases	Full SDC
Improvement Fee Cost Basis	\$ 98,744,256
Outstanding Improvement Fee Fund Balance	(550,583)
Reimbursement Fee Cost Basis	16,793,844
Compliance Costs	45,260
Total	\$ 115,032,777

Calculated SDC (MCE Method)	Full SDC
Improvement Fee per MCE	\$13,068.61
Reimbursement Fee per MCE	\$2,277.22
Compliance Fee per MCE	\$6.31
Total SDC per MCE	\$15,352.15

MCE = meter-capacity equivalent



Sewer SDC Capacity

- Unlike stormwater, where capacity was measured in one metric (EDUs), sewer has four measures of capacity:
 - » **Collection (Flow)** – Measured in average dry weather flow
 - » **Treatment (Flow)** – Measured in peak hourly flow
 - » **Treatment (BOD)** – Measured in maximum month pounds per day
 - » **Treatment (TSS)** – Measured in maximum month pounds per day
- Measuring capacity in four different ways allows the City to charge high-strength customers



Sewer Capacity

Item B.

Flows and Loadings	Collection (Flow)	Treatment (Flow)	Treatment (BOD)	Treatment (TSS)
Units	ADWF mgd	PHF mgd	MM ppd	MM ppd
2020 Loadings	1.91	8.79	10,685	8,906
2025 Loadings (Estimated)	2.24	10.10	12,379	10,265
2045 Loadings	4.20	17.60	22,301	18,116
Growth Rate	3.20%	2.82%	2.99%	2.88%

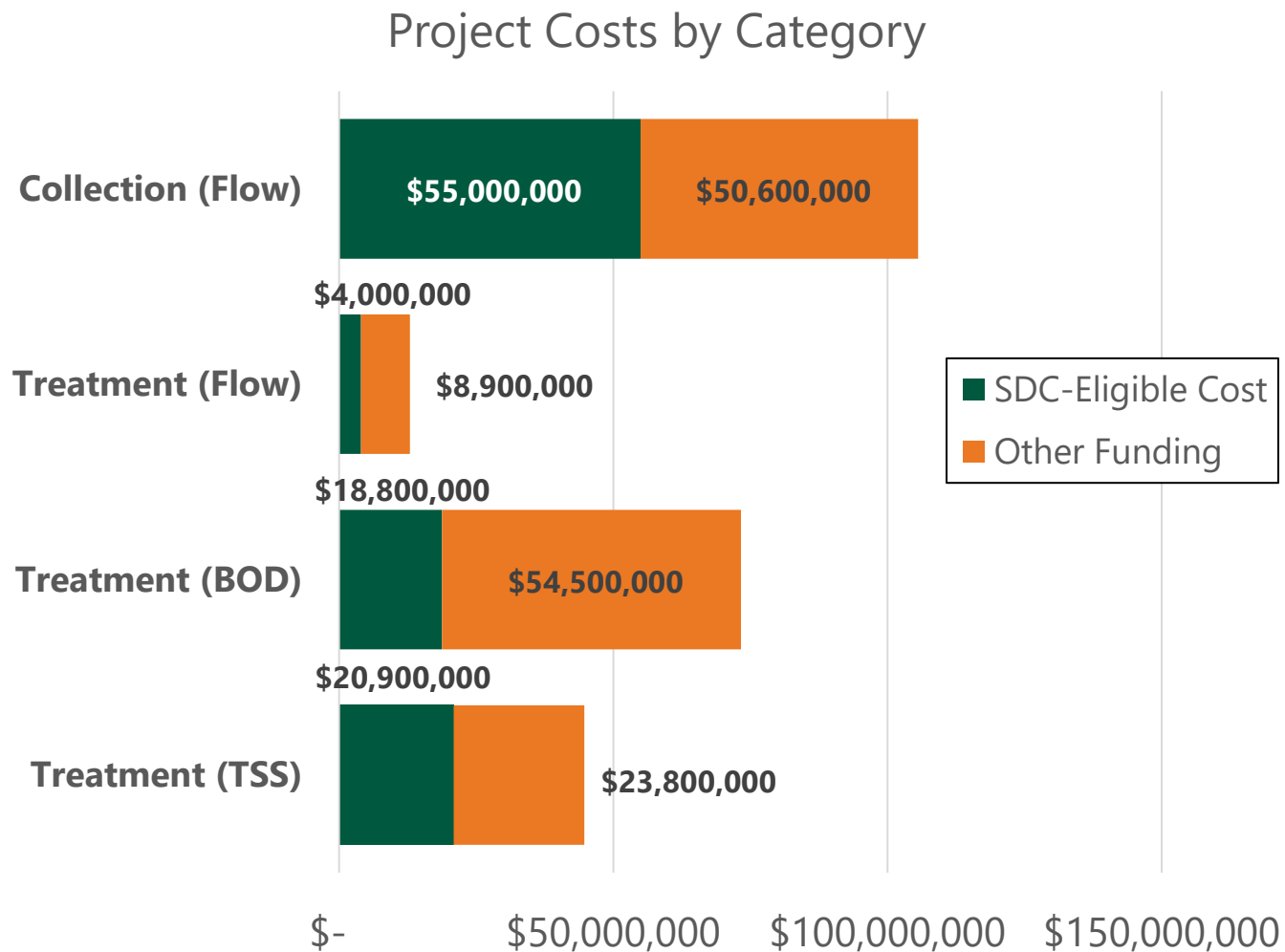
Abbreviations: ADWF = average dry weather flow, mgd = million gallons per day, PHF = peak hour flow, ppd = pounds per day

Growth (Flows and Loadings Method)	Collection (Flow)	Treatment (Flow)	Treatment (BOD)	Treatment (TSS)
Units	PHF gpd	PHF gpd	MM ppd	MM ppd
2025	10,099,355	10,099,355	12,379	10,265
2045	17,600,000	17,600,000	22,301	18,116
Growth	7,500,645	7,500,645	9,922	7,851



Sewer Improvement Fee Cost Basis

Item B.

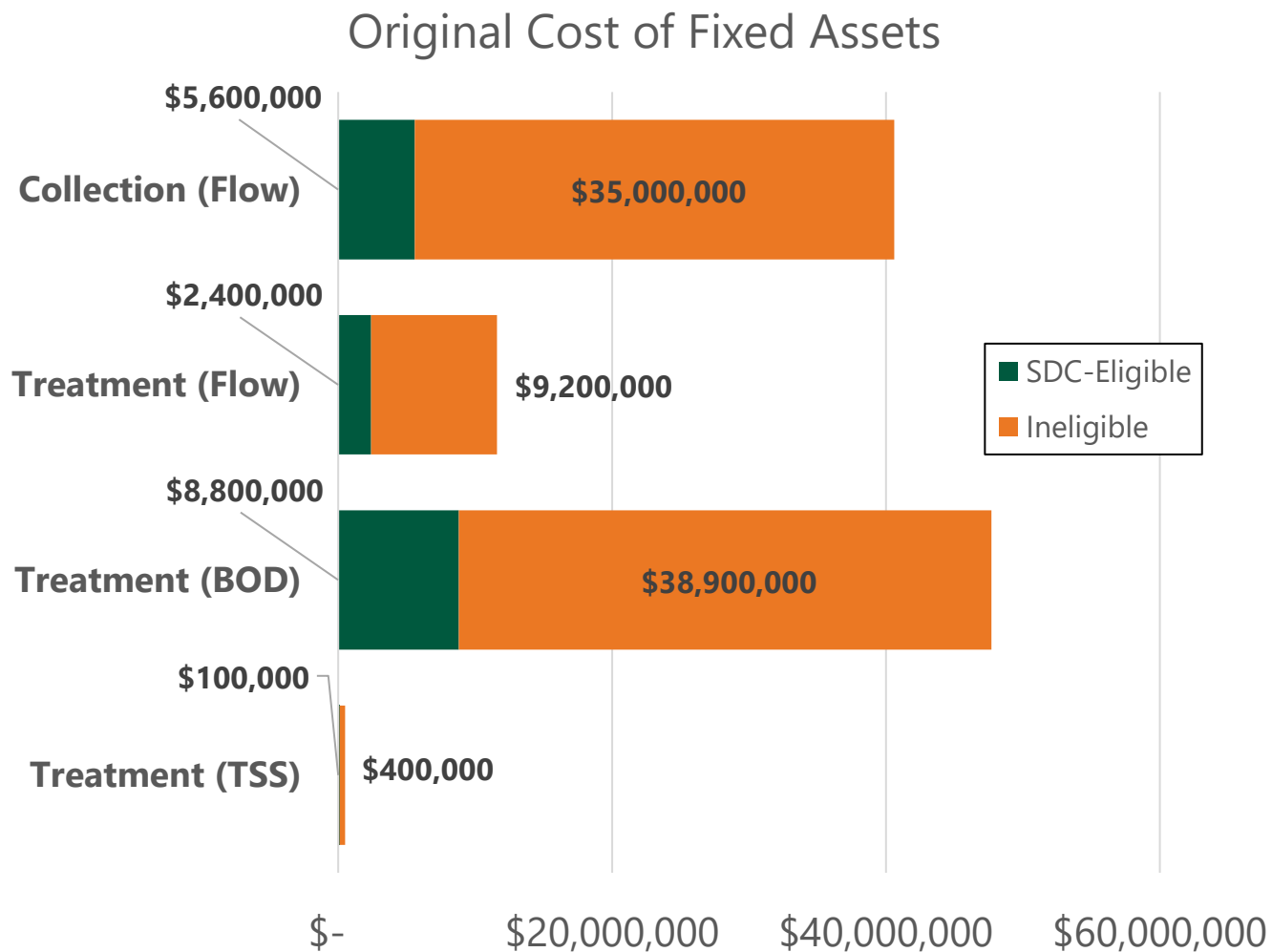


- \$98.7 million (about 42%) of the City's sewer project list is allocable to growth
- The remainder (\$137.8 million) must be collected from other sources



Sewer Reimbursement Fee Cost Basis

Item B.



- \$16.8 million (about 17%) of the City's fixed assets represent capacity available for growth



Calculated Sewer SDC (MCE Method)

Calculated Cost Bases	Full SDC
Improvement Fee Cost Basis	\$ 98,744,256
Outstanding Improvement Fee Fund Balance	(550,583)
Reimbursement Fee Cost Basis	16,793,844
Compliance Costs	45,260
Total	\$ 115,032,777

Calculated SDC (MCE Method)	Full SDC
Improvement Fee per MCE	\$13,068.61
Reimbursement Fee per MCE	\$2,277.22
Compliance Fee per MCE	\$6.31
Total SDC per MCE	\$15,352.15



Calculated Sewer SDC (Flows and Loadings Method)

Item B.

Calculated Cost Bases	Collection (Flow)	Treatment (Flow)	Treatment (BOD)	Treatment (TSS)
Improvement Fee Cost Basis	\$ 55,012,026	\$ 3,973,884	\$ 18,831,716	\$ 20,926,630
Outstanding Improvement Fee Fund Balance	(137,646)	(137,646)	(137,646)	(137,646)
Reimbursement Fee Cost Basis	5,561,896	2,384,988	8,752,538	94,422
Compliance Costs	11,315	11,315	11,315	11,315
Total	\$ 60,447,591	\$ 6,232,541	\$ 27,457,923	\$ 20,894,722

Calculated SDC (Flows and Loadings Method)	Collection (Flow)	Treatment (Flow)	Treatment (BOD)	Treatment (TSS)
Units	PHF gpd	PHF gpd	MM ppd	MM ppd
Growth in Units	7,500,645	7,500,645	9,922	7,851
Improvement Fee per Unit	\$7.32	\$0.51	\$1,884.10	\$2,647.94
Reimbursement Fee per Unit	\$0.74	\$0.32	\$882.13	\$12.03
Compliance Fee per Unit	\$0.00	\$0.00	\$1.14	\$1.44
Total SDC per Unit	\$8.06	\$0.83	\$2,767.37	\$2,661.41



SDC Schedule (MCE Method)

Item B.

Meter Size	MCEs	SDC
5/8"	1.00	\$15,352
1"	2.50	\$38,380
1 1/2"	5.00	\$76,761
2"	8.00	\$122,817
3"	16.00	\$245,634
4"	25.00	\$383,804
6"	50.00	\$767,607



SDC Example (Flows and Loadings Method)

SDC Category	Unit	Unit Rate	Quantity	Calculated SDC
Collection (Flow)	PHF gpd	\$8.06	4,000 gpd	\$32,236
Treatment (Flow)	PHF gpd	\$0.83	4,000 gpd	\$3,324
Treatment (BOD)	MM ppd	\$2,767.37	5 ppd	\$13,837
Treatment (TSS)	MM ppd	\$2,661.41	5 ppd	\$13,307
Total				\$62,704



Next Steps

- **System development charge scenarios?**
- **Cost-of-service analyses**
- **Rate design**

Thank you! Questions?

www.fcsgroup.com





CITY COUNCIL MEETING STAFF REPORT

Meeting Date: September 4, 2025		Subject: Draft Natural Area Management Plan	
		Staff Member: Kerry Rappold, Natural Resources Manager; Tommy Reeder, Parks Lead Specialist	
		Department: Community Development/Parks and Recreation	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Provide input and direction on the draft Natural Area Management Plan.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input checked="" type="checkbox"/> Adopted Master Plan(s): 2018 Parks and Recreation Comprehensive Master Plan: Objective 3.10 – Maintain and improve Wilsonville’s Natural Resources	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The Natural Area Management Plan (NAMP) provides a framework for natural area management, which promotes long-term maintenance, enhancement, and community appreciation of city-owned natural areas. Staff will provide an overview of the draft Natural Area Management Plan (NAMP), which the City Council previously reviewed during its meeting on December 2, 2024. This work session serves as the final scheduled discussion prior to a public hearing in October.

EXECUTIVE SUMMARY:

In November 2023, City staff and the consultant, Ash Creek Forest Management, kicked off the planning process for the NAMP. The Plan will help the City achieve its vision of a more ecologically resilient future and the over-arching goal of improving the health and resilience of ecosystems in its natural areas. On December 2, 2024, the project team provided the City Council with an introduction to the planning process for the Plan. At this meeting, the project team will present the full draft of the Plan prior to a scheduled public hearing on October 6, 2025, before the City Council.

Since the project kickoff, staff and consultants have completed the following steps to develop the draft Plan:

1. **Catalog Natural Areas:**
Identified and catalogued city-owned natural areas based on size (greater than 0.5 acres), quality and condition of habitat, community access, and the potential for restoration.
2. **Prioritize Natural Areas:**
Developed prioritization criteria for the list of city-owned natural areas, which focused on natural resource function/value and baseline habitat conditions.
3. **Habitat Surveys and Delineation:**
Completed delineations and surveys of the catalogued city-owned natural areas to understand the historic and current habitat conditions and to clarify the treatment strategies that will be most effective in various habitat types.
4. **Compile Data and Categorize Natural Areas:**
Compiled and categorized city-owned natural areas to determine the ratings for natural resource function/value (i.e., High and Medium) and the baseline habitat conditions (i.e., good, fair and poor).
5. **Management Objectives and Strategies:**
Developed general management and habitat-specific strategies that City staff can utilize to achieve the management objectives outlined in the Plan.

The draft Plan includes the following content (see **Exhibit A**):

1. **Executive Summary**
A broad overview of the Plan's purpose, findings, and recommendations.
2. **Introduction**
Descriptions of the guiding objectives, natural area criteria, and the relationship to other existing plans for natural areas adopted by entities in the area surrounding Wilsonville (e.g., Metro and Graham Oaks Nature Park).
3. **Background**
Descriptions of the benefits and importance of natural areas, planning issues and concerns, past and ongoing natural area management in Wilsonville, and related management plans and reports.

4. **Community Engagement**

The community engagement targeted the public’s personal connections to natural areas, priority ranking of issues facing natural areas, and the vision for the future.

5. **Natural Areas and Habitat Types**

Descriptions of the methods to catalog the city-owned natural areas, delineations of habitat types, and the system used to rank the natural areas.

6. **Management Objectives and Strategies**

Outlined the management objectives and long-term strategies for the city-owned natural areas, including general management and habitat-specific strategies.

7. **Conclusion:**

A brief recap of the purpose and objectives of the Plan.

In addition to the City Council, the Parks and Recreation Advisory Board provided input on the development of the Plan during its meetings on April 11, 2025, and May 8, 2025.

Discussion Questions:

1. What questions do you have about the draft Natural Area Management Plan?
2. Based on your review—considering the objectives and strategies, technical work, and public outreach—are there gaps in the Plan’s content or approach?

EXPECTED RESULTS:

The adopted Natural Area Management Plan will provide a systematic and consistent approach for managing city-owned natural areas.

TIMELINE:

The final plan is scheduled for a City Council public hearing on October 6, 2025.

CURRENT YEAR BUDGET IMPACTS:

The amended fiscal year (FY) 2024-25 Wilsonville budget includes \$78,844 in general funds as part of Project #9181 – Natural Area Management Plan. A supplemental budget adjustment will be needed to add unspent general funds from FY 2024-25 to the current budget year to fund the project through adoption of the final plan.

COMMUNITY INVOLVEMENT PROCESS:

Community involvement and public outreach were an important component of the project. The project is on the “Let’s Talk, Wilsonville!” website, which included a community survey and frequently asked questions. A public open house was held on April 23, 2025. In addition, information about the project was provided at the 2024 and 2025 Earth Day celebrations.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Natural areas are critically important to preserving and enhancing ecosystem resilience in urban landscapes and also have important benefits to human health and wellbeing. Developing a Natural Area Management Plan has provided the opportunity to identify long-term management objectives and strategies to maintain the viability, resilience and biodiversity of city owned

natural areas.

ALTERNATIVES:

In lieu of adopting the Natural Area Management Plan, the City could rely on existing policies, programs and initiatives to address natural area management. However, without a Natural Area Management Plan, City staff will not be able to effectively plan and provide for long term maintenance and enhancement of the city owned natural areas, leading to potential degradation over time.

CITY MANAGER COMMENT:

N/A

ATTACHMENT:

- A. Draft Natural Area Management Plan

Natural Areas Management Plan

City of Wilsonville

Prepared by Ash Creek Forest Management, LLC

August 2025



Acknowledgements

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EXECUTIVE SUMMARY

The Natural Areas Management Plan (NAMP or Plan) is a comprehensive framework for the City of Wilsonville (City) to use to manage ecosystems and steward its city-owned natural areas and is designed to help the City achieve its vision of a more ecologically resilient future. This Plan highlights 14 city-owned and managed natural areas and uses information gathered from those natural areas to inform recommended management strategies based on proven best practices and integrated pest management (IPM) practices.

The NAMP summarizes past and current management work that the City implements in its natural areas and also highlights the community engagement and volunteer opportunities that the City provides for the public to engage in natural area management. The Plan also highlights a number of existing natural resource management plans and documentation that have been adopted by the City or other management entities in the region (e.g. Metro and Clackamas County). The NAMP is intended to work in conjunction with and not supersede these existing plans.

Using existing data and on-the-ground habitat assessments, 14 city-owned natural areas were classified by their natural resource function/value (low, moderate, and high) and current habitat conditions (poor, fair, and good). The NAMP also delineates habitat types throughout these city-owned natural areas. Habitat types include upland mixed conifer/deciduous forest, riparian mixed conifer/deciduous forest, riparian deciduous forest, scrub/shrub wetland, upland meadow, riparian meadow, and oak woodland/savanna. Using the information gathered in these assessments and delineations, the NAMP identifies and outlines six general, over-arching objectives related to current and future issues facing the City's natural areas:

1. Enhance ecological processes and native vegetation communities
2. Control invasive and noxious weeds
3. Improve resilience against climate change
4. Reduce wildfire risk
5. Proactively manage for emerging pests/diseases
6. Provide the public with safe and accessible opportunities to recreate, learn, and be stewards of natural areas

Based on IPM practices and habitat assessments, the Plan outlines management strategies that can be applied to city-owned natural areas to help achieve these six objectives. Recommended management strategies are separated into *General* and *Habitat-Specific* strategies. The Plan also outlines generalized cost estimates (per acre per year) that the City can expect for different management strategies for varying habitat qualities. The Plan recommends that the City continues to review and assess its city-owned natural areas and adapt its management strategies as needs and trends change.

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INTRODUCTION

The Natural Areas Management Plan (NAMP or Plan) is a comprehensive framework for the City of Wilsonville (City) to use to manage ecosystems and steward its city-owned natural areas. This Plan is designed to help the City achieve its vision of a more ecologically resilient future and the over-arching goal of improving the health and resilience of ecosystems in its natural areas.

The guiding objectives in the development of this Plan are:

- To promote long-term maintenance, enhancement, and community appreciation of city-owned natural areas
- To recognize that natural spaces are a valuable resource for community resilience, public engagement/education, and stewarding healthy habitats
- To engage with the public and facilitate an inclusive and transparent planning process
- To develop and recommend strategies that are based on data, best management practices, and integrated pest management (IPM)
- To address emerging risks to city-owned natural areas
- To recommend opportunities for community engagement in management of city-owned natural areas

The NAMP outlines general, over-arching objectives and strategies for the City to use in developing specific management plans for its city-owned natural areas. This Plan highlights 14 city-owned and managed natural areas (Appendices C & D) and uses information gathered from those natural areas to inform recommended management strategies based on proven best practices and integrated pest management (IPM) practices. For the purposes of this Plan, a natural area is an area that:

- Retains “*relatively intact historical vegetation communities and habitats*” (The Intertwine Alliance, 2012)
- Contains significant contiguous natural habitat (greater than 0.5 acres) (AECOM, 2022)
- Contains valuable habitat for (or has the potential to support) a large diversity of native plants and animals (Oregon Administrative Rules Database, 2019)
- Contains valuable areas for recreation, and promotes community appreciation of natural features (Oregon Administrative Rules Database, 2019)
- Contains degraded habitat but has the potential for restoration

The NAMP also outlines potential opportunities for the City to incorporate public engagement into its natural area management. To achieve the overall goal of creating more resilient natural areas, this plan highlights a suite of actions and strategies aimed at reducing risk of catastrophic wildfire, enhancing habitat for native fish, wildlife and plant species; managing non-native invasive pests; and improving public access to natural areas and public volunteerism. This Plan is intended to work in conjunction with other existing plans and documentation that the City and/or other management entities in the region (e.g. Metro, Clackamas County) have adopted related to natural resources and not to supersede any other existing plans.

BACKGROUND

Wilsonville is located approximately 24 miles south of the Oregon and Washington border in Clackamas and Washington counties and encompasses approximately 7.8 square miles. The City of Wilsonville sits on the ancestral lands of the Confederated Tribe of Siletz Indians and the Confederated Tribes of Grand Ronde (Wallamut and Kalapuya Tribes).

The City owns approximately 199 acres of natural areas (Table 1), which are managed by the Wilsonville Parks and Recreation Department (WPRD) and the Natural Resource Program (NRP). These natural areas contain a variety of habitats ranging from wetlands, streams, meadows/prairie, and riparian and upland mixed conifer/deciduous forests.

Benefits and Importance of Natural Areas

Natural areas are critically important to preserving and enhancing ecosystem resilience and health in urban landscapes and also have important benefits to human health and well-being. Natural areas are a space to preserve and enhance healthy habitats for native plants and wildlife as well as support ecosystem services such as biodiversity, pollination, flood control, clean water, and clean air. By restoring and enhancing healthy ecosystems, resilience and tolerance to disturbances, due to threats like invasive species, climate change, and wildfire, are increased. Natural areas also offer important opportunities for public recreation, public engagement, and education about the value of natural resources, as well as providing shade and cooling within the natural area in the surrounding communities.

Habitat restoration is the act of returning an ecosystem to its historic natural state or to a desired future condition. The goal of habitat restoration is to create high quality habitat that will support a diversity of plants and animals and to reestablish and maintain ecosystem services. In some cases, the goal of habitat restoration is to return an ecosystem to historic conditions, but in the face of issues such as climate change, the goal may be to establish new conditions that will better align with a future environment and to increase the resilience of ecosystems to these changes (e.g., shifts in hydrology, drought, pests, and wildfire). In the Pacific Northwest, some of the most common habitat restoration strategies include removing invasive plants (e.g., Himalayan blackberry, English ivy, and reed canary grass) and reestablishing native plant and climate-adaptive vegetation communities that provide fish and wildlife habitat and other ecosystem services.

Planning Issues and Concerns

Current and future issues facing Wilsonville's natural areas inform the recommendations and management strategies outlined in this Plan. The following issues and concerns were identified as high priority objectives through habitat assessments and discussions with City staff and members of the public.

Wildfire

Historically, the Willamette Valley, including areas of Wilsonville, were managed by Indigenous peoples using prescribed fire. Fire suppression practices of the past 150 years have caused significantly higher fuel loading in natural areas (IPRE, 2024). Today, throughout much of the City, residential and urban properties are directly adjacent to the city-owned natural areas (Wildland Urban Interfaces or WUI), many of which are heavily forested areas. Because of proximity and fuel loads, fires can spread and threaten natural areas and residential/urban areas (IPRE, 2024). Throughout the process of developing this Plan, wildfire has become a higher priority for many community members, since so many residential areas are in close proximity to natural areas. Urban and residential areas themselves come with a higher probability of ignition than wildlands due to human activities. Additional compounding factors that increase fire risk and severity in natural areas include drought, extreme heat events, and large populations of invasive weeds that can act as ladder fuels, such as Himalayan blackberry and Scotch broom.

In 2019, the City adopted a Hazard Mitigation Plan (University of Oregon et al., 2019), which is part of the Clackamas County Multi-Jurisdictional Hazard Mitigation Plan and details the City's goals of minimizing potential harm from wildfires to people, structures, and natural resources. The Clackamas County Community Wildfire Protection Plan (CWPP) (IPRE, 2024) also acts as a guiding framework for the City to manage and assess wildfire risk. The NAMP is intended to complement the strategies for wildfire and hazard mitigation that are outlined in the above plans.

Invasive Species

An invasive species is a plant, animal, insect, or disease that did not historically occur in an area (or was introduced) and can cause harm to ecosystems, economies, or human health. Many invasive species have traits that facilitate rapid growth and reproduction, and they often lack natural enemies. Invasive species are able to spread quickly and often out-compete native species, reducing biodiversity and disrupting ecosystem services such as clean water, suitable habitat for fish and wildlife, and pollination. Invasive species can spread through human activity (e.g., shipping and transportation, moving firewood, via equipment/boots). In Wilsonville and the broader Pacific Northwest, notable invasive plant species include Himalayan blackberry, English ivy, English holly, reed canary grass, among many others. A number of invasive plant species in the region, including garlic mustard, lesser celandine, and false brome, are considered Early Detection Rapid Response (EDRR) weeds are not yet widespread but warrant proactive treatment to prevent further spread and potential harm to native ecosystem.

Mediterranean oak borer (MOB) and emerald ash borer (EAB) are invasive pest insects that pose a major threat to the City's trees. MOB was first detected in Oregon in Troutdale in 2018, and then in 2022 MOB infestations were confirmed in Wilsonville. MOB infests oak species, including the Oregon white oak (*Quercus garryana*), and carries a fungus that impedes water flow through trees, causing a wilting disease and eventually killing the trees (ODF, 2024). While EAB has not been detected in Wilsonville as of mid-2025, it has been detected nearby in Marion, Multnomah, Clackamas, and Yamhill Counties, so it poses a significant threat to the Oregon ash population in Wilsonville. Both Clackamas and Washington counties have established a quarantine of all ash species (*Fraxinus spp.*) to limit the spread of this devastating forest pest.

The City is already involved in significant work to control invasive species, including many invasive plant species, and pests, such as MOB, and EAB. See the section “Past and Ongoing Restoration Efforts in Wilsonville” for more details on pest management efforts in city-owned natural areas.

Climate Change

Global climate change is causing extreme weather events, high temperatures, and precipitation changes with cascading effects on ecosystems and ecological processes. Where unable to adapt to climate extremes, native plant communities see large population declines and loss of habitat functionality. The warming climate can cause invasive plants and other pests to expand their range and take advantage of weakened native habitats. Additionally, increased frequency and severity of extreme weather events due to climate change can cause more severe disturbances such as more extreme flooding, drought, and wildfire. These threats in turn negatively impact ‘ecosystem services’ or the benefits that are naturally provided by intact habitats, such as pollination, air and water quality, and biodiversity.

The City is currently developing a Climate Action Plan (CAP) that will “address the current and future impacts of climate change within the city limits and the region at large,” including strategies to address rising temperatures, wildfire and flooding risk, and greenhouse gas emissions (City of Wilsonville, 2025). In natural area management, implementing climate-informed strategies will help to reduce and mitigate the impacts of climate change on the City’s natural areas. See the section “Management Objectives and Strategies” for examples of climate-informed strategies. The NAMP will support and implement climate-informed strategies from the CAP that in turn will help mitigate climate impacts on the City's natural areas.

Recreation

Recreation is central to natural areas management. Natural areas provide a valuable resource for the public to connect and engage with nature, but at the same time, the impacts of recreational use can stress these ecosystems and create unique considerations for management. Unmanaged and off-trail recreational use raises numerous issues in natural areas, including damage to vegetation, soil compaction, erosion, and associated impacts to water quality and overall ecosystem health. Habitat fragmentation and recreational use has been shown to stress birds and other wildlife and reduce the suitability of natural areas to provide healthy habitat (Hennings, 2017). Recreation is also a common vector for the introduction and spread of invasive weeds and pests via footwear and clothing, vehicles, and the movement of firewood. Natural area managers must account for safe public recreation and access that also minimize ecological damage, while allowing the public to appreciate and engage with the natural area.

Past and Ongoing Natural Area Management in Wilsonville

WPRD and the NRP have actively managed city-owned natural areas in Wilsonville for many years. In 2001, the City adopted the Significant Resource Overlay Zones, and in 2018, the City published an updated Comprehensive Plan which work towards achieving Goal 5 of *Oregon Statewide Planning Goals and Guidelines* (Oregon DLCD, 2019). The SROZ ordinance

established standards for development that will protect the quality and integrity of important natural resources, including streams, wetlands, wildlife habitat, and visual/aesthetic quality (City of Wilsonville, 2018).

In 2018, the City developed and adopted an Integrated Pest Management (IPM) Plan which identifies pests of concern and outlines strategies for managing pests and invasive species (City of Wilsonville, 2018). The IPM plan identifies practices that consider pest biology and life cycles, technology and equipment, and environmental conditions. IPM practices reduce reliance on pesticides, reduce economic cost, and minimize risk to natural resources, wildlife (including pollinator health), people, and the environment. IPM practices also are shown to minimize wildfire risk by reducing overgrown brush in forest understories and enhancing native vegetation, which can create more fire-resistant plant communities.

Examples of natural area management that the City has implemented to control invasive species, restore stream health, and reduce wildfire risk in many city-owned natural areas include:

- Boeckman Creek and Boeckman Road Improvements:
 - Management of invasive species such as Himalayan blackberry and reed canary grass
 - Installation of trail systems to create designated public recreation access
 - Future plans for removal of a flood control structure that aims to restore historic stream flow and enhance stream health
 - Construction of wildlife passages in the redesign of Boeckman Road and restoration of surrounding Coffee Lake Creek wetlands
- Memorial Park and Murase Plaza:
 - Management of invasive species such as English holly, Himalayan blackberry, lesser celandine, and English ivy through grazing with goats, manual removal, and chemical treatments
 - Installation of native plants
 - Removal of culverts and restoration of stream reaches and riparian habitats
- Park at Merryfield:
 - Fuel reduction through brush and ladder fuel removal
 - Collaboration with Metro to reduce wildfire risk in Park at Merryfield and also the adjacent Graham Oaks Nature Park
- Arrowhead Park:
 - Removal of Himalayan blackberry and installation of native plants
- Coffee Lake Creek Wetlands:
 - Wetland mitigation areas for construction of Boeckman Road (Metro, 2019)
 - Metro wetland restoration project, including modification of drainage flows to reestablish meandering slough
 - Installation of native wetland vegetation
 - Monitoring of wildlife use and movement through the area
- Villebois:
 - Villebois Master Plan (Costa Pacific Communities, 2019) outlined plans for a trail and park system in the Villebois neighborhood that connects the natural areas surrounding Villebois, including city-owned Coffee Lake Creek Wetlands,

Edelweiss Park, Oulanka Park, Tivoli Park, sections of the Ice Age Tonquin Regional Trail, and other natural spaces including Graham Oaks Nature Park and other areas that are owned and managed by Homeowners' Associations (HOAs).

- Restoration efforts to date have included:
 - Installation of native vegetation to enhance natural habitat features and improve forage and habitat for wildlife
 - Improvements to stormwater detention and rainwater capture systems

Since MOB was detected in Wilsonville, the City has partnered with Oregon Department of Forestry (ODF), Oregon Department of Agriculture (ODA), and Metro to develop strategies for removing infested Oregon white oaks trees and preventing further spread. With funding from its Climate Resiliency Fund, the City has partnered with local arborist companies like Barlett Tree Experts to remove infested trees and to proactively treat healthy trees with insecticides and fungicides that will reduce risk of future infestation.

The City has a long history of utilizing partnerships and community efforts to steward its natural areas. Since 2002, the City has partnered with Friends of Trees to restore and enhance natural areas within the City. Volunteers have helped to plant native forest and riparian vegetation and create healthy pollinator habitats in natural areas throughout the City, including Memorial Park, Arrowhead Creek Park, Tranquil Park, and Boeckman Creek Corridor. For the last six years, the City has also participated in the Neighborhood Trees program that provides and installs low-cost yard and street trees for homeowners with the goal of enhancing urban tree canopies. The City also organizes volunteer workdays like the annual WERK (Wilsonville Environmental Resource Keepers) Day, where volunteers rebuild and enhance trails, plant native plants, and remove invasive species like Himalayan blackberry, English ivy, and English holly at Memorial Park. This event typically attracts more than 200 volunteers each year. The City also partners with many other organizations to implement projects, provide resources to communities, and engage the community in stewardship. These include the Center for Research in Environmental Sciences & Technologies (CREST), which is currently closed, the Backyard Habitat Certification Program, the Xerces Society, the NW Center for Alternatives to Pesticides, EcoBiz, and Northwest Youth Corps.

Related Management Plans and Reports

The City and other organizations, such as Metro, have developed a number of plans that are relevant to natural area management. These plans and reports have been reviewed and integrated into the NAMP:

- Graham Oaks Nature Park Site Conservation Plan (Metro, in preparation)
- Climate Action Plan (City of Wilsonville, 2025)
- Graham Oaks Nature Park Oak Habitat Conservation Plan (Alacia et al., 2022)
- Urban Forest Management Plan (City of Wilsonville, 2021)
- Wilsonville Comprehensive Plan (City of Wilsonville, 2020)
- Hazard Mitigation Plan (University of Oregon et al., 2019)
- Coffee Lake Creek Wetlands Site Conservation Plan (Metro, 2019)

- Clackamas County Community Wildfire Protection Plan (IPRE, 2024)
- Parks and Nature Systems Plan (Metro, 2019)
- Integrated Pest Management Plan (City of Wilsonville, 2018)
- Villebois Village Master Plan (Costa Pacific Communities, 2019)
- Regional Conservation Strategy (Intertwine Alliance, 2012)
- Willamette River TMDL Implementation Plan (City of Wilsonville, 2009)
- Surveys of Fish Species and Habitat in Wilsonville Streams (Wilsonville 2006)
- Wildlife and Habitat Assessment (City of Wilsonville, 2001)

COMMUNITY ENGAGEMENT

Community Engagement Objectives and Strategies

The City's natural areas are an invaluable resource to the surrounding landscapes and the residents and visitors that utilize them. The City is committed to a planning process that is transparent and inclusive.

During the development of NAMP, community engagement objectives included:

- Identify community groups, members of the community, and other organizations and government agencies that are indirectly or directly connected to the City's natural areas
- Identify public concerns regarding natural area management
- Provide opportunities for interested community members, groups, and agencies to learn about the NAMP, provide feedback, and ask questions
- Outline recommendations for future outreach for maintaining/creating:
 - Ongoing engagement with interested community members and organizations
 - Community volunteer opportunities to restore and steward City natural areas

To accomplish the City's planning objectives, the following public engagement strategies were implemented during development of the NAMP:

- Created a project webpage on Let's Talk Wilsonville (LTW) that provides project overview and information, frequently asked questions, comment submission portal, and contact information for City and ACFM staff
- Published a public questionnaire to gather information on priority concerns and natural area usage from Wilsonville residents.
- Published press releases in Boones ferry Messenger with project updates and public meeting announcements
- Posted meeting announcements to the City's social media
- Hosted an open house at Wilsonville City Hall
- Tabled at the 2024 and 2025 Earth Day Celebrations

Public Questionnaire Outcomes

In April and May 2025, the City ran an online questionnaire as an avenue for Wilsonville residents to voice their opinion on management of the City's natural areas. The survey was comprised of questions regarding personal connection to natural areas, priority ranking of issues facing natural areas, and vision for the future. Out of the questionnaire's 16 respondents, the most common concern was wildfire risk in natural areas and the implications for surrounding properties. The second most frequent concerns were invasive species and unmanaged recreation. Additional issues noted by respondents included graffiti and vandalism and the use of pesticides and fertilizers. Respondents identified more recreation trails and development of habitat beneficial to pollinators as their highest priorities for future natural area activities.

NATURAL AREAS and HABITAT TYPES

A primary objective of the natural area management planning process was to create a catalog of natural areas in Wilsonville, described in detail below. The scope of the NAMP catalogue and planning process, however, only includes natural areas that are owned and managed by the City of Wilsonville. The NAMP recommends that the City align and work in tandem with neighboring natural area managers, where possible, because consistent management across all natural areas will improve ecosystem resilience throughout the City.

These local land managing entities include Metro, Tualatin Valley Water District, and private landowners. Many of these natural areas have existing management plans and/or are actively managed by the entities that own them. For example, one of the largest natural areas in the surrounding Wilsonville area is Graham Oaks, a 245-acre site owned and managed by Metro. The City has collaborated on co-managing parts of this natural area with Metro, but Graham Oaks is not included in the NAMP, because the City is not the primary managing entity. Metro is currently developing a site conservation plan for Graham Oaks Nature Park (Graham Oaks Park Site Conservation Plan; Metro, in preparation), and the NAMP is intended to work in tandem and align with this site conservation plan and other existing management plans to create cohesive natural area management throughout the City.

Methods

To create the catalog of city-owned natural areas (Table 1), all city-owned tax lots were identified and then classified as a natural area based on the following criteria:

- Retains “*relatively intact historical vegetation communities and habitats*” (The Intertwine Alliance, 2012)
- Contains significant contiguous natural habitat (greater than 0.5 acres) (AECOM, 2022)
- Contains valuable habitat for (or has the potential to support) a large diversity of native plants and animals (OARD, 2019)
- Contains valuable areas for recreation, and promotes community appreciation of natural features (OARD, 2019)
- Contains degraded habitat but has the potential for restoration.

Tax lots that did not meet the criteria for natural areas included narrow right-of-way zones, parcels that are primarily comprised of parking lots or other infrastructure, and urban parks with less than 0.5 acres of natural habitat. Where parcels contain sports fields, playgrounds, and other hard-scaped infrastructure, the acreage shown in Table 1 only includes natural habitat.

During evaluation, two additional factors were used in prioritizing the City’s natural areas and developing management recommendations: natural resource function/value and baseline habitat conditions, discussed in the next section. Because of the high variability of natural area size and condition in Wilsonville, it was important to determine where restoration and management efforts should be focused. Restoration practitioners generally prioritize natural areas that are more intact and healthier, because those areas are often easier, quicker, and more cost effective to restore than highly degraded habitats or highly urbanized parks. This does not mean the City

should not invest in restoring highly degraded natural areas or urbanized parks, but these areas are a lower priority in the catalog, because they are generally more expensive and difficult to restore and show lower return on investment in habitat functionality.

Natural resource function and value

Natural resource function and value of the city-owned tax lots was assessed using a points-based scoring system (Appendix A) that was adapted from the Portland Parks & Recreation (PPR) Natural Area Management Plan (Portland Parks & Recreation, 2015). Data for this scoring system was collected using data from GIS, natural resource inventories, and discussions with WPRD staff. The primary data sources were the City of Wilsonville and the Oregon Department of Fish and Wildlife. Natural resource function and value scores of 22-33 (of 33 points possible) were considered High; scores of 11-21 were considered Medium; and scores of less than 11 were considered Low (Table 1). Of all city-owned tax lots, 14 parcels scored High or Medium for natural resource function and value, met the criteria of a natural area, and were selected for baseline habitat surveys (Appendix A). There were eight parcels that scored Medium but did not meet the size requirements to be considered a natural area.

Baseline habitat conditions

To further assess ecological function, condition, and management needs of city-owned natural areas, assessments were conducted to determine baseline habitat conditions (Table 1). These habitat assessments also informed the management strategies recommended and outlined in this Plan. Habitat assessments were conducted in each of the high and medium priority areas during the summer of 2024. At each natural area, surveyors used transects and quadrats at random locations to collect data on non-native vegetation cover, native vegetation cover, plant species richness, and native tree stem count (Appendix B). To develop an overall baseline habitat condition score for all city-owned natural areas, the parameters outlined above were averaged for each area and given a score of Poor, Fair, or Good (Appendix C). Overall, 21% of the surveyed natural areas scored Good; 29% scored Poor; and 50% scored Fair for existing habitat conditions (Table 2). Natural areas that scored Poor generally had high invasive species cover and low native vegetation cover. Natural Areas that scored Good had high cover and richness of native vegetation and low cover of invasive species. Natural Areas that scored Fair had varied levels of native and invasive cover.

Table 1. Natural Area Catalog. Summary of natural resource function/value, baseline habitat condition score, and habitat types for 14 natural areas in Wilsonville.

Natural Area	Acres	Natural Resource Function/Value	Baseline Habitat Condition
Memorial Park	62.4	High	Fair
Boeckman Creek Corridor	37.9	High	Fair
Arrowhead Creek Park	6.5	High	Fair
Coffee Lake Creek Wetlands	11.9	High	Poor
Murase Plaza	12.9	High	Poor
Boones Ferry Park	14.2	Medium	Fair
Kinsman Road	12.4	Medium	Poor
Edelweiss Park	10.8	Medium	Good
Park at Merryfield Park	8.2	Medium	Good
Canyon Creek Park	7.1	Medium	Good
Tivoli Park	6.9	Medium	Fair
Tranquil Park	4.5	Medium	Fair
Oulanka Park	1.8	Medium	Poor
Willow Creek Park	1.38	Medium	Fair

Habitat Delineations

To help the City prioritize and develop management plans for each city-owned natural area, habitat types were delineated (Table 2, Appendix D). Habitat delineations help guide decision making when planning and strategizing restoration priorities. Understanding historic and current habitat structures can clarify the treatment strategies that will be most effective in various habitat types. Habitat delineations utilized here include a variety of information sources, including vegetation information from botanical surveys, satellite imagery, and WEB Soil Survey data (USDA, 2019).

Table 2. Habitat types in city-owned natural areas with approximate acreage and dominant characteristics

Habitat Type	Approx. Acreage	Dominant Characteristics
Upland Mixed Conifer/Deciduous	66	Low-elevation mesic forested habitat comprised of conifers such as Douglas-fir, Western hemlock, and Western red cedar as well as hardwoods such as bigleaf maple
Riparian Mixed Conifer/Deciduous	58	Low-elevation riparian forests consisting of conifers such as Douglas-fir and Western red cedar as well as hardwoods such as Oregon ash, bigleaf maple, and red alder
Riparian Deciduous	8	Riparian forests with hardwood canopy including bigleaf maple, Oregon ash, and red alder as dominant species
Scrub/Shrub Wetland	19	Wetland habitat in streams and valley bottoms with woody vegetation less than 20 ft tall, such as willows and other broadleaf shrubs
Upland Meadow	10	Dry grassland habitat lacking dense canopy or shrubs, dominated by grasses and wildflowers
Riparian Meadow	17	Wet/moist grassland habitat lacking dense canopy or shrubs, dominated by grasses, sedges, rushes, and wildflowers
Oak Woodland/Savanna	3	Low-elevation forested habitat consisting of varying densities of Oregon white oak canopy with shrub and grassland understory

MANAGEMENT OBJECTIVES and STRATEGIES

To achieve the overarching goal of creating more ecologically resilient ecosystems in the City’s natural areas, the following management objectives have been identified for management of the city-owned natural areas:

1. Enhance ecological processes and native vegetation communities
2. Control invasive and noxious weeds
3. Improve resilience against climate change
4. Reduce wildfire risk
5. Proactively manage for emerging pests/diseases
6. Provide the public with safe and accessible opportunities to recreate, learn, and be stewards of natural areas

The management strategies in this Plan are organized into general and habitat-specific strategies that the City can utilize to achieve the management objectives outlined above.

General Strategies

Table 3. General management strategies

Management Objective	Strategies
1. Enhance ecological processes and native vegetation communities	<ul style="list-style-type: none"> • Improve plant diversity in city-owned natural areas by planting a variety of site-adapted native trees, shrubs, and herbaceous plants • Install native plant species quickly after removal of invasives to suppress weed reestablishment; continue maintenance and removal of invasives to improve planting survival and vigor • Increase plant survival by selecting native plant species with appropriate light, moisture, and soil requirements per planting area • Enhance native pollinator habitat by selecting pollinator-friendly plant species and seed mixes, especially in open-forest and meadow ecosystems • Plant eroded and bare streambanks with native riparian species to decrease erosion risk, increase stream shade, and improve habitat for aquatic species • Retain and promote beaver activity in places where increased beaver activity will not damage or interfere with infrastructure or private property
2. Control invasive and noxious weeds	<ul style="list-style-type: none"> • Manage and remove invasive species using multiple strategies for treatment to maximize effectiveness and impact • Time invasive species treatments to maximize efficacy per target species and habitat type • Refer to the City’s 2018 IPM Plan for detailed treatment specifications <ul style="list-style-type: none"> ○ Himalayan blackberry – cut/masticate large brambles, manage small resprouts with manual removal or targeted spot sprays ○ English ivy – spray large swaths, air gap ivy that is growing up trees, utilize volunteer labor and hand pull, especially in areas with high native density

	<ul style="list-style-type: none"> ○ Weedy trees (e.g., English holly, English hawthorn, cherry laurel, bird cherry) – girdle, or cut-stump and treat with herbicides to prevent resprouting • Install boot brushes at entrances/parking areas to reduce the spread of invasive weed species • Work with property owners, HOAs, etc. to encourage management of invasive species on properties adjacent to city-owned natural areas • Collaborate with Oregon Department of Agriculture, Clackamas SWCD and Marion County SWCD to coordinate rapid response to EDRR species that are found on city-owned property
3. Improve ecosystem resilience against climate change	<ul style="list-style-type: none"> • Utilize strategies outlined for Objectives 1 and 2 to improve overall ecosystem health, manage invasive species, and increase plant diversity • Use climate-smart restoration strategies <ul style="list-style-type: none"> ○ Select plant species that are adaptive to extreme environmental stressors (e.g., drought, heat) ○ Select plant species that are sourced from local ecoregions that reflect potential future conditions • Enhance wetland and floodplain habitats to reduce water temperatures, improve water filtration, increase water storage, and improve habitat for aquatic wildlife species • Promote and retain beaver activity to improve ecological complexity, increase habitat niches for other species, improve water storage, and reduce fire risk; only in places where increased beaver activity will not interfere with infrastructure or private property.
4. Reduce wildfire risk	<ul style="list-style-type: none"> • Utilize the Clackamas Community Wildfire Protection Plan and the City of Wilsonville Hazard Management Plan to guide wildfire mitigation and response strategies in city-owned natural areas • Manage dense vegetation in city-owned natural areas to reduce wildfire risk to natural areas and adjacent residential communities <ul style="list-style-type: none"> ○ Thin trees in overstocked forested areas ○ Remove accumulations of dead woody material in balance with the benefits they provide as dead, downed wood and habitat snags. Generally, small/fine woody materials poses a higher fire risk and lower habitat value than larger diameter wood. ○ Remove ladder fuels (e.g., low tree branches, dense understory vegetation) from understory that could carry fire to canopy/crowns <ul style="list-style-type: none"> ▪ Using IPM strategies, target invasive species such as Himalayan blackberry, scotch broom, and weedy trees species, which are highly flammable and often grow in dense stands • Plant native species that are fire resistant (e.g., Oregon grape, snowberry, Oregon white oak, other deciduous trees) <ul style="list-style-type: none"> ○ Characteristics include low sap/resin content, moist or waxy leaves, open branching patterns, doesn't retain high amounts of dead material (Detweiler et al., 2023) • Plant a diversity of plant species and structures and increase plant spacing to improve resilience to wildfire • When applicable, collaborate with local organizations, such as Tualatin Valley Fire & Rescue (TVF&R) to further assess fire risk in natural areas, especially in neighborhoods directly adjacent to natural areas (e.g., Boeckman Creek and Park at Merryfield)

	<ul style="list-style-type: none"> • Partner with local organizations to develop community engagement/organization/resources around wildfire management (e.g., Firewise USA) • Promote and/or provide opportunities to learn about defensible space for homeowners who live adjacent to natural areas
5. Proactively manage for emerging pests/diseases	<ul style="list-style-type: none"> • Continue existing work to proactively treat and manage for MOB • Develop a proactive management strategy for EAB similar to other local jurisdictions <ul style="list-style-type: none"> ○ Regularly monitor Oregon ash populations throughout the City so that any EAB infestations are detected ○ Refrain from including Oregon ash in planting lists, and use substitutes such as black cottonwood and alder species in riparian plantings
6. Provide the public with safe and accessible opportunities to recreate, learn, and be stewards of natural areas	<ul style="list-style-type: none"> • Install and/or update interpretive and educational signage in parks and natural areas to promote greater learning, care, and appreciation for natural areas • Establish and/or carefully designed maintain trails through natural areas to encourage recreation in designated areas while addressing impacts such as erosion, removing social trails, and re-routing trails out of sensitive areas. • Work with Homeowners' Associations that contain greenspaces and in neighborhoods that are adjacent to natural areas to enhance and maintain ecosystem health • Continue working with organizations like Friends of Trees to facilitate volunteer activities (e.g., invasive species removal, native plantings, pollinator meadows) • Connect with local organizations such as the Intertwine Alliance and the Blueprint Foundation to develop opportunities for under-served and minority communities/youth to recreate, learn, and steward in natural areas (e.g., Connecting Canopies program)

Habitat-Specific Strategies

Table 4. Habitat-specific management strategies

Habitat Type	Strategies
Upland Mixed Conifer/Deciduous	<ul style="list-style-type: none"> • Treat and remove invasive species, monitor for new introductions of invasive weeds <ul style="list-style-type: none"> ○ Common invasive species: Himalayan blackberry, English Ivy, English hawthorn, English holly, bird cherry, cherry laurel, Canada thistle, bull thistle ○ EDRR species: garlic mustard, lesser celandine • Improve diversity of native plant communities by installing conifer and deciduous tree species where appropriate, understory shrub species, and seeding native herbaceous species. • Monitor for new introductions of invasive weeds and pest species such as EAB (where Oregon ash is present) and MOB • Preserve snags and nurse logs where possible • Thin canopy density where necessary to reduce wildfire risk, increase habitat complexity, and promote forest succession

Riparian Mixed Conifer/Deciduous; Riparian Deciduous	<ul style="list-style-type: none"> • Utilize same strategies outlined above for Upland Mixed Conifer/Deciduous • EDRR species: knotweed spp., garlic mustard, lesser celandine, false brome, and drooping sedge • Plant a diversity of native riparian species with varying morphologies to enhance riparian vegetation complexity and diversity • Improve riparian complexity with preservation of beaver dams and log jams or installation of beaver dam analogs (BDAs), post-assisted log structures (PALS), and large woody debris placement
Scrub/Shrub Wetland	<ul style="list-style-type: none"> • Treat and remove invasive species using IPM strategies <ul style="list-style-type: none"> ○ Common invasive species to target: reed canary grass, Canada thistle, bull thistle, vetch spp., velvet grass, tansy ragwort, teasel, oxeye daisy ○ EDRR species: knotweed spp., garlic mustard, purple loosestrife, yellow flag iris, and ludwigia • Monitor for new introductions of invasive weeds and pest species such as EAB (if Oregon ash is present) • Plant diverse wetland shrub and low-stature trees, including willows, spirea, black twinberry, ninebark, black hawthorn • Improve wetland complexity with preservation of beaver dams and log jams or installation of beaver dam analogs (BDAs), post-assisted log structures (PALS), and large woody debris placement
Upland and Riparian Meadow	<ul style="list-style-type: none"> • Treat and remove invasive species using IPM strategies <ul style="list-style-type: none"> ○ Common invasive species to target: Canada thistle, bull thistle, reed canary grass, vetch, velvet grass, tansy ragwort, teasel, oxeye daisy ○ EDRR species: garlic mustard, lesser celandine • Monitor for new introductions of noxious weeds • Manage woody species encroachment with chemical or mechanical methods • Seed diverse mixes of native grasses and forbs
Oak Woodland/Savanna	<ul style="list-style-type: none"> • Treat and remove invasive species using IPM strategies <ul style="list-style-type: none"> ○ Common invasive species to target: Canada thistle, bull thistle, vetch, velvet grass, tansy ragwort, teasel, oxeye daisy, reed canary grass, English hawthorn • Monitor for new introductions of invasive weeds and pest species such as MOB • Selectively thin Oregon white oak stands when appropriate <ul style="list-style-type: none"> ○ Typical stand densities range from 1-10 trees per acre in oak savannas and 10-40 trees per acre in oak woodlands (Grand, 2024) • Plant Oregon white oak and seed native understory and grassland species • Manage encroachment of conifers such as Douglas fir with chemical or mechanical methods • Partner with indigenous groups and/or tribes to conduct prescribed burns to replicate natural fire regimes

Cost Estimates and Potential Funding Sources

Management of city-owned natural areas will vary in cost depending on current habitat quality, management needs, and duration of management. Approximate costs (per acre per year) are outlined in Appendix E. These costs are based on 2025 industry-standards for contracted restoration work in the Portland Metro Area and should be reviewed periodically and adjusted for inflation.

There are numerous funding sources that the City should consider to fund and/or supplement internal/general funds for natural area management work and community engagement in natural area management. Potential funding sources and grants include:

- OWEB Small Grants (OWEB, n.d.)
 - Supports on-the-ground restoration projects (up to \$20,000) for a wide range of natural area and watershed restoration projects, including stream, river, wetland, and upland habitat improvements
- Natural and Working Lands Fund (OWEB, n.d.)
 - Restoration and Technical Assistance grants to plan and implement a wide range of natural climate solutions on Natural and Working Lands
 - Eligible applicants are Soil and Water Conservation Districts, tribes, non-profits, so the City would need to partner with an eligible applicant to implement projects under this fund.
- Land and Water Conservation Fund (OPRD, n.d.)
 - Supports acquisition of land or developing facilities within public outdoor recreation areas
- Access and Habitat Program (ODFW, n.d.)
 - Supports projects that improve fish and wildlife habitat, including, but not limited to wetland restoration and noxious weed control
- Private Forest Accord Grant Program (ODFW, 2024)
 - Supports projects impacting fish and aquatic wildlife species and habitats
- Nature in Neighborhoods (Metro, n.d.)
 - Supports local parks and nature projects in the greater Portland Metro Area, focusing on water and air quality, fish and wildlife habitat restoration, and increasing access to nature for all residents
 - Capital Grants: for publicly owned capital projects that advance racial equity, address climate change, and involve meaningful community engagement.
 - Community Choice Grants: a participatory budgeting process where community members can propose and vote for parks and nature projects
 - Community Stewardship and Restoration Grants: supporting partnerships that improve water quality and habitat and connect people with nature, particularly targeting underserved communities and emphasizing environmental justice.
- Urban and Community Forestry (UCF) Subaward Program (ODF, n.d.)

- Promotes investments in community and urban forestry, including tree planting and maintenance, supporting urban communities and green infrastructure development.
- Oregon Invasive Species Council Grants (OISC, n.d.)
 - Provides funding specifically for projects related to invasive species education and outreach
- Oregon Wildlife Foundation Grants (OWF, 2025)
 - Awards small grants for projects aligning with their mission of fish and wildlife conservation and public enjoyment of natural resources. Eligible projects include habitat restoration or protection, invasive species removal, and natural resource education
- Arbor Day Foundation Grants (Arbor Day Foundation, 2025)
 - Provides funding for plant material in tree planting projects (typically 5,000-10,000 trees)

In addition to the potential funding sources listed above, Wilsonville Parks & Recreation also offers several grants for community organizations and individuals that are intended to support opportunities for natural area enhancement, community education and engagement. These grants include:

- Community Opportunity Grant (City of Wilsonville, n.d.)
 - Provides funding (up to \$25,000 per year in total) for a range of local projects, often focusing on education, diversity, arts, and community involvement
- Wilsonville-Metro Community Enhancement Grant Program (CEP) (City of Wilsonville, n.d.)
 - In partnership with Metro, provides funding for projects improving the City's appearance, environmental quality, recycling efforts, or recreational areas within city limits.

CONCLUSION

Natural areas are an invaluable resource for ecosystem function and human health and well-being. To achieve the City's vision of a more ecologically resilient future, this Plan creates an over-arching framework for management and stewardship of city-owned natural areas and emphasizes the importance of community engagement in natural area management.

Management of natural areas requires consideration of current and emerging issues including, but not limited to, wildfire, invasive pests, climate change, and recreation. Natural area management should be an ever-evolving process, and management objectives and strategies should be adapted as new threats/issues and community priorities emerge. Additionally, as new techniques and best practices are developed, management strategies should be adapted to best serve the ecosystems and communities. The City should plan to review ongoing management activities every 4-5 years to ensure that objectives and recommended strategies remain appropriate and relevant to the overall goal of creating and maintaining healthy and resilient ecosystems in city-owned natural areas.

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APPENDICES

Appendix A. Natural Resource Function and Value

Table A-1. Scoring system for Natural Resource Function and Value of City-owned natural areas in Wilsonville. Adapted from Portland Parks & Recreation (2015).

Natural Resource Function/Value Scoring System:	
3 points	<ul style="list-style-type: none"> • Presence of fish bearing stream • Overlap with Significant Resource Overlay Zones (SROZ) (City of Wilsonville, 2001) • Overlap with ODFW Strategy Habitats • Terrestrial Species of Concern Ranking 1 or 2 (ODFW, 2016) • Aquatic Species of Concern Ranking 1 or 2 (ODFW, 2016) • Terrestrial Crucial Habitat Ranking 1 or 2 (ODFW, 2016) • Aquatic Crucial Habitat Ranking of 1 or 2 (ODFW, 2016) • Existing or past capital projects or restoration activities
2 points	<ul style="list-style-type: none"> • Presence of non-fish bearing stream • Terrestrial Species of Concern Ranking 3 or 4 (ODFW, 2016) • Aquatic Species of Concern Ranking 3 or 4 (ODFW, 2016) • Terrestrial Crucial Habitat Ranking of 3 or 4 (ODFW, 2016) • Aquatic Crucial Habitat Ranking of 3 or 4 (ODFW, 2016) • Overlap with Conservation Opportunity Area (ODFW, 2016) • Overlap with Priority Wildlife Conservation Areas (PWCA) (ODFW, 2016)
1 point	<ul style="list-style-type: none"> • Terrestrial Species of Concern Ranking 5 or 6 (ODFW, 2016) • Aquatic Species of Concern Ranking 5 or 6 (ODFW, 2016) • Terrestrial Crucial Habitat Ranking of 5 or 6 (ODFW, 2016) • Aquatic Crucial Habitat Ranking of 5 or 6 (ODFW, 2016) • Active volunteer or stewardship activities

Appendix B. Habitat Assessment Survey Protocols

Establishing Survey Transects Plots:

- Fifty meter transects were used to establish plots at each natural area; the number of transects mapped at each natural area was dependent on the acreage of the site to ensure that data is representative of the scale of the park.
- Random points were placed on maps prior to arriving on site to establish the beginning points of each transect and a random number generator was used to determine the cardinal direction in which the transect extended.
- To survey the tree and shrub community, two 10x10 meter macroplots plot(s) were established at random locations on the transect. Parameters for random number generator were as follows:
 - Transect direction: 0 = North, 1 = West, 2 = South, 3 = East
 - From the starting point extend the transect in the direction determined above
 - Plot location on transect (m): 0 = 0 meters, 1 = 10 meters, 2 = 20 meters, 3 = 30 meters, 4 = 40 meters
 - Plot location (side of transect): 0 = left, 1 = right
- To survey the herbaceous plant community, 1x1-meter subplots were established the upper left and lower right corners of the established macroplots.

Data Collection:

- Macroplots were surveyed to assess botanical and ecological attributes including stem counts of native and non-native trees and shrubs, tree and shrub species richness, and dominant tree and shrub species. Bare ground was estimated as a percentage of the total plot. Canopy cover was evaluated using photo monitoring and digital analysis in each macroplot. Observational information about dominant tree and shrubs species within the plot and in the surrounding areas was also recorded to determine habitat type.
- Subplots were surveyed to assess the herbaceous coverage and richness. Percent cover was estimated by functional group including native and non-native graminoids, forbs, shrubs, and bare substrate. Additionally, surveyors recorded herbaceous species richness and estimated overall percentage cover of noxious weed species. Lastly, dominant herbaceous species were noted to determine habitat type.
- General habitat conditions (soil moisture, compaction, riparian or upland habitat) were also noted by surveyors to determine habitat type and assess suitable future management of natural areas. Notable disturbances such as off trail recreation and major erosion were recorded.

Data Analysis:

- To determine the baseline habitat condition of each natural area relative to the rest of the natural areas, metrics from macroplots and herbaceous subplots were averaged by park and then assigned scores based on quartile analysis.
- Metrics used included native tree and shrub stem count, native species cover, non-native species cover, and species richness.

- Points for each parameter were based on where metrics fell into quartiles of the data set, from lowest quartile at 0 to highest quartile at 3.
- Scores for parameters for each natural area were averaged to give an overall score per area (0-3). Scores between 0 and 1 were considered Poor; scores between 1 and 2 were considered Fair, and scores between 2 and 3 were considered Good.

Appendix C. Baseline Habitat Conditions

Table C-1: Vegetation data for each City-owned natural area, averaged across all survey plots at each site

Natural Area	Native Tree Stem Count	Tree and Shrub Richness	Canopy Cover	Native Herbaceous Cover	Native Shrub Cover	Herbaceous Richness	Non-Native Tree Stem Count	Non-Native Herbaceous Cover	Non-Native Shrub Cover	Noxious Weed Cover
Memorial Park	6.90	5.13	60.33	14.50	9.58	4.60	6.37	36.65	14.55	35.57
Boeckman Creek	9.98	3.88	65.90	19.72	9.11	2.69	5.58	13.89	22.06	33.06
Kinsman Road	0.75	2.00	3.13	11.91	0.00	5.06	4.00	66.19	6.31	12.41
Boones Ferry Park	5.13	4.31	70.00	4.06	2.53	4.88	0.94	62.41	3.92	14.75
Coffee Lake Wetlands	2.67	1.50	2.33	0.00	5.83	1.00	0.00	74.58	0.21	74.58
Murase Plaza	3.00	6.00	25.33	7.33	1.25	3.33	2.83	25.83	39.58	55.67
Edelweiss Park	27.67	7.17	75.00	7.58	24.58	4.33	2.33	23.67	0.42	14.25
Tivoli Park	3.50	6.75	2.50	11.25	8.50	6.75	2.00	63.38	3.00	3.88
Willow Creek	9.25	5.25	66.00	10.25	4.00	3.25	11.25	29.00	27.13	57.38
Oulanka Park	2.25	2.50	0.00	9.63	0.00	3.00	0.00	69.13	0.00	54.75
Park at Merryfield	8.00	5.50	84.00	57.13	5.75	6.00	14.75	8.50	8.25	9.25
Tranquil Park	7.50	7.25	89.00	3.75	10.50	3.25	11.75	5.88	61.25	73.25
Canyon Creek Park	10.50	8.00	42.50	10.00	19.13	5.25	2.00	19.13	5.00	20.63
Arrowhead Park	5.00	4.00	77.50	6.38	47.88	4.25	6.75	31.00	0.63	28.50

Table C-2: Baseline habitat condition scores and ratings for each City-owned natural area in Wilsonville

Natural Area	Score	Rating
Canyon Creek Park	2.75	Good
Edelweiss Park	2.5	Good
Park at Merryfield Park	2.125	Good
Memorial Park	1.75	Fair
Boeckman Creek	1.75	Fair
Tivoli Park	1.75	Fair
Willow Creek	1.75	Fair
Tranquil Park	1.75	Fair
Arrowhead Park	1.375	Fair
Boones Ferry Park	1	Fair
Kinsman Road	0.875	Poor
Murase Plaza	0.75	Poor
Coffee Lake Wetlands	0.5	Poor
Oulanka Park	0.5	Poor

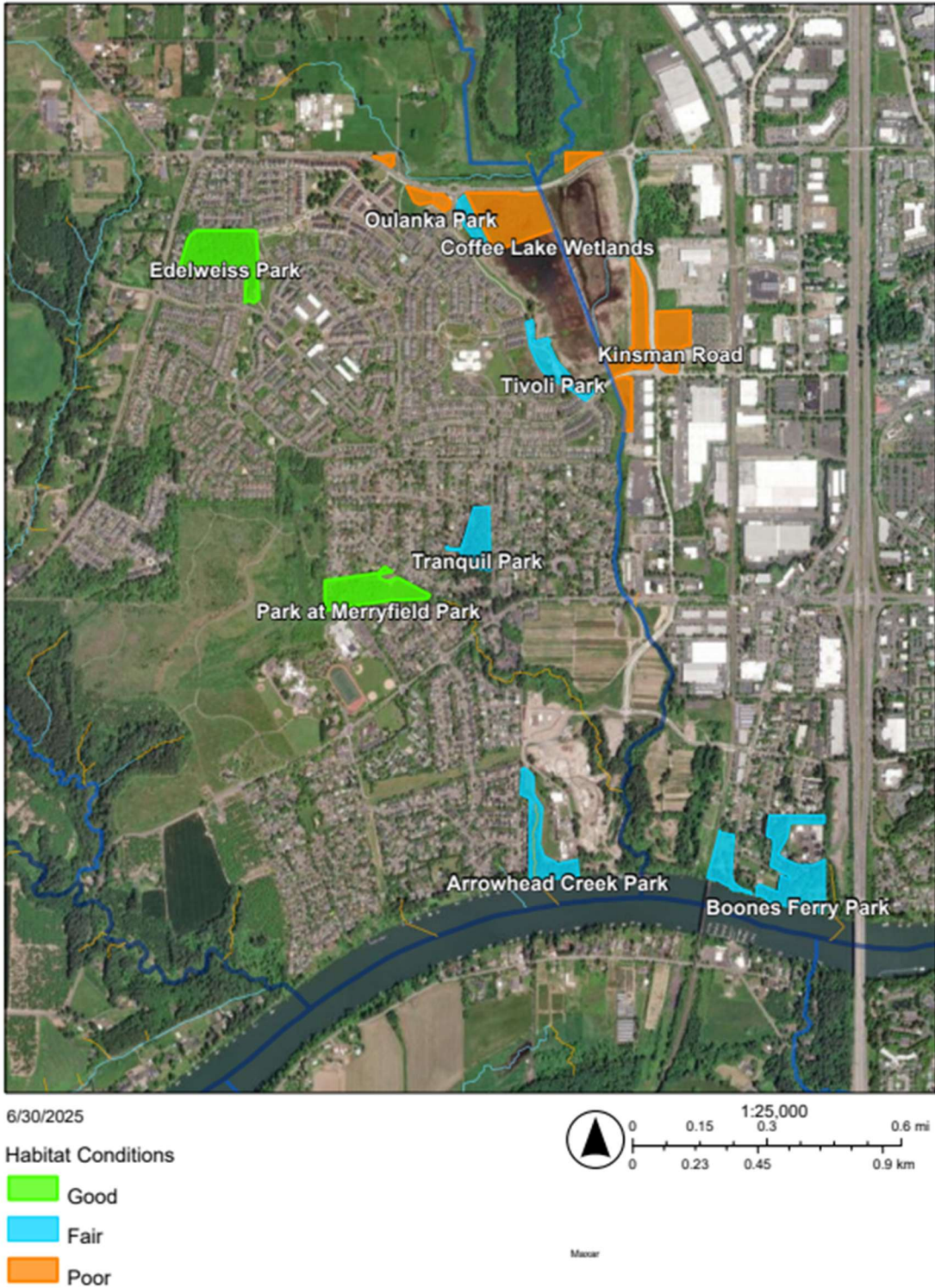


Figure C-1: Habitat conditions of City-owned natural areas west of the I-5 corridor in Wilsonville

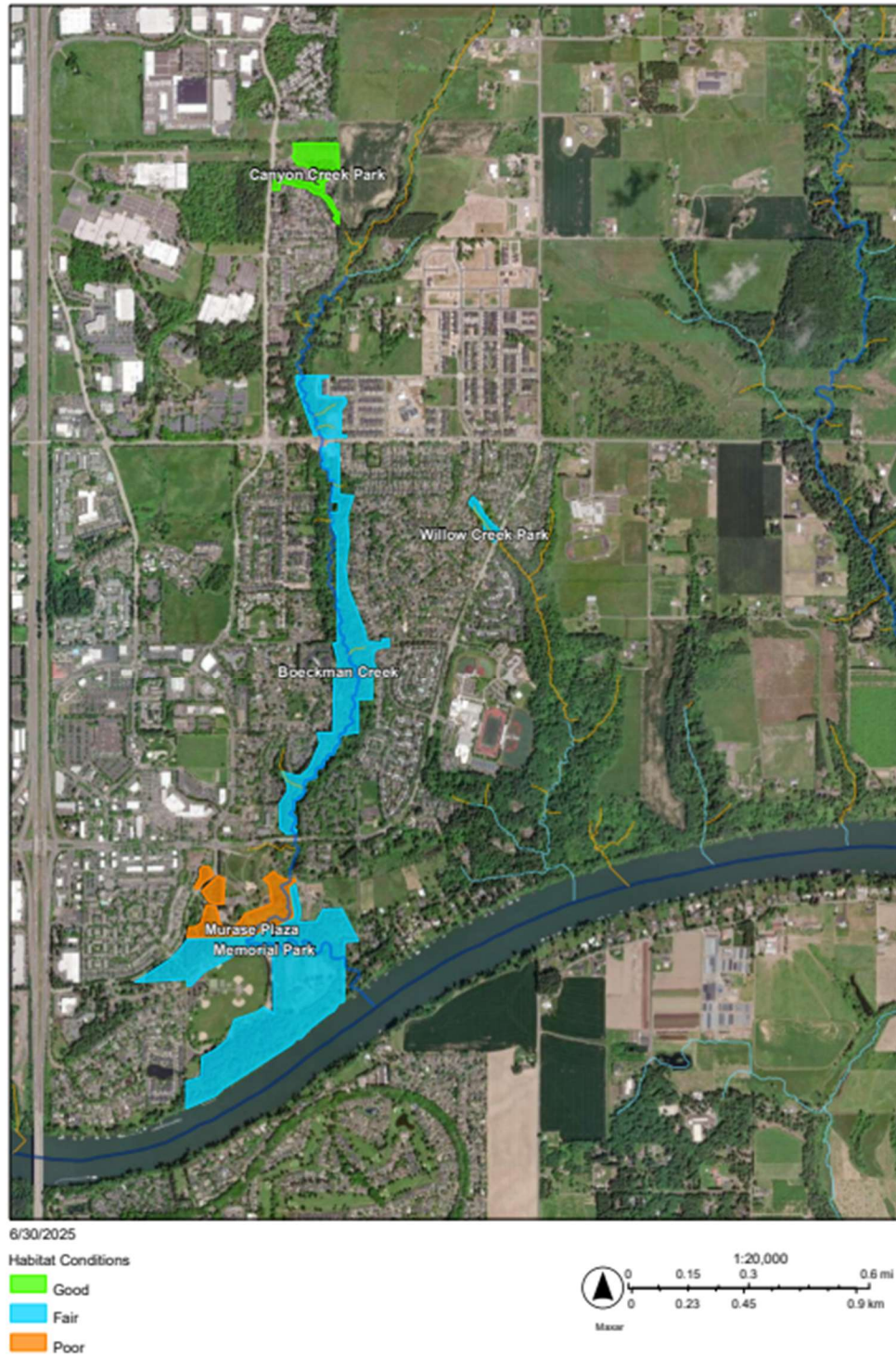


Figure C-2: Habitat conditions of City-owned natural areas east of the I-5 corridor in Wilsonville

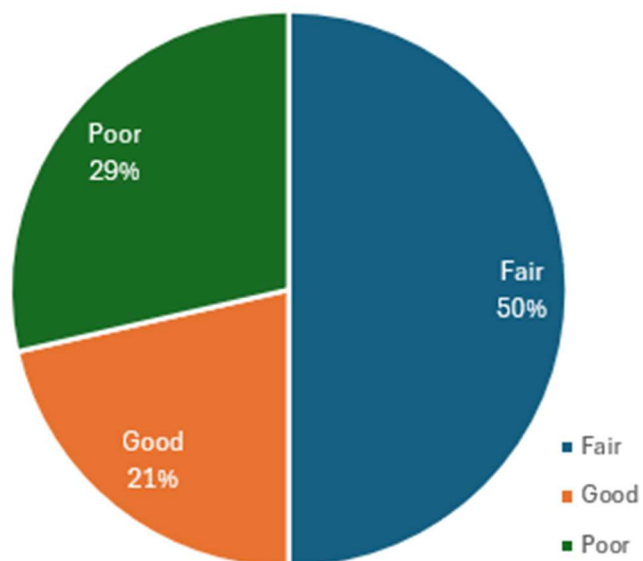


Figure C-3: Distribution of habitat conditions across City-owned natural areas in Wilsonville

Appendix D. Habitat Delineations



Figure D-1. Habitat delineations for City-owned natural areas west of the I-5 corridor in Wilsonville

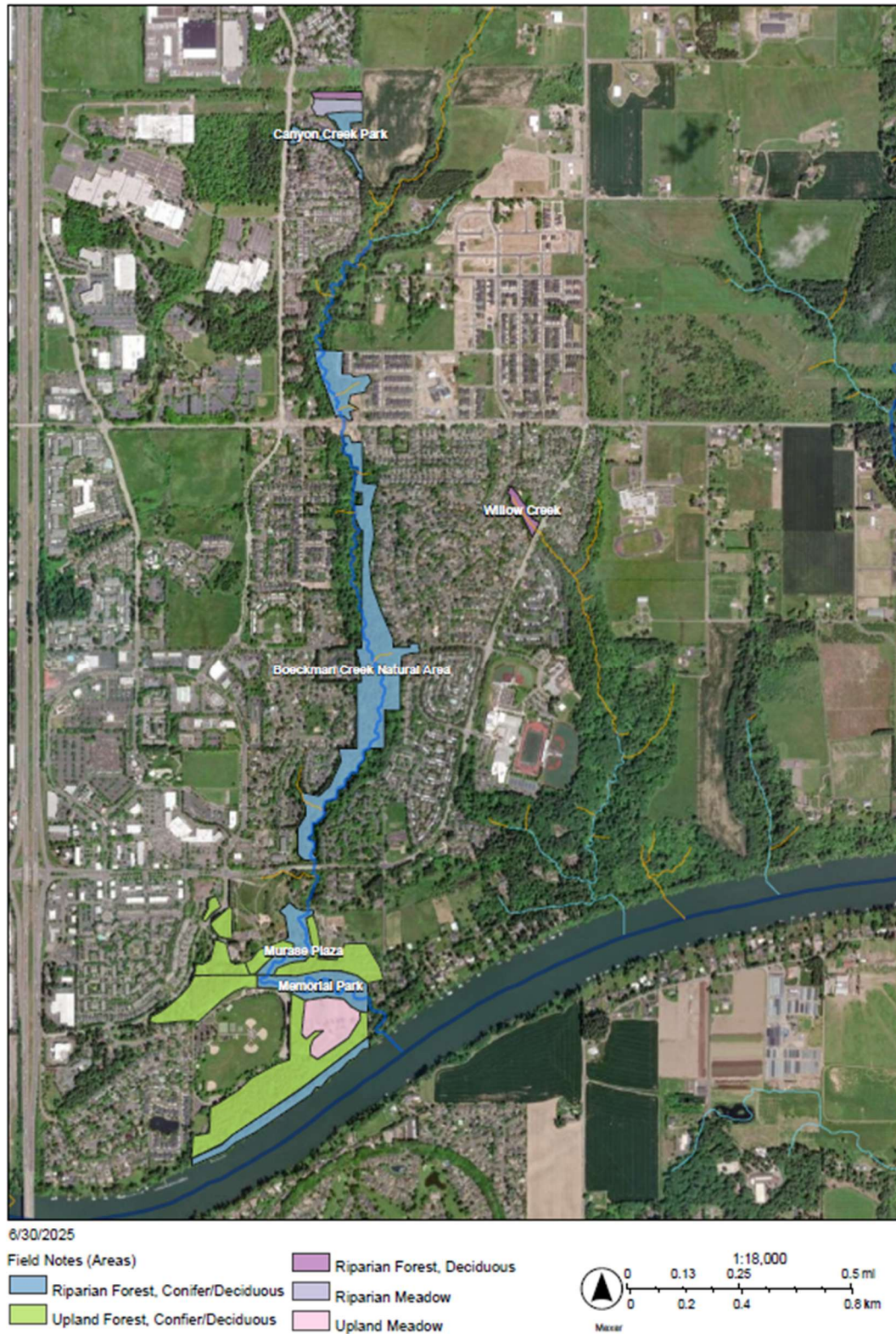


Figure D-2. Habitat delineations for City-owned natural areas east of the I-5 corridor in Wilsonville



Figure D-3: Arrowhead Creek Park habitat types




Figure D-4: Boones Ferry Park habitat types



6/11/2025

Field Notes (Areas)

 Upland Forest, Conifer/Deciduous

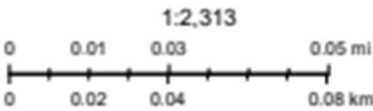


Figure D-5: Tranquil Park habitat types



Figure D-6: Park at Merryfield habitat types



Figure D-7: Edelweiss Park habitat types



Figure D-8: Oulanka Park habitat types



Figure D-9: Coffee Lake Creek Park habitat types

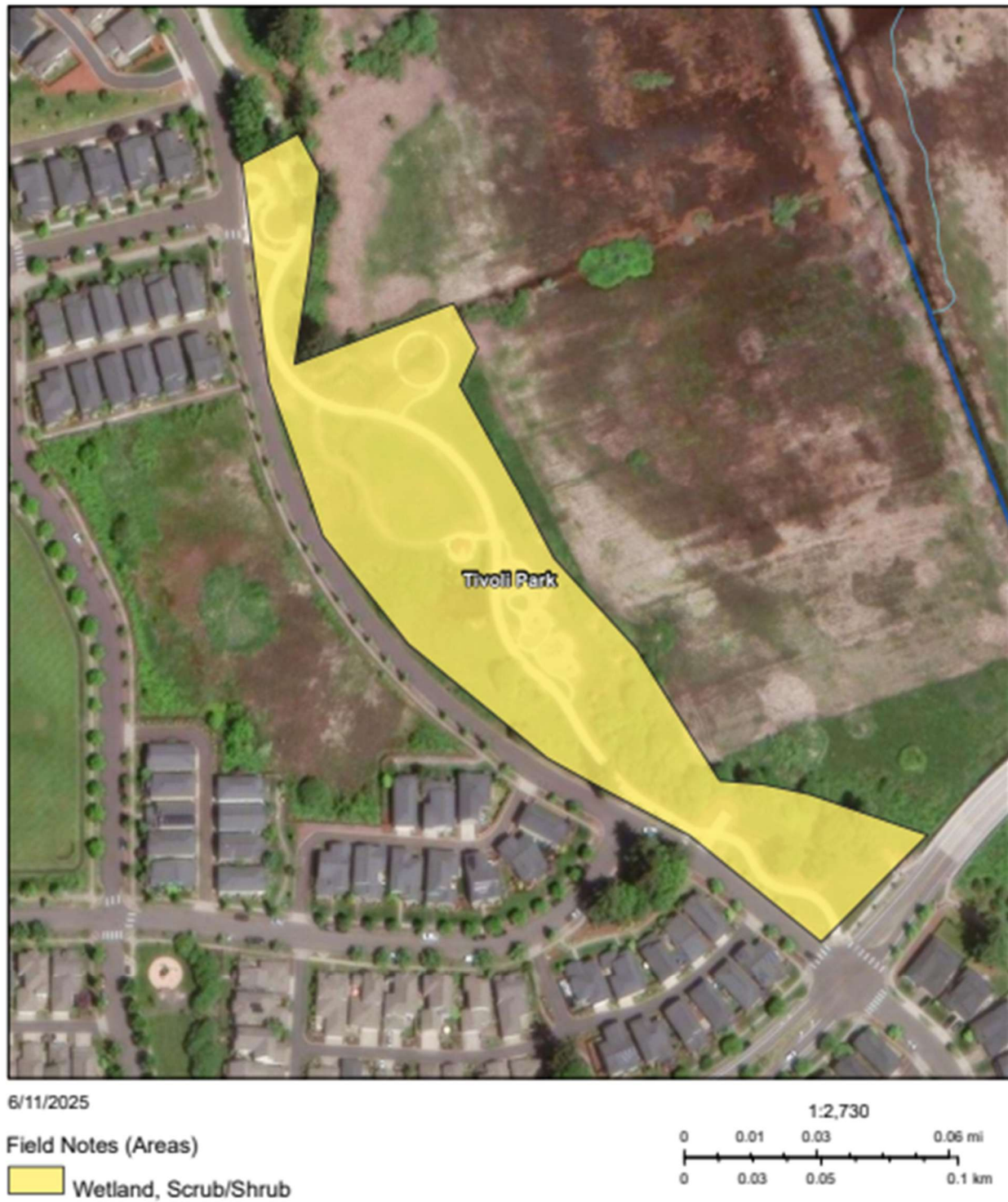


Figure D-10: Tivoli Park habitat types



Figure D-11: Kinsman Road habitat types



6/11/2025

Field Notes (Areas)

- Riparian Forest, Conifer/Deciduous
- Upland Forest, Conifer/Deciduous
- Upland Meadow

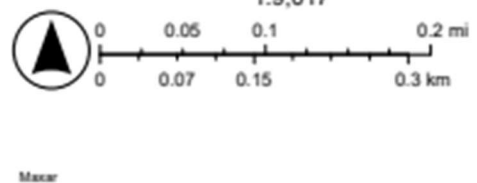


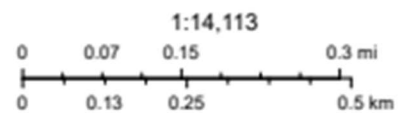
Figure D-12: Murase Plaza and Memorial Park habitat types



6/11/2025

Field Notes (Areas)

- Riparian Forest, Conifer/Deciduous
- Upland Forest, Conifer/Deciduous
- Riparian Forest, Deciduous



Earthstar Geographics

Figure D-13: Boeckman Creek and Willow Creek Park habitat types



Figure D-14. Canyon Creek Park habitat types

Appendix E. Cost Estimates

The costs shown below are ranges of expected costs for site preparation, ladder fuel reduction, planting, and maintenance. Costs are shown in units per acre per year (ac/yr) and vary depending on habitat quality (i.e. good, fair, and poor). These costs are based on 2025 rates. For subsequent years, apply a 3% increase to account for inflation. If true inflation rate is known, make appropriate adjustments if rate is above or below 3%. Project management and mobilization costs are built into the rates.

Site Preparation				
The rates below represent 3 site preparation visits per year. IPM principles should be followed. Use combinations of mechanical, manual, and chemical methods to treat invasive species and prepare the site for planting.				
Habitat Quality	Unit	Cost		Description
Good	ac/yr	\$0.00	\$3,820.00	Expect zero to one years of site preparation. High quality sites with little to no invasive species cover may not need site preparation prior to planting.
Fair	ac/yr	\$6,588.50	\$9,278.50	Expect one to two years of site preparation before planting.
Poor	ac/yr	\$10,081.00	\$12,771.00	Expect two to three years of site preparation before planting.

Ladder and Wildfire Fuels Removal				
The ranges of costs below show the expected cost per acre per year for varying levels (intensities) of ladder and wildfire fuel reduction. Sites should be assessed to determine what ladder fuels are present and what other wildfire fuel risks are present (e.g. overstocked/dense forests). Thinning of trees larger than 10" will likely require working with certified arborists to safely and efficiently remove trees.				
Intensity	Unit	Cost		Description
Low	ac/yr	\$4,622.50	\$7,415.00	Removal of ladder fuels such as invasive brambles and brush in understory; sparse removal of small weedy trees.
Moderate	ac/yr	\$7,415.00	\$11,195.00	Sparse thinning of trees (< 8" DBH) in dense forested areas; removal of ladder fuels such as low tree branches and invasive brambles and brush in understory.
High	ac/yr	\$13,725.00	\$25,625.00	Major thinning of trees (< 8" DBH) in overstocked/dense forested areas ; removal of ladder fuels such as low tree branches and invasive brambles and brush in understory.

Bareroot or Live Stake Planting				
The rates below include ranges of estimates for plant purchase and installation. Narrower spacing results in higher quantities of plants per acre and is generally used to plant sites that were heavily site prepped, while wider spacing is utilized primarily for interplanting sites with larger amounts of native vegetation.				
Habitat Quality	Unit	Cost		Description
Good	ac/yr	\$1,964.30	\$2,773.28	Stewardship planting and interplanting to enhance existing native vegetation; approximately 10'x10' to 6'x10' spacing.
Fair	ac/yr	\$5,072.82	\$7,535.28	Row or cluster planting; 5'x5' to 4'x4' spacing.
Poor	ac/yr	\$7,535.28	\$12,693.90	Row or cluster planting; 4'x4' to 3'x3' spacing.

Maintenance				
The rates below represent 3 maintenance visits across one year. Maintenance should follow IPM principles and combine chemical, manual, and mechanical strategies for managing invasives after planting. Maintenance strategies may include ring-cuts or ring-sprays to reduce vegetation growth around plantings and spot sprays or manual labor to treat smaller patches of resprouting invasives. For maintenance, Habitat Quality refers to the quality of the site prior to site preparation. Sites that start out in fair or poor quality with high invasive cover will likely require more maintenance after site preparation and planting due to higher potential for invasive resprouts from the seedbank, than a high quality site that had low invasive cover to start.				
Habitat Quality	Unit	Cost		Description
Good	ac/yr	\$2,110.00	\$3,820.00	Expect at least one year of maintenance after planting.
Fair	ac/yr	\$5,362.50	\$7,282.50	Expect one to two years of maintenance after planting.
Poor	ac/yr	\$11,122.50	\$14,830.00	Expect two to three years of maintenance after planting.



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: September 4, 2025		Subject: Draft Climate Action Plan	
		Staff Member: Kerry Rappold, Natural Resources Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: Provide input and direction on the draft Climate Action Plan.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Develop a climate inventory and gap analysis of city practices and operations and engage the community to build awareness of climate friendly practices.	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

The 2023-2025 City Council goals included developing a Wilsonville Climate Action Plan. Staff will provide an overview of the draft Climate Action Plan (CAP), which the City Council previously reviewed during its meetings on October 7, 2024, and February 3, 2025. This work session serves as the final scheduled discussion prior to a public hearing in November.

EXECUTIVE SUMMARY:

In August 2024, City staff and the consultant, Sustainability Solutions Group (SSG), kicked off the planning process for the CAP in support of the related City Council goal. The City developed the Plan to build on existing municipal and regional strategies and to align with the State of Oregon's greenhouse gas (GHG) reduction goals. On October 7, 2024, and February 3, 2025, the project team briefed the City Council with an introduction and update on the Plan. At this meeting, the project team will present the full draft of the Plan, including comments provided by the Planning Commission, prior to a planned public hearing on November 3, 2025 before the City Council. The Planning Commission reviewed and discussed the draft Climate Action Plan at a work session on August 13, 2025, and the final Plan is scheduled for a Planning Commission public hearing on October 8, 2025.

Since the project kickoff, staff and consultants have completed the following steps to develop the draft Plan:

1. **Context Review:**
Reviewed key strategic documents to understand Wilsonville as a city and its climate planning landscape along with relevant State statute and rules and other county and region wide climate planning.
2. **Data Input and GHG Inventory:**
Compiled energy use and emissions data within Wilsonville, updating and refining previous data and modeling from the Clackamas County Climate Action Plan.
3. **Model Calibration:**
Identified emission producing activities by sector and defined target emission reduction measures for specific activities.
4. **Business-as-Usual (BAU) and Business-as-Planned (BAP) Scenarios:**
Modeled the annual energy consumption and emissions through 2050 by traffic analysis zones (TAZs) and neighborhoods. The BAP scenario incorporated the projected impact of key county, state, and federal policies.
5. **Strategies and Actions:**
Developed and refined a list of "low carbon" actions and policy options, considering geographic rollout, equity improvements, and co-benefits for the community.
6. **Draft Low-Carbon Scenario:**
Modeled the "low carbon" actions to assess their energy and emissions impacts between the baseline and target years, including year-over-year projections.
7. **Final Low-Carbon (Best Fit) Scenario:**
Outlined a viable, sector-by-sector action pathway for reducing community emissions, showing how the City can achieve its emission reduction targets in alignment with existing policies, regulations, plans, and investments.

The draft Plan includes the following content (see **Exhibit A**):

1. **Executive summary:**
A high-level overview of the Plan's purpose, findings, and recommendations.

2. **Introduction:**

Descriptions of climate context, GHG emission reduction targets, plan overview, technical modeling approach, and public engagement.

3. **Background:**

Descriptions of community support, state led climate action, the role of Wilsonville in climate action, status of efforts, and the planning paradigm.

4. **Wilsonville's Current and Future Energy Use and Emissions:**

The community's projected energy use and emissions in the BAU, BAP and "low carbon" scenarios, and the timeline to achieve a net zero future.

5. **Low-Carbon Actions:**

Recommended actions are grouped into five categories: buildings and industry, transportation, renewable energy, solid waste, and green infrastructure.

6. **Conclusion and Next Steps:**

The next steps to address the implementation of the CAP, include establishing governance to ensure success, monitoring and reporting, policy and strategy alignment, and financial analysis.

7. **Appendix A:**

A list of implementation measures that represent a starting point for achieving the Low-Carbon Actions.

In addition to the Planning Commission and City Council, a staff advisory committee comprised of staff from Community Development, Public Works, Parks and Recreation, SMART, and Finance Departments provided input during the planning process, including a review of the draft Plan.

Discussion Questions:

1. What questions do you have about the draft Climate Action Plan?
2. Based on your review, considering the modeling, other technical work, and public outreach, are there gaps in the Plan's content or approach?
3. Do the proposed implementation strategies in Appendix A represent a good starting point? Are there additional implementation strategies that should be considered moving forward that help to achieve the recommended actions?

EXPECTED RESULTS:

The completion and adoption of a Climate Action Plan provides a framework from which the City can monitor and track reductions in the community's GHG emissions. While the CAP does not commit the City to take any action, it does include an initial list of implementation measures as a starting point, but more importantly provides the basis necessary for developing future implementation measures for Council and community consideration as Wilsonville's GHG emissions change over time.

TIMELINE:

The final Plan is scheduled for a City Council public hearing on November 3, 2025.

CURRENT YEAR BUDGET IMPACTS:

The approved FY 2024-25 Wilsonville budget includes \$70,000 in general funds as part of Project #3007 - Climate Action Plan. A supplemental budget adjustment is planned to add unspent general funds from FY 2024-25 to the project for the current fiscal year.

COMMUNITY INVOLVEMENT PROCESS:

Community involvement and public outreach were a key component of the project. The project has a “Let’s Talk, Wilsonville!” website, which included two community surveys and two industry surveys. A public open house and an industry forum were held on January 16, 2025. In addition, a presentation was provided to students at Meridian Creek Middle School on January 31, 2025.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Climate change has the potential to affect the lives and livelihoods of every resident. Developing a Wilsonville Climate Action Plan has provided the opportunity to explore options for reducing greenhouse gas emissions and identifying actions that address climate change.

ALTERNATIVES:

In lieu of adopting the Climate Action Plan, the City could rely on existing federal, state and local policies, programs and initiatives to address climate change. However, without a Wilsonville CAP, the City will not be able to monitor or track reductions in the community’s GHG emissions or quantify any implementation measure(s) effect on GHG emissions.

CITY MANAGER COMMENT:

N/A

ATTACHMENT:

- A. Draft Climate Action Plan

City of Wilsonville

Draft Climate Action Plan



Prepared by

Sustainability Solutions Group

Prepared for

City of Wilsonville

August 15, 2025

**Sustainability
Solutions Group**

Disclaimer and Liability

Reasonable skill, care, and diligence have been exercised to assess the information acquired during the preparation of this analysis, but no guarantees or warranties are made regarding the accuracy or completeness of this information. This document, the information it contains, and the data and assumptions on which it relies are subject to changes beyond the control of the authors. The information provided by others is believed to be accurate but has not necessarily been verified.

This analysis includes strategic-level estimates for the City of Wilsonville that should not be relied upon for design or other purposes without verification. The authors do not accept responsibility for the use of this analysis for any purpose other than that stated above and do not accept responsibility for any third-party use (in whole or in part) of the contents of this document. This analysis applies to the City of Wilsonville and cannot be applied to other jurisdictions without analysis. Any use by the City of Wilsonville, its sub-consultants, or any third party, or any reliance on or decisions based on this document, are the responsibility of the user or third party.

Acknowledgements

A special “thank you” to community members and all who participated in this planning process. We appreciate your time and input.

Wilsonville City Council

Mayor Shawn O'Neil
 Council President Caroline Berry
 Councilor Katie Dunwell
 Councilor Anne Shevlin
 Councilor Adam Cunningham
 Former Mayor Julie Fitzgerald
 Former Council President Kristin Akervall
 Former Councilor Joann Linville

Wilsonville Planning Commission

Chair Nicole Hendrix
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 Commissioner Ronald Heberlein
 Commissioner Andrew Karr
 Commissioner Samuel Scull
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Acronyms

BAU	Business as Usual
BAP	Business as Planned
BAPWIG	Business as Planned with Grid Improvements
BAPWOG	Business as Planned without Grid Improvements
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
EV	Electric Vehicle
GHG	Greenhouse Gas
ICE	Internal Combustion Engine
LC	Low Carbon
LCWIG	Low Carbon with Grid Improvements
LCWOG	Low Carbon without Grid Improvements
LDV	Light Duty Vehicle
MMBtu	Metric Million British Thermal Units
MTCO ₂ e	Metric Tons of Carbon Dioxide Equivalent
ODOT	Oregon Department of Transportation
RNG	Renewable Natural Gas
Solar PV	Solar Photovoltaic
ZEV	Zero-emissions vehicle

Executive Summary

The City of Wilsonville has developed this Climate Action Plan to support and enhance its existing municipal and regional strategies and to ensure it is aligned with the State of Oregon's greenhouse gas reduction goals.¹ These goals are to reduce emissions across all sectors and communities in Oregon by at least 45% by 2035, and by 80% by 2050.

Reaching these goals will require ambitious and rapid action across the community of Wilsonville and ongoing support from the State in the form of legislation and policies. However, this work will not only ensure that community emissions are reduced, it will also decrease both the municipality's annual costs to heat and cool buildings, and to fuel and maintain vehicles, and energy and transportation costs for residents and for businesses, and it will improve the quality of life for all who call Wilsonville home.

This Plan:

- Identifies ten significant climate actions in five areas that constitute a pathway for Wilsonville to reduce its greenhouse gas emissions by 58% by 2035 and by 83% by 2050;
- Ensures that all who live and work in the community can benefit from this transition by increasing the number of good, long-term jobs, making home ownership² and transportation more affordable and healthy, and by supporting both the social and natural resilience of the community.
- Emphasizes the role of the City as a leader - decarbonizing its own operations, stimulating the development of skills in the local labor force, ensuring Wilsonville's economy attracts strong industries, and ensuring Wilsonville's future is healthier, greener, and more resilient in the future;
- Reflects input provided by community members and City staff;
- Includes an initial set of implementation measures that will allow the City to move directly from creating this Plan to implementing it.

¹ State of Oregon. Executive Order 20-04. 2020. https://www.oregon.gov/gov/eo/eo_20-04.pdf

² Improving the energy efficiency of new and existing homes and switching them from fossil fuel heating to electric heat pumps dramatically reduces residential energy consumption, reducing household energy bills. Adding rooftop or community solar systems further decreases household energy costs by providing free electricity for the 25 year lifetime of the system. Even when the capital costs of making these changes are included in this calculation, over the lifetime of ownership, the more energy-efficient homes that use only renewable electricity are much more affordable to own and keep at comfortable and healthy temperatures.

The actions in this Plan were selected from the most effective approaches to decarbonization currently available and refined for Wilsonville's energy and climate context. They have also been selected to improve housing affordability for residents, reduce municipal operating costs and energy costs for industry, improve air quality and healthy living conditions, and increase access to inexpensive and non-polluting modes of transportation. The ten actions that were modeled for Wilsonville include:

- Four actions relating to Buildings and Industry;
- Two actions relating to Transportation;
- Two actions relating to Renewable Energy;
- One action relating to Solid Waste; and
- One action relating to Green Infrastructure.

The project to create this Plan included calculating Wilsonville's energy consumption and emissions in 2018, as a baseline against which the impact of different actions could be compared. Then, five future scenarios were modeled:

- The **'Business as Usual' (BAU) scenario** reflects what can be expected if Wilsonville's population and economy grow as projected and the climate continues to warm but nothing else changes. In this case, energy consumption and greenhouse gas emissions will increase by over 20% by 2050. **In addition to exacerbating the climate crisis, this will translate to increased energy costs for Wilsonville's residents and businesses.** The municipality's energy and fuel costs will also increase, as will its costs for infrastructure maintenance and repair due to more extreme and frequent extreme weather events. This is often referred to as 'the cost of doing nothing'; it is explored further in the section of this document about the Social Cost of Carbon.
- Two **'Business as Planned' (BAP) scenarios** were modeled on top of the BAU conditions. These scenarios added to the impact of existing State climate and energy legislation and the City's various strategies. In both of these scenarios, energy consumption fell by 2%, which is positive but minimal. The difference between the two BAP scenarios was that one included the decarbonization of the electricity grid by 2040, and the other did not. If the electricity grid is emissions-free by 2040, the community's total emissions will decrease by 55% by 2050. If however, the grid retains its 2018 emissions factor until 2050, Wilsonville's total emissions will increase by 4% by 2050. This is a dramatic difference which highlights the importance of decarbonizing electricity. **Both BAP scenarios demonstrate that the current municipal strategies and State legislation are not sufficient to reach the emissions reduction goals.**
- Two **'Low Carbon' (LC) scenarios** were then modeled on top of the BAP conditions. These scenarios added to the impact of the ten actions mentioned above. In both LC scenarios, the community's total energy consumption decreased by 41% between 2018 and 2050. **This in itself translates into long-term financial savings for the**

community.³ If the grid is emissions-free by 2040, emissions will fall by 58% by 2035 and 83% by 2050. If the grid retains its 2018 emissions factor, by 2050 emissions will only have fallen 69%. **Therefore, if the pathway of ten low-carbon actions outlined in this Plan are carried out according to the schedule provided and the State-wide grid decarbonizes by 2040, Wilsonville will reach its climate goals.**

This Plan also provides analysis for each action to the extent to which it will also provide additional benefits to the City that will ensure that it is a thriving city well into the future.

³ Although utilities are forecasting rising energy costs, installing on-site renewable electricity such as solar PV systems provides a rapid return on investment and then provides free electricity to the owner for the lifetime of the equipment.

Introduction

Climate Context

Global Climate Change Damages Local Infrastructure and Well-Being

Scientists worldwide agree that human activity is driving dangerous climate warming around the globe. This warming is caused by greenhouse gases (GHGs) that are released primarily when people burn fossil fuels to produce energy.⁴ When we burn gasoline, diesel, natural gas, etc., to heat buildings, operate vehicles, ships and aircraft, and operate industrial and manufacturing facilities, we release volumes of greenhouse gases that are so large, they far exceed our planet's natural capacity to absorb them. As a result, they accumulate in the atmosphere where, due to their chemical nature, they trap heat and cause global temperatures to rise.

In Oregon, communities are already experiencing the damaging and costly effects of climate change, including more frequent and severe extreme weather events such as record-breaking heatwaves, wildfires, and floods.

The Wilsonville area has not been spared. In 2020, Clackamas County experienced two wildfires. The Riverside Incident burned 138,054 acres, destroyed 139 structures, and caused four injuries; and the Clackamas Fire Complex burned 11,210 acres.⁵ In June of the following year, the Portland Metro region experienced a major heatwave, with temperatures reaching 114°F near Wilsonville.⁶ This weather event led to short-term business closures,⁷ shattered local records and resulted in 123 deaths across the region.

Extreme weather events are expected to become more frequent and severe in Oregon. Rising temperatures will likely lead to more heat waves and extremely hot days. More winter precipitation is projected to fall as rain rather than snow, leading to increased flash flooding, and reduced groundwater recharge. At the same time, wildfire risk will likely increase due to

⁴ Herring, David. US National Oceanic and Atmospheric Administration (NOAA). 2020. 'Isn't there a lot of disagreement among climate scientists about global warming?' <https://www.climate.gov/news-features/climate-qa/isnt-there-lot-disagreement-among-climate-scientists-about-global-warming> Accessed June 3, 2025.

⁵ Clackamas Fire. 2021. "Clackamas Fire Siege". <https://clackamasfire.com/wp-content/uploads/2021/01/2021-01-21-AAR-Executive-Summary-Final.pdf>. Accessed May 7, 2025.

⁶ National Weather Service. Aurora State Airport weather station USW00094281. <https://www.weather.gov/wrh/timeseries?site=KUAO&hourly=true>. Accessed May 7, 2025.

⁷ NOAA. Storm Events Database. Event ID: 961302. <https://www.ncdc.noaa.gov/stormevents/eventdetails.jsp?id=961302>. Accessed June 4, 2025.

longer dry seasons and increased stress on forests from drought and pests.⁸ To limit the worst of future warming and avoid the most severe consequences, global and local efforts must focus on rapidly reducing greenhouse gas emissions.


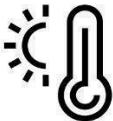




	Name	Description	Historical (1961 - 1990)	Future (2050s, RCP 8.5)
	Average Daily Max Temperature	Average of the highest temperature reached each day, calculated over the year	56.1 °F	64.2 °F
	Hot Days	Number of days where the maximum temperature is over 90°F	4 days	17 days
	Very Hot Days	Number of days where the maximum temperature is over 100°F	0 days	2 days
	Freezing Days	Number of days where the minimum is less than 32°F	114 days	71 days
	Dry Days	Number of days when precipitation is less than 0.01 inch.	149 days	159 days
	Wet Days	Number of days when precipitation is more than 1 inch.	15 days	16.9 days

Figure 1: Climate projections for Wilsonville under a high-emissions scenario.⁹

⁸ 2021 State Agency Climate Change Adaptation Framework.

https://www.oregon.gov/lcd/CL/Documents/2021_CLIMATE_CHANGE_ADAPTATION_FRAMEWORKandBlueprint.pdf

⁹ All projections come from the U.S. Climate Resilience Toolkit Climate Explorer (Version 3.1). The future projections are based on global climate models for the Coupled Model Intercomparison Project Phase 5 (CMIP5), using the RCP 8.5 scenario for the 2050s. The historical data is based on the observed averages from 1961 to 1990. <http://toolkit.climate.gov/home>.

GHG Emission Reduction Targets

In 2015, the international community¹⁰ signed the Paris Agreement, a major climate treaty with the goal of limiting global temperature rise to 1.5°C above pre-industrial levels. This threshold is considered a critical safeguard — exceeding it greatly increases the likelihood of extreme weather, more frequent and intense wildfires, rising sea levels, and shifts in flood and drought patterns that would cause severe and lasting damage to people and ecosystems. In its 2023 Synthesis Report, the Intergovernmental Panel on Climate Change (IPCC) emphasized the urgent need for deep and immediate reductions in greenhouse gas emissions to stay within the 1.5°C limit.¹¹

The State of Oregon has established a series of GHG emissions reduction targets over time. The first goal, set by the Legislature in 2007, aimed to cut emissions to 75% below 1990 levels by 2050. In 2020, Executive Order 20-04 issued by Governor Kate Brown revised this goal, increasing the long-term target to an 80% reduction by 2050 and adding an interim goal of a 45% reduction by 2035.¹² Most recently, in 2023, the Oregon Climate Action Commission released the Climate Action Roadmap to 2030, which recommended strengthening the long-term target to a 95% reduction below 1990 levels by 2050 to align with the best science on limiting warming to 1.5°C.¹³ Figure 2 presents these emission reduction targets.

In alignment with Executive Order 20-04, the City of Wilsonville aims to reduce community-wide emissions by 45% by 2035, and by 80% by 2050 compared to 2018 levels.¹⁴

¹⁰ As of May 2025, 194 nations and the European Union had ratified the Paris Agreement. UNFCCC. <https://unfccc.int/process-and-meetings/the-paris-agreement>

¹¹ IPCC. 2023. "AR6 Synthesis Report: Climate Change 2023. 2023 Synthesis Report". Retrieved from <https://www.ipcc.ch/report/ar6/syr/>

¹² State of Oregon. 2020. "Executive Order 20-04". https://www.oregon.gov/gov/eo/eo_20-04.pdf

¹³ State of Oregon. 2023. "Oregon Climate Action Roadmap". <https://climate.oregon.gov/tighger>

¹⁴ 2018 was selected as a baseline year for the target as 1990 data for the City of Wilsonville is not available.

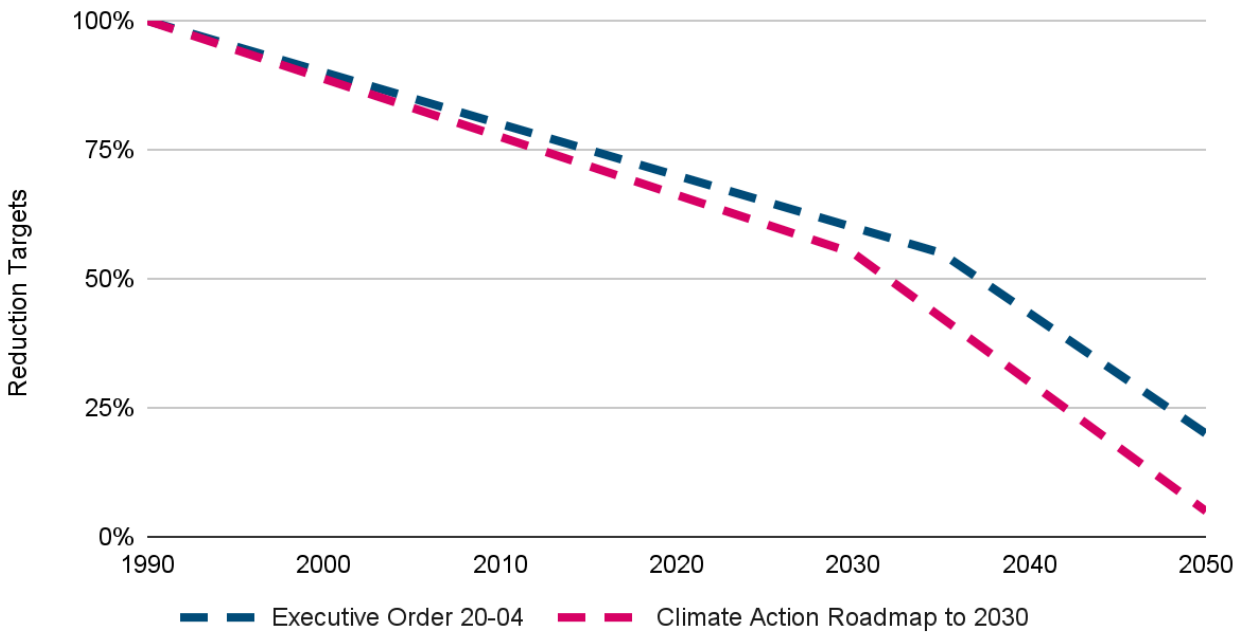


Figure 2: The State of Oregon’s most recent climate targets.

About this Plan

Overview

This Climate Action Plan (CAP) is Wilsonville’s first comprehensive climate change mitigation action plan. It provides the City with a comprehensive pathway of actions that will reduce its community-wide emissions by 45% by 2035 and 80% by 2050. This will align the community with the State’s GHG reduction targets as outlined in Governor Brown’s Executive Order 20-04.¹⁵

This Plan also provides projections of Wilsonville’s future energy use and emissions in ‘Business-as-Usual’ and ‘Business-as-Planned’ scenarios, insights into the economic, social and financial benefits of taking climate action, and a set of initial implementation measures which Wilsonville can use to move directly into implementing the CAP.

The Plan was informed by technical modeling and analysis, as well as input from community members, local businesses, City staff, and the Planning Commission. The project was completed between 2024 and 2025, as shown in Figure 3.

¹⁵ State of Oregon. Executive Order 20-04.

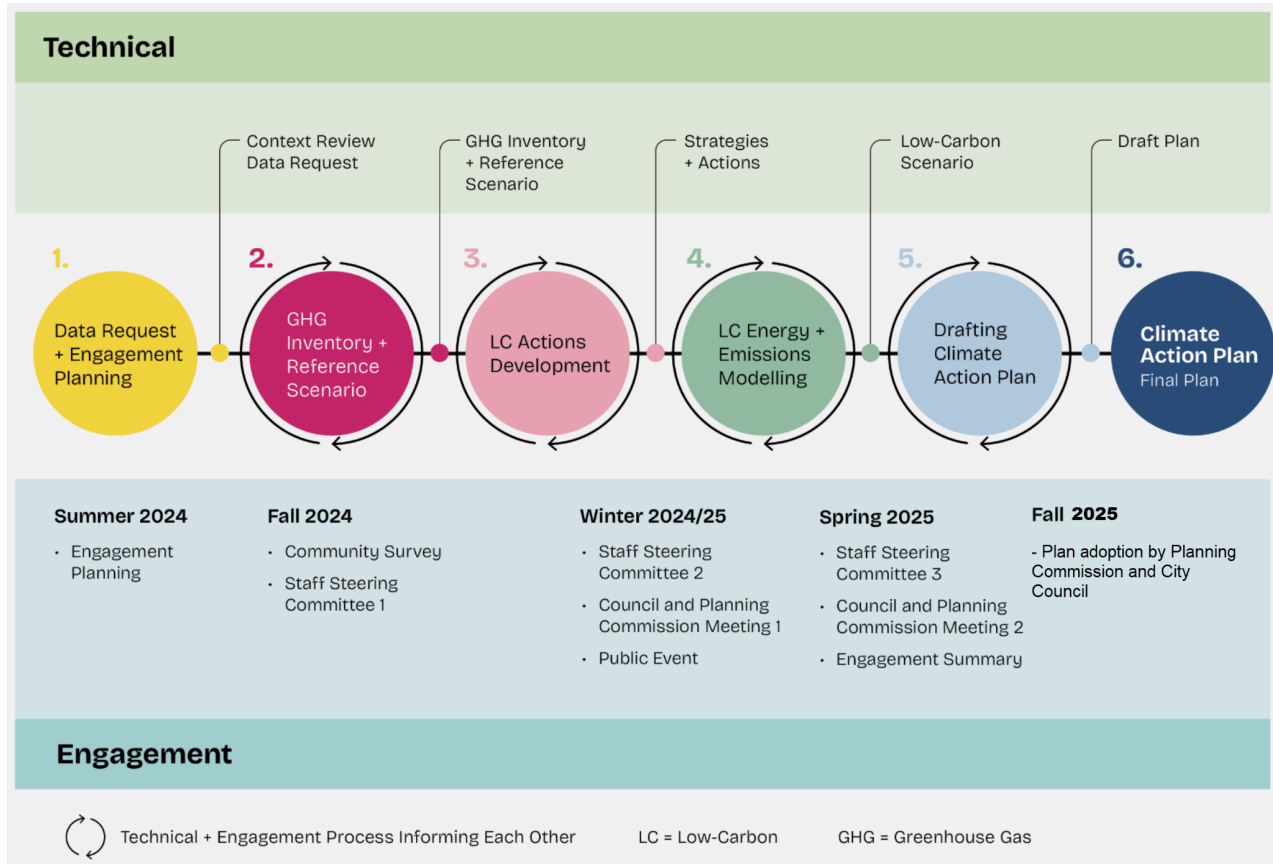


Figure 3: Project timeline for technical modeling and engagement.

Technical modeling

In this project, SSG's ScenaCommunity modeling software was used to calculate Wilsonville's total energy use and emissions for a baseline calendar year (2018), and then to model five future scenarios for Wilsonville. The data used for this was collected from the City of Wilsonville, the State of Oregon, the Federal census, the EPA, and other sources.¹⁶

The following five scenarios were modeled to calculate the community's future annual energy use and greenhouse gas emissions annually from 2018 to 2050:

- **Business-as-Usual (BAU):** The intent of this scenario was to demonstrate how Wilsonville's energy consumption and emissions can be expected to change if the community continues to operate as it did in 2018. It reflected only the impacts of population, employment, and household growth, and ongoing improvements in vehicle fuel efficiency on Wilsonville's energy consumption and emissions. It was assumed that energy sources and consumption, transportation modes and patterns, and

¹⁶ All data sources and assumptions are documented in the Data, Methods and Assumptions Manual provided by SSG to the Wilsonville Project Team.

land-use plans in this scenario would remain the same as they were in the baseline year of 2018.

- **Business as Planned without Grid Improvements (BAPWOG):** This modeled scenario built upon the BAU scenario, adding the impacts of approved municipal strategies and plans, and all but one of the State's legislated targets on Wilsonville's total energy use and emissions. The results from this scenario therefore show the impact of the Advanced Clean Vehicles legislation, regularly improved building codes, and some densification in Wilsonville. (The State legislation that was excluded from this scenario was its Clean Energy Targets Bill,¹⁷ which requires that by 2040 the electricity grid produces no emissions.)
- **Business as Planned with Grid Improvements (BAPWIG):** This scenario is the same as the BAPWOG scenario except that it also includes the impact of the State's Clean Energy Targets Bill, adding the impact of decarbonizing the electricity grid by 2040.
- **Low Carbon without Grid Improvements (LCWOG):** Like the BAPWOG scenario, the LCWOG scenario does not reflect the grid-wide decarbonization of electricity that would occur as a result of Oregon's Clean Energy Targets Bill. Instead, this scenario used the BAPWOG scenario as a base and then added actions that were selected to ambitiously reduce Wilsonville's total energy use and emissions from all sources in the community.
- **Low Carbon with Grid Improvements (LCWIG):** The LCWIG scenario is the same as the LCWOG scenario, except that it also includes the impact of the State's Clean Energy Targets Bill, adding the impact of decarbonizing the electricity grid by 2040.

The baseline and these five scenarios are described in more detail in the subsequent sections of this Plan.¹⁸

Engagement

As part of the planning process, the project team also engaged with a diverse range of people and organizations who were interested and will be affected by Wilsonville's climate action initiatives. Engagement efforts were aimed at several parties, including City of Wilsonville residents, staff, elected officials, and local businesses and industry leaders.

The primary goals of the project's engagement activities were to consult with community members and businesses to understand their concerns about climate change and to gather ideas for reducing GHG emissions. The project team also aimed to involve City staff throughout the development of the plan to help identify opportunities, and flag potential barriers to implementation. City Councilors and Planning Commissioners were also consulted at key project milestones to provide feedback and guidance.

¹⁷ State of Oregon. 2021. "Clean Energy Targets Bill" <https://www.oregon.gov/deq/ghgp/pages/clean-energy-targets.aspx>.

¹⁸ More information about the technical modeling is included in the Data, Methodology, and Assumptions Manual provided as part of this project by SSG to Wilsonville.

Key engagement activities included a pop-up event, an open house, two community questionnaires, two industry questionnaires, an industry forum, a middle school presentation, and several information sessions and presentations with staff and elected officials, as detailed in Table 1.

Table 1: Summary of engagement activities.

Interested and Affected Party	Date	Activity
City Residents	August 22, 2024	Pop-Up Event
	October - November 2024 April - May 2025	Community questionnaires
	January 16, 2025	Open House
Staff	November 18, 2024	Information Session #1: Emission Reduction Actions
	March 24, 2025	Information Session #2: Implementation Measures
	June 30, 2025	Information Session #3: Draft Climate Action Plan
Boards	January 8, 2025	Planning Commission Presentation: Emission Reduction Actions
	February 3, 2025	City Council Presentation: Emission Reduction Actions
	August 13, 2025	Planning Commission Presentation: Draft Climate Action Plan
	September 4, 2025	City Council Presentation: Draft Climate Action Plan
	October 15, 2025	Planning Commission Presentation: Final Climate Action Plan
	November 3, 2025	City Council Presentation: Final Climate Action Plan
Youth	January 31, 2025	Meridian Creek Middle School Session
Industry	October - November 2024 April - May 2025	Industry questionnaires
	January 16, 2025	Industry Forum

Please see the Engagement Summary Report provided to the Wilsonville Project Team for detailed information on the engagement activities and findings.

Background

Community Support

The City hosted two community questionnaires to gather input on climate action. The questionnaires contained the same questions used by Clackamas County during the development of their Climate Action Plan in 2022, allowing for a comparison of responses over time. Wilsonville posted the questionnaire first in 2024, but had a relatively low response rate. The City re-released the questionnaire in 2025 and mailed postcards to all households to encourage participation. A total of 262 community members participated in at least one of these questionnaires.

Experiences of Climate Change

The majority of questionnaire respondents said they had personally experienced the effects of climate change, as shown in Figure 4. Residents noted shifting seasonal patterns, such as milder winters and earlier springs. Many cited extreme events, including extreme heat, ice storms, heavy rain, and property damage. Several also described the growing impact of wildfires and smoke, citing poor air quality and near-evacuation experiences.

"I have personally experienced the effects of climate change."

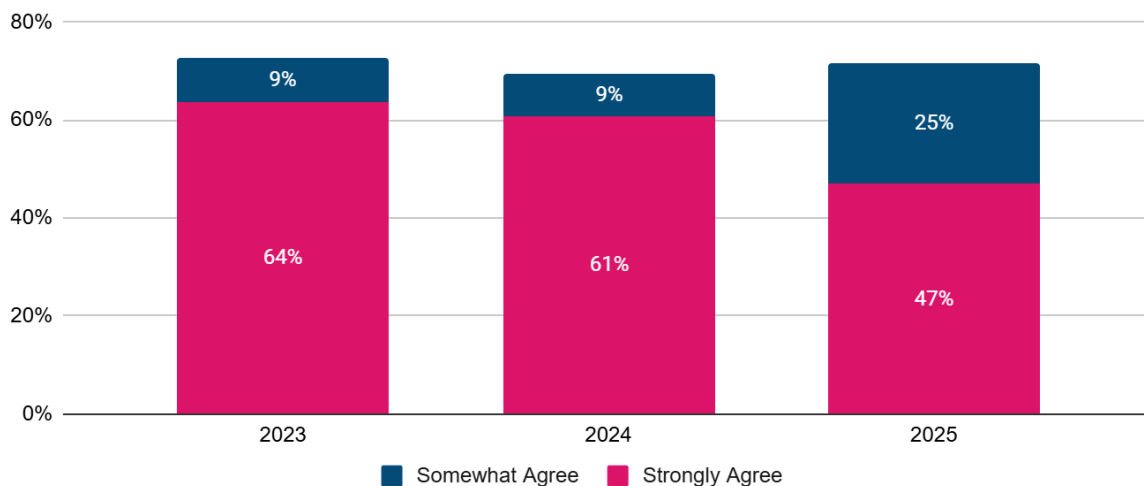


Figure 4: Responses to the question: "How much do you agree or disagree with the following statement? I have personally experienced the effects of climate change."

Importance of Addressing Climate Change

Most community members also indicated that climate change is important to them, as shown in Figure 5. Across the three questionnaires, between 67% and 76% of participants said the issue was either very or somewhat important to them. While the questionnaires are not statistically representative, the results suggest that climate change continues to be a priority for many community members.

How important is the issue of climate change to you personally?

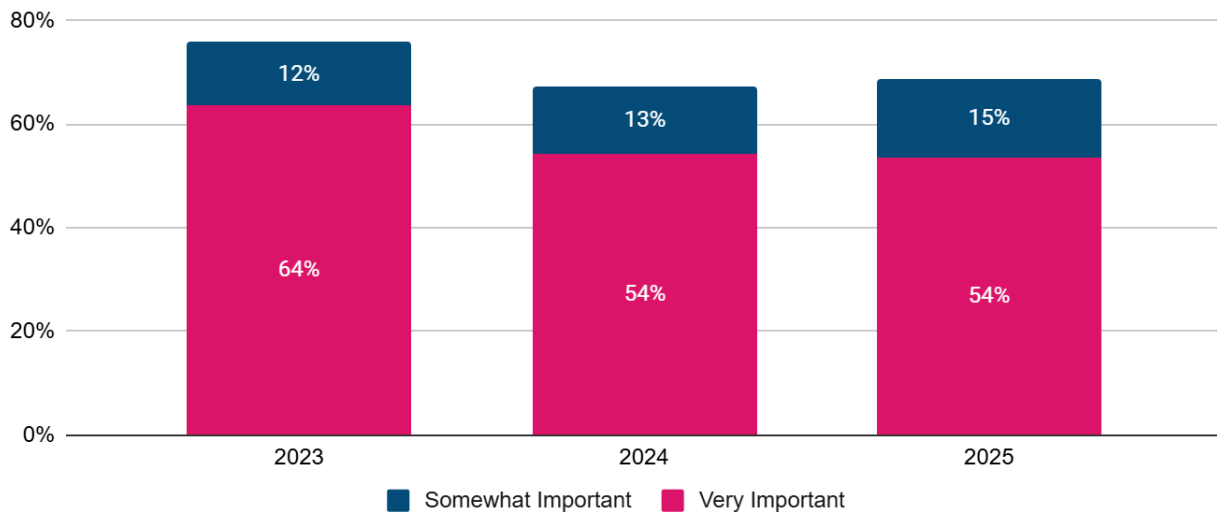


Figure 5: Responses to the question: “How important is the issue of climate change to you personally?”

Responsibility for Climate Action

The questionnaire also explored community members' views on who should be responsible for addressing climate change. Participants were allowed to select multiple options. The results were weighted across the questionnaires based on the number of respondents and are shown in Figure 6. One quarter of respondents indicated that all of the parties listed were responsible for addressing climate change. The most frequently selected individual option was the federal government, followed by the state government and then individuals. Only 5% of respondents indicated that none of the listed groups should be responsible for addressing climate change.

In your opinion, who should be responsible for addressing climate change?

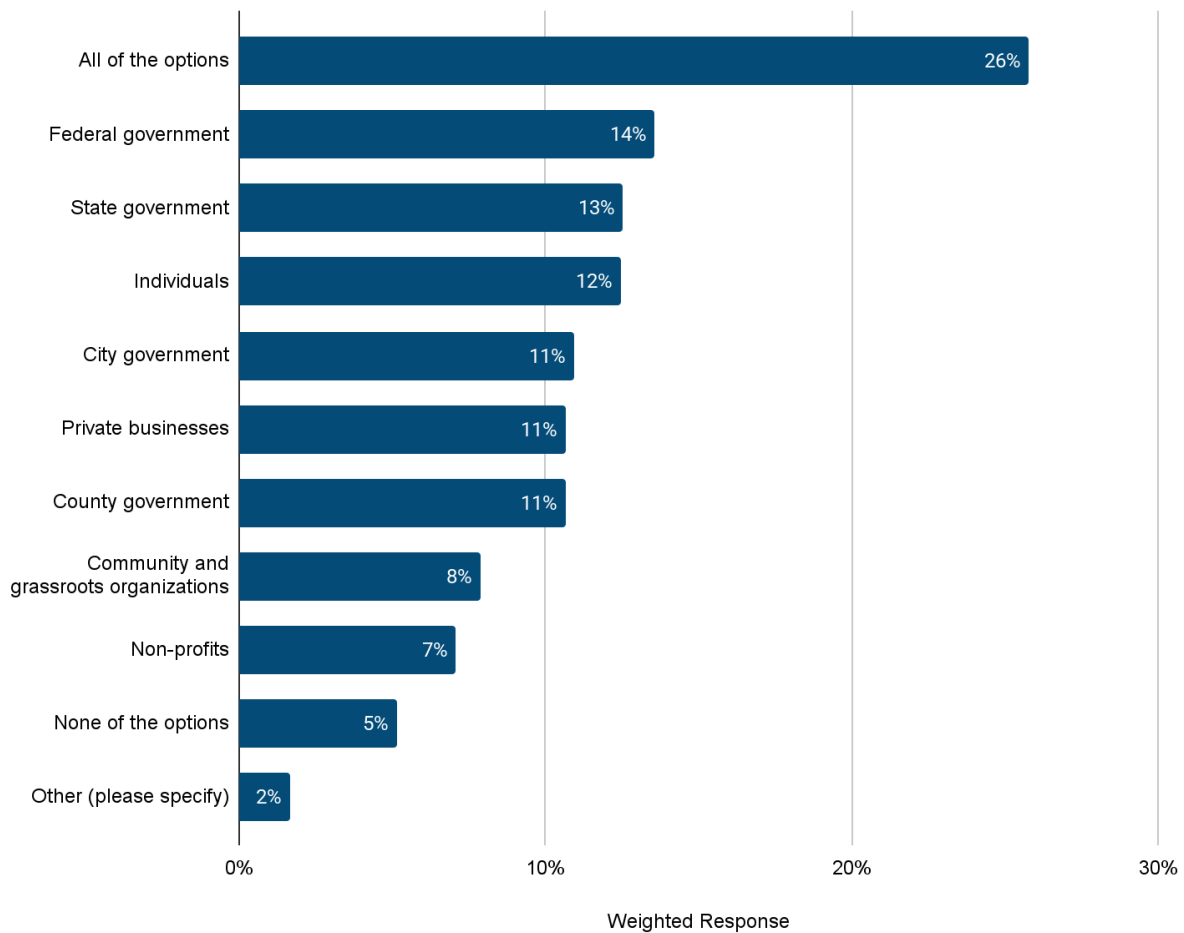


Figure 6: Weighted responses to the question: “In your opinion, who should be responsible for addressing climate change?”

The results of these questionnaires indicate that:

1. Over 70% of respondents are noticing the impacts of climate change in their own lives;
2. Over 65% of respondents indicate that climate change is somewhat or very important to them personally;
3. Respondents want to participate in taking action, and hold all members of the community and levels of government responsible to some degree for addressing climate change.

This is an empowering message for Wilsonville's City Council members and for City Administration:

There is strong and consistent support among questionnaire respondents for the City of Wilsonville to take action to address climate change, to support its residents in doing so, and to work with all other levels of government, businesses, and other affected entities to do what is within their power to do to reduce the greenhouse gases that cause climate change.

This support communicates the community's desire for the City to invest in the changes that are necessary to reduce greenhouse gas emissions, and to ensure the community has a sustainable future. It is recommended that Wilsonville continue to regularly questionnaire the population to monitor the community's level of support, and to continue to share the results with the public, City staff and City Council.

State-Led Climate Action

Oregon has implemented several laws and programs aimed at reducing GHG emissions across the state. The Clean Energy Targets bill (2021) requires electricity utilities to reduce emissions from electricity generation, and establishes a target of 100% renewable electricity by 2040.¹⁹ The Climate Protection Program (2024) established a cap on GHG emissions from fossil fuels (i.e. natural gas, diesel, gasoline, and propane) that will get smaller over time. If this Program continues successfully, these emissions should fall by 90% by 2050 from the average 2017 to 2019 baseline.²⁰

In the transportation sector, Oregon has adopted Advanced Clean Car II (2022) standards requiring all new light-duty vehicles sold by 2035 to be zero-emissions vehicles.²¹ Additionally, the Advanced Clean Trucks Rule (2021) mandates that manufacturers sell an increasing share of medium- and heavy-duty zero-emissions vehicles. These requirements reach 40% for Class 7 and 8 trucks, 55% for Class 2b to 3 trucks and vans, and 75% for Class 4 to 8 trucks by 2035.²²

In the land use and transportation sectors, Oregon's Climate Friendly and Equitable Communities (CFEC) program requires cities to reduce emissions through urban planning. This includes designating walkable areas that support mixed-use development and sustainable transportation. Within the Portland Metropolitan region, Wilsonville's Town Center meets the definition of Climate Friendly Areas.²³ The program also requires cities to reform

¹⁹ State of Oregon. 2021. Clean Energy Targets Bill.

²⁰ State of Oregon. 2024. "Climate Protection Program". <https://www.oregon.gov/deq/rulemaking/Pages/CLPP2024.aspx>

²¹ State of Oregon. 2022. "Advanced Clean Cars II". <https://www.oregon.gov/deq/rulemaking/Pages/CleanCarsII.aspx>

²² State of Oregon. 2021. "Advanced Clean Trucks Rule". <https://www.oregon.gov/deq/aq/Documents/cfpMHDtruckRulesFAQ.pdf>. Note that state authority to implement this rule was revoked by Congress in June 2025; however state authorities are continuing to work with the auto industry to achieve these targets.

²³ As defined by Oregon's Climate Friendly and Equitable Communities Program. <https://www.oregon.gov/lcd/cl/pages/cfec.aspx>

parking management, expand access to electric vehicle charging in mixed-use and multi-unit developments, and prioritize multi-modal transportation projects.

These State-led policies and programs have been incorporated into Wilsonville's climate action planning process.

The Role of Wilsonville

While these State programs will reduce GHG emissions, there are several reasons why cities like Wilsonville still have an essential role to play in addressing climate change.

Firstly, **not all of the City's emissions are addressed by state-wide legislation.** For example, the State does not yet have a commercial or residential building energy and emissions reporting and reduction program in operation; however these buildings produce 37% of Wilsonville's emissions.²⁴ Municipalities have authorities such as land-use policy, zoning, and building permitting which can be leveraged to help expedite a reduction in building energy use and emissions.

Secondly, **the success of state-wide legislation is not guaranteed.** For example, the Clean Energy Targets bill (2021) does not dictate how electric utilities are to achieve the required reductions, nor do municipalities have the authority to control this. This puts the onus on the many participants in the electrical grid to forecast production capabilities for 'new' technologies, retire old assets, invest in and construct new ones, adapt generation, storage, transmission, and distribution networks, and then finally to coordinate sufficiently to ensure that the grid will continue to provide stable, affordable and reliable electricity to agreed service levels. Although there are financial penalties for failure, they do not guarantee success.

Furthermore, much of Oregon's legislation focuses on cleaning the electrical grid and capping fossil fuel consumption while transitioning to electric vehicles. Electric vehicles, population growth, and the installation of clean technologies like heat pumps will increase the demand for electricity across Oregon. **Parallel investments in energy efficiency improvements and local renewable projects would offset this increase in electricity demand** and ease the transition. Cities like Wilsonville can play a role in encouraging energy efficiency improvements and solar photovoltaic systems, which can reduce the burden on the state grid and decrease the likelihood of the demand for electricity exceeding the supply.

Fourthly, **the shift to non-emitting energy sources and to more energy-efficient facilities brings many additional benefits to cities and their residents.** For example, more

²⁴ The State has passed House Bill 3409, which will require commercial buildings to meet a Building Performance Standard that is currently in development. Depending on the targets that are developed for this Standard, this will help reduce energy consumption.

energy-efficient homes are less expensive to heat and cool than conventional homes. Buildings in which natural gas stoves, furnaces and clothes dryers are replaced with electric models will increase electricity consumption, but will have much healthier indoor air quality.²⁵

It's also important to note that many of the costs of adapting to climate change and of repairing infrastructure from damage caused by climate change are borne by municipalities. Repairs to stormwater infrastructure, sewers and roadways are examples of municipal costs that are already increasing due to climate change, and this is requiring cities to redirect money to cover these costs. Municipalities that take action now to both reduce emissions and improve resilience are investing to reduce their own future costs. Ultimately, **upgrading this infrastructure comprehensively and early, and investing in local, zero-emissions energy generation, directly reduces the local damage caused by these events and increases the community's resilience, ultimately saving money for the municipality.**

More than a 'Climate Plan'

Municipal climate actions have come a long way since the first climate action plans were written in the early 2000s. In fact in 2025, the financial business case for climate action is just as compelling as the environmental reasons are. This means that it's becoming easier for cities to justify taking these climate actions than to justify continuing with the status quo.

'Clean' technologies are now proven solutions

Some of the most important 'clean' technologies have now been available for decades. Solar photovoltaic (PV) panels for example, have been viable, affordable and commercially available since the 1980s. In the last decade, the labor force has become familiar with solar installation and maintenance, just as HVAC technicians have become skilled in installing air source heat pumps for both space heating/ cooling and water heating. The costs of installing these systems continue to fall as mass manufacturing practices improve.²⁶ Government policies, net-metering programs, and utility and transmission readiness now make solar PV a straightforward option for municipalities, corporations, and homeowners.

In essence, in 2025 the risks that once would have been associated with adopting 'new technologies' have been largely eliminated.

²⁵Lewis, Tanya. 'The Health Risks of Gas Stoves Explained'. Scientific American. January 19, 2023.

<https://www.scientificamerican.com/article/the-health-risks-of-gas-stoves-explained/>

²⁶ According to the Wood Mackenzie Power & Renewables and SEIA's Q1 2025 report: "An average-sized residential system has dropped from... \$40,000 in 2010 to roughly \$26,880. Recent utility-scale prices range from \$16 to \$35/ MWh, competitive with all other forms of generation. <https://seia.org/research-resources/solar-industry-research-data/>

Taking climate action reduces municipal costs

Municipal climate actions reduce costs in both a city's operating and capital budgets. The costs to heat and cool energy-efficient facilities using zero-emissions sources are already less variable and lower than the costs of using fossil fuels.²⁷

The cost to charge and maintain fleet vehicles is significantly lower than the cost to fuel and maintain ICE vehicles (including the costs of chargers).²⁸

Building new developments in existing urban areas - extending buildings upwards rather than extending a city's footprint outwards - reduces municipal costs associated with extending roadways, as well as water, wastewater, fire suppression and power infrastructure out into suburbs. It also avoids the destruction of natural lands and resources that would otherwise be subsumed into urban sprawl.

Climate actions can provide municipalities with new revenue sources

Both climate actions, and the way those actions are implemented can provide opportunities for cities to establish new revenue sources. Here are some examples of ways in which other communities are generating revenue for the City while contributing to a reduction in community emissions:

- Add a climate surcharge to all public parking (as done recently in Portland). This charge reminds people that there is an environmental cost to driving a personal vehicle, and gently discourages the behavior. Funds from this surcharge are directed into improving alternative modes of transportation.
- Install solar PV on city facility rooftops, over parking lots, and in low-value land such as highway roadsides, to realize revenue from electricity fed into the grid.²⁹ The French Prairie Solar Station at the interchange of Interstates 5 and 205 offsets operational costs in a similar way for ODOT.
- Create municipal waste management services that re-sell construction materials from dismantled buildings, receive organic waste to produce and sell compost, and collect fats, oils and greases to generate renewable natural gas for sale to industry. A similar program operates at the Gresham wastewater treatment facility.³⁰

²⁷ International Energy Agency. "North America: Shares of Renewables" web page. <https://www.iea.org/regions/north-america/renewables>. Accessed May 27, 2025.

²⁸ McKinsey & Company. Automotive and Assembly. "Why the economics of electrification make this decarbonization transition different." 2023. <https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/why-the-economics-of-electrification-make-this-decarbonization-transition-different>

²⁹ See the ODOT Solar Highway Program for more information. <https://www.oregon.gov/odot/Programs/Pages/Solar-Highway.aspx>

³⁰ City of Gresham, Oregon. "Wastewater Treatment Plant" web page. <https://www.greshamoregon.gov/environmental-services/water-services/wastewater-treatment-plant/>.

- Sell residual energy or heat generated at city facilities such as IT data centers, wastewater treatment facilities or underground piping, or other large-scale energy users within city operations.

In fact, there are many ways in which climate change actions improve a city's ability to thrive and ensure that it endures sustainably in the future. Table 2 provides some of the key 'Thriving City Benefits'; specific examples will be discussed throughout this Plan.

Table 2: Thriving City Benefits.

Benefit	Icon	Description
Economic and Job Growth	EJG	Investments in clean energy, infrastructure, and innovation can create new jobs, attract new industries, and support long-term economic resilience.
Affordability for Residents	AR	Climate action can lower household and business costs over time by reducing energy bills, transportation expenses, and exposure to climate-related damages. This improves long-term home affordability. ³¹
Financial Benefits for the Municipality	FBM	Climate actions can significantly reduce a municipality's operating costs through reduced energy consumption, more stable pricing, less maintenance, and even new or increased revenue streams.
Improved Health & Air Quality	HAQ	Cleaner air, expanded green spaces, and safe options for walking and biking contribute to improved physical and mental health across the community.
More Accessible Mobility	AM	Climate action can improve access to affordable, safe, and reliable transportation options such as public transit, biking, and walking.
Improved Energy Security	ES	Distributed renewable energy and energy efficiency improvements help make the power grid more reliable, flexible, and resilient to extreme weather.
Resilient Nature & Biodiversity	NB	Protecting and restoring natural areas supports local biodiversity, improves air and water quality, provides shaded, cooler areas reducing the urban heat island effect, and strengthens community resilience to climate change impacts.
Climate Resilience	CR	Changes such as making buildings more energy-efficient helps communities prepare for and respond to extreme

³¹ World Resources Institute. "12 Reasons Climate Action is Good for the United States Economy." <https://www.wri.org/insights/12-reasons-climate-action-good-united-states-economy>

Benefit	Icon	Description
		weather, flooding, wildfire, and other climate-related risks.
Reduced Waste	WR	Reducing waste decreases greenhouse gas emissions, conserves natural resources, and supports cleaner, more sustainable communities.

Planning Paradigm

Although there are many decarbonization initiatives a city can pursue, they typically fall into one of five strategic approaches, shown in Figure 7. These approaches include: **Avoid, Reduce, Replace, Remove, and Offset**. Wilsonville's CAP was guided in part by prioritizing actions based on the approach they take:

- The top priority is to completely **avoid** activities and fuels that produce emissions.
- This is followed by **reducing** emissions-producing activities, and the amount of energy used through efficiency improvements.
- After efficiency is significantly improved, decarbonization requires **replacing** the use of fossil fuels with zero-emissions energy sources to satisfy the remaining energy demand.
- Protecting existing natural systems (such as trees and wetlands) and technological systems (such as carbon capture and sequestration) to **remove** emissions from our atmosphere. While these are useful, they can only sequester a small amount of the emissions we continue to produce.
- Finally, if the community has emissions it is currently unable to eliminate, the concept of '**offsets**' allows the community to pay someone else to eliminate more of their emissions instead. This approach can be useful, however in practice it has significant challenges. This approach should only be used if no alternative is available, and until a better option is found.

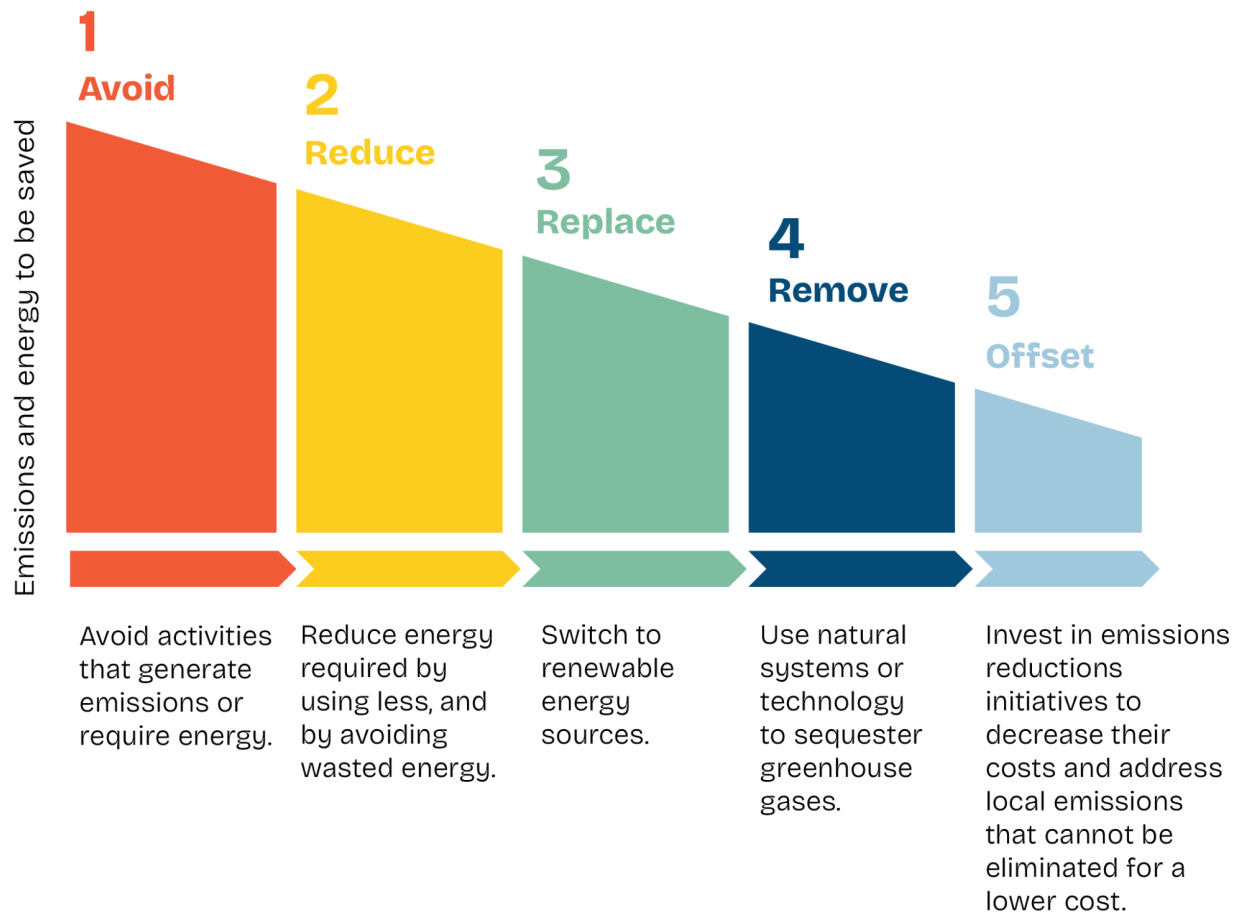


Figure 7: ARRRO Planning Philosophy.

Wilsonville's Current and Future Energy Use and Emissions

2018 Inventory

Using the ScenaCommunity methodology, the project team compiled a community-wide energy and GHG emissions inventory for one calendar year, drawing on data from the City of Wilsonville, State and federal agencies, and other sources. The inventory is organized into five key sectors: transportation, commercial buildings, residential buildings, industrial facilities, and solid waste. The year 2018 was selected as the baseline because it provided the most comprehensive and consistent data across all sectors.

Figures 8 and 9 illustrate energy consumption and GHG emissions in Wilsonville for 2018. **In that year, the community of Wilsonville consumed 179 metric million British thermal units (MMBtu) of energy per person or 4,200,000 MMBtu community-wide, and emitted 12 metric tons of carbon dioxide equivalent (MTCO₂) per person, or approximately 285,000 MTCO₂e community-wide.³²**

The transportation sector was the largest consumer of energy, accounting for approximately 50% of total use. Residential and commercial buildings each represented about 19%, while industrial facilities comprised the remaining 13%. GHG emissions followed a similar pattern, with transportation responsible for 48% of emissions. Commercial buildings contributed 21%, residential buildings 16%, industrial facilities 14%, and solid waste less than 1%.

³² For comparison, in 2019 the City of Tigard consumed 129 MMBtu of energy and emitted 10.7 MTCO₂e of emissions per person.

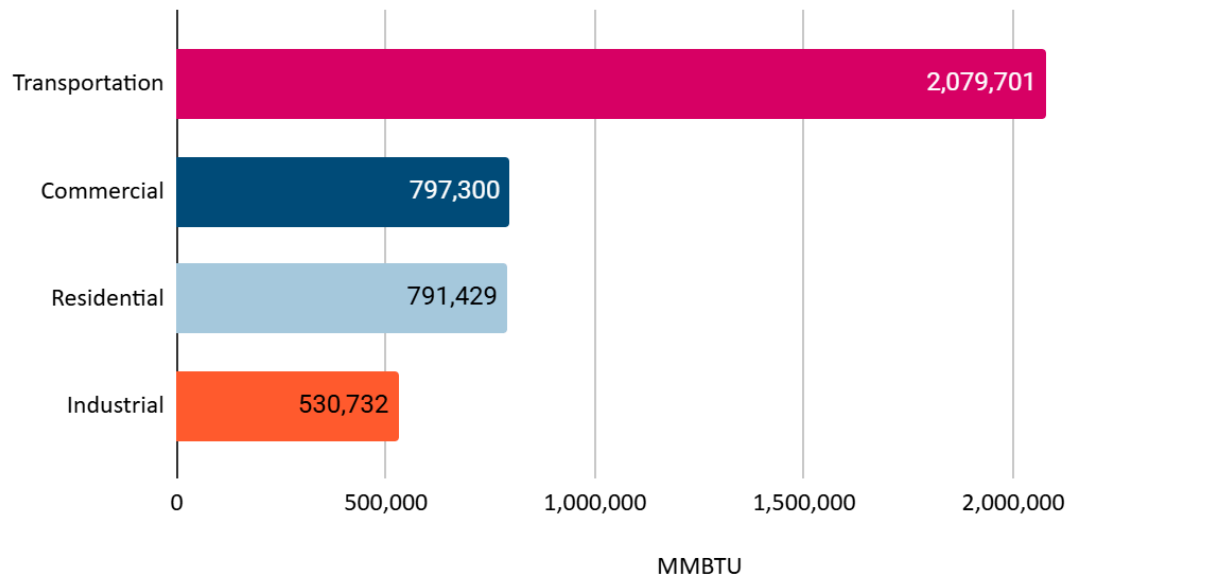


Figure 8: Wilsonville's 2018 energy consumption (MMBTU) by sector.

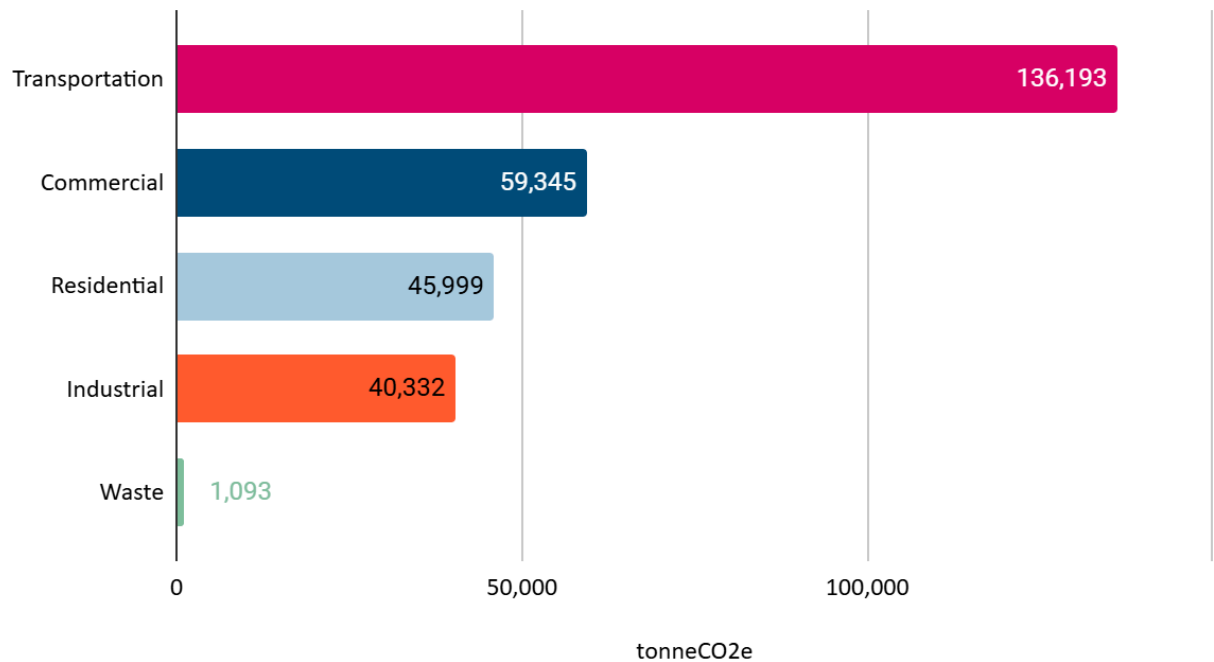


Figure 9: Wilsonville's 2018 GHG emissions (MTCO₂e) by sector.

Transportation was the largest source of both energy use and emissions, driven by the City's high rate of vehicle use. In 2018, an estimated 93% of trips in Wilsonville were made by

personal vehicles. Even short trips tend to be made in vehicles: 86% of trips that were less than one mile were made in personal vehicles. This indicates an opportunity to reduce GHG emissions by encouraging a mode shift to more sustainable forms of transportation, including walking, biking, and transit, especially for shorter trips. Cities can encourage this by investing in active transportation infrastructure such as bicycle lanes and permitting denser, mixed-use developments.

Commercial and residential buildings were the second largest source of emissions, contributing a combined total of 42% of GHG emissions. Natural gas accounts for approximately 42% and 30% of GHG emissions in residential and commercial buildings, respectively, in the baseline year. Most of the remaining GHG emissions come from grid electricity. This highlights the importance of transitioning away from natural gas use by installing heat pumps in buildings and decarbonizing the electrical grid.

Future Business-as-Usual Scenario

After the baseline inventory was completed, a business-as-usual (BAU) scenario was modeled. The scenario forecasted Wilsonville's energy use and GHG emissions annually out to the year 2050 if no changes are made to the City's buildings, transportation patterns, energy sources, and technologies, and the City's population increases over this time by 30% (1% annually).

Figures 10 and 11 show that in the BAU scenario, between 2018 and 2050, Wilsonville's projected energy consumption and GHG emissions will both increase by 22 - 23%. Transportation emissions would slightly decrease during this period due to improved fuel standards and an uptake in electric vehicles, while industrial emissions slightly increase. Most of the new energy and GHG emissions would be associated with new residential and commercial buildings to support the City's population growth and economic development.

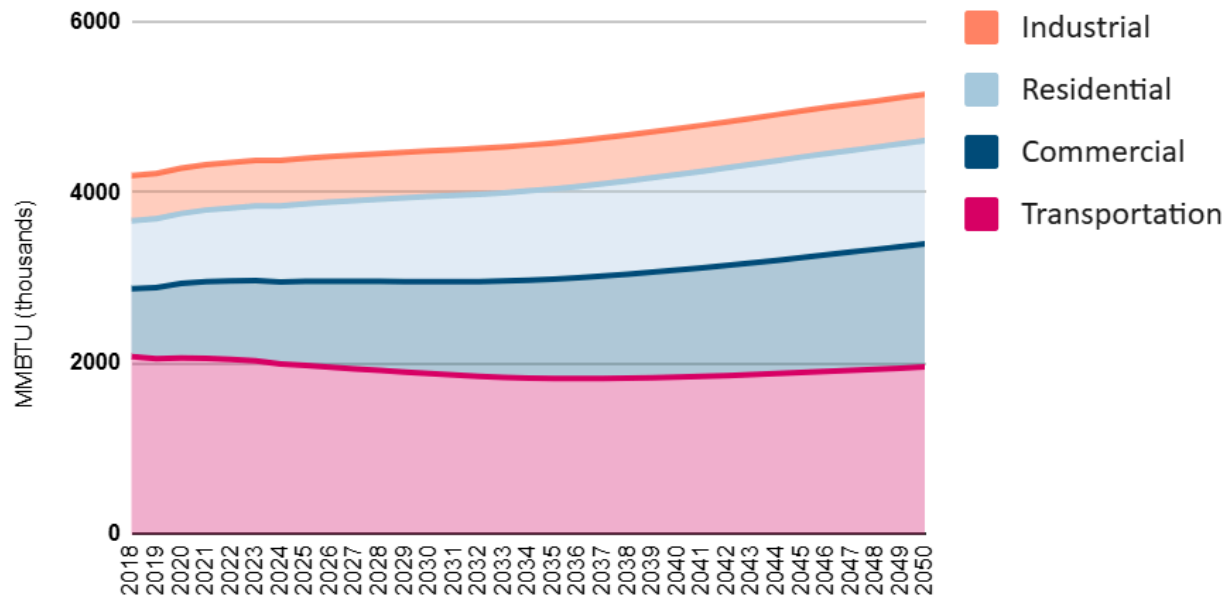


Figure 10: Wilsonville's energy consumption (MMBTU) by sector in the BAU scenario, 2018 - 2050.

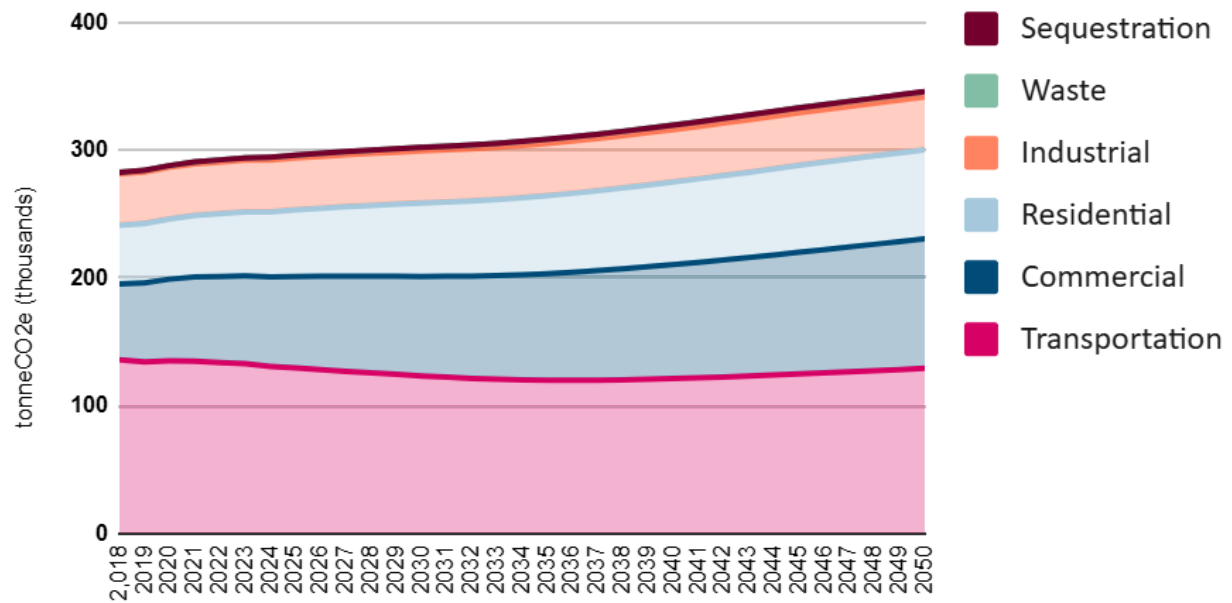


Figure 11: Wilsonville's GHG emissions (MTCO_{2e}) by sector in the BAU scenario, 2018 - 2050.

Two Future Business-as-Planned (BAP) Scenarios

After the BAU scenario, two Business-as-Planned (BAP) scenarios were modeled. **Both BAP scenarios illustrate the impact of Wilsonville's and Oregon's existing, approved legislation, plans and policies on the community's future energy use and GHG emissions.** Specifically, both BAP scenarios assume that Oregon fully implements the current Advanced Clean Cars II and Advanced Clean Trucks standards. This means that the results show the impact of a) all new light-duty vehicles being electric or plug-in hybrid electric, and b) a growing share of new medium- and heavy-duty vehicles being zero-emissions, by 2035. Both scenarios also reflect the assumption that building codes continue to improve regularly, making new buildings more energy-efficient, and that 1.5% of existing buildings are weatherized annually through Oregon's Healthy Homes Grant Program.

BAP without and with Grid Improvements

The only difference between the two BAP scenarios is the emissions factor of the electrical grid.

The first BAP scenario (BAP without Grid Improvements) assumes that the GHG reduction targets required by Oregon's Clean Energy Targets Bill are not met, and the electrical grid emissions factor remains at current levels.

The second BAP scenario assumes that the GHG reduction targets set by Oregon's Clean Energy Targets bill are achieved, resulting in 100% renewable electricity by 2040.

Energy Consumption

The amount of energy consumed by the community is the same for both BAP scenarios, all the way out to 2050. The graph in Figure 12 shows Wilsonville's projected annual energy consumption for both BAP scenarios, by sector, out to 2050. Overall, in this time period, energy consumption would decrease by approximately 2%.

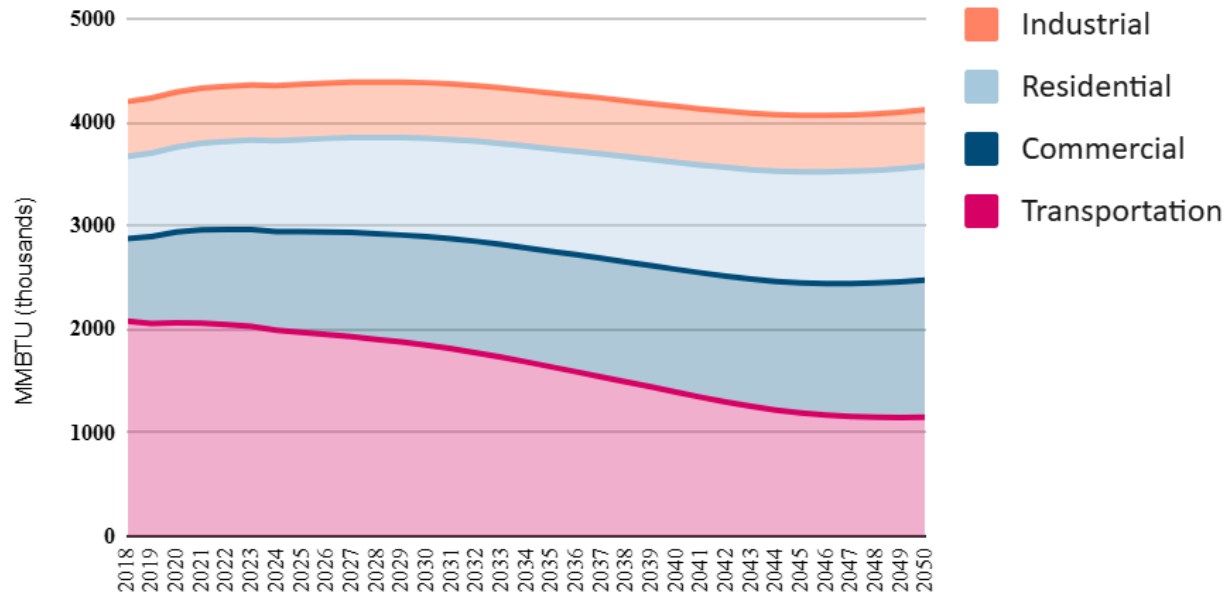


Figure 12: Wilsonville's energy consumption (MMBTU) by sector in the two BAP scenarios, 2018 - 2050.

In the transportation sector, the reduction in energy consumption is almost 50%. This is due to the fact that electric and hydrogen vehicles are both much more energy-efficient than gas and diesel-powered vehicles. So, as Wilsonville's vehicles are switched to zero-emissions models, the total energy required for transportation falls significantly.

This improvement, however, is almost entirely offset by increases primarily in energy consumption in the residential and commercial building sectors. This tells us that from the perspective of energy demand, the current rate of building code improvements will not keep up with the impact of population and economic growth in Wilsonville.

Greenhouse Gas Emissions

The greenhouse gas emissions produced in the two BAP scenarios are different. This is shown in Figure 13.

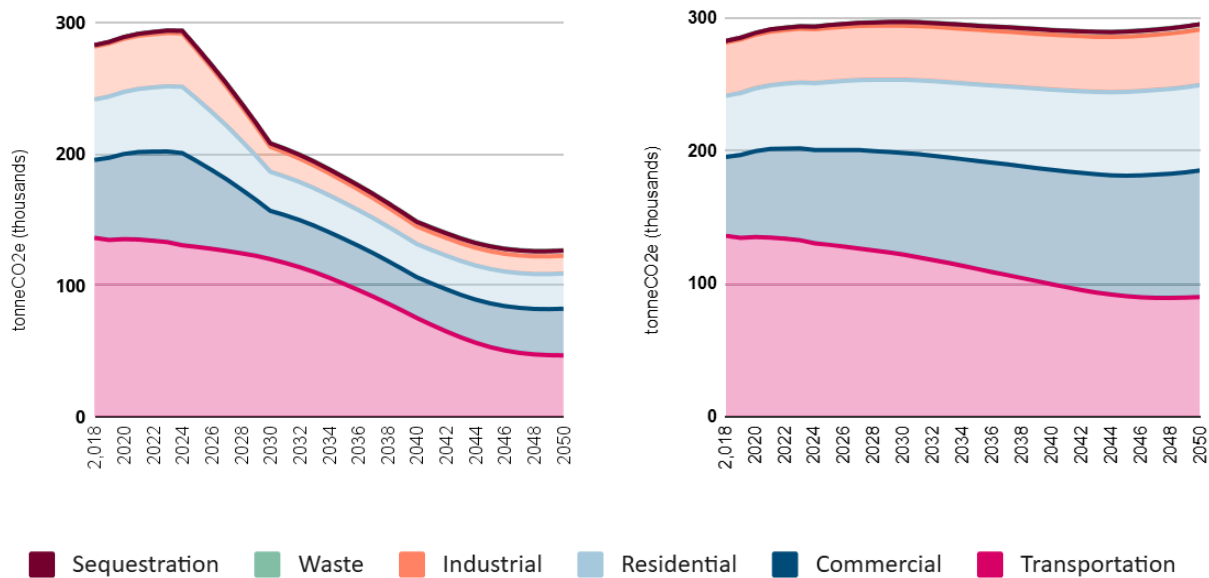


Figure 13: Wilsonville's GHG emissions (MTCO₂e) by sector in the BAP scenarios with grid emission reductions (left) and without grid emission reductions (right), 2018 - 2050.

Comparing emissions in these two scenarios allows us to see the importance of decarbonizing the electrical grid to overall GHG emissions reductions in Wilsonville (and the State as a whole). In the scenario where Oregon meets its electrical grid emissions reduction targets, Wilsonville's total GHG emissions decline by 55% by 2050. In contrast, if the grid continues with the same energy mix it had in 2018, Wilsonville's total emissions in 2050 will be 4% higher than they were in 2018 - even if existing trends (such as ZEV adoption) continue, and other existing energy efficiency plans are completed.

Two things become clear from this:

1. Current rates of 'clean technology' adoption combined with Wilsonville's existing initiatives will not be sufficient to meet the community's emission reduction goals. More effort is required.
2. The decarbonization of electricity - both on the grid and with local renewable systems - is critical to reducing emissions and to providing a long-term source of energy for the majority of Wilsonville's energy needs.

Two Future ‘Low Carbon’ Scenarios

The project team used the results of the BAU and BAP scenarios to select a set of ‘low carbon’ actions that would effectively reduce Wilsonville’s energy use and eliminate the community’s greenhouse gas emissions. Several factors were considered when selecting these actions. These included:

- The climate action planning paradigm introduced earlier in the report;
- The necessity of the action to reach the State’s climate goals on the timeline required;
- Selecting actions that would maximize the community’s economic development in future growth industries;
- Making life more affordable for Wilsonville’s residents and businesses;
- Reducing the City’s long-term operating costs, and improving the resilience of its infrastructure; and,
- The City’s authority to carry out the action.

The selected actions were then laid out on a specific timeline to ensure that they build upon each other to optimize benefits to the community and take the greatest advantage of financial investments involved. They were modeled on top of (or in addition to) the BAP without Grid Improvements scenario. This final combination of actions on a timeline is the Low Carbon (or LC) scenario. It is described in the next section of this Plan, entitled Low-Carbon Actions. They constitute a pathway for Wilsonville to reach its GHG reduction goals, and to ensure long-term economic and social sustainability for the community.

LC without and with Grid Improvements

As with the BAP scenarios, two variations of the low-carbon actions were modeled. In the first scenario, the electrical grid does not decarbonize; instead, the electricity emissions factor remains at its current level. This is the Low Carbon without Grid Improvements (LCWOG) scenario. In the second scenario, the grid does switch to zero-emissions, renewable energy sources by 2040. This is the Low Carbon with Grid Improvements (LCWIG) scenario.

Energy Consumption

As with the BAP scenarios, future energy consumption is the same for both LC scenarios. Energy consumption in the LC scenarios are, however, much lower than in any of the BAU or BAP scenarios. By implementing the actions in the Low Carbon scenarios, Wilsonville’s total energy consumption decreases by 41% between 2018 and 2050. Figure 14 displays the projected energy consumption for the Low Carbon scenarios.

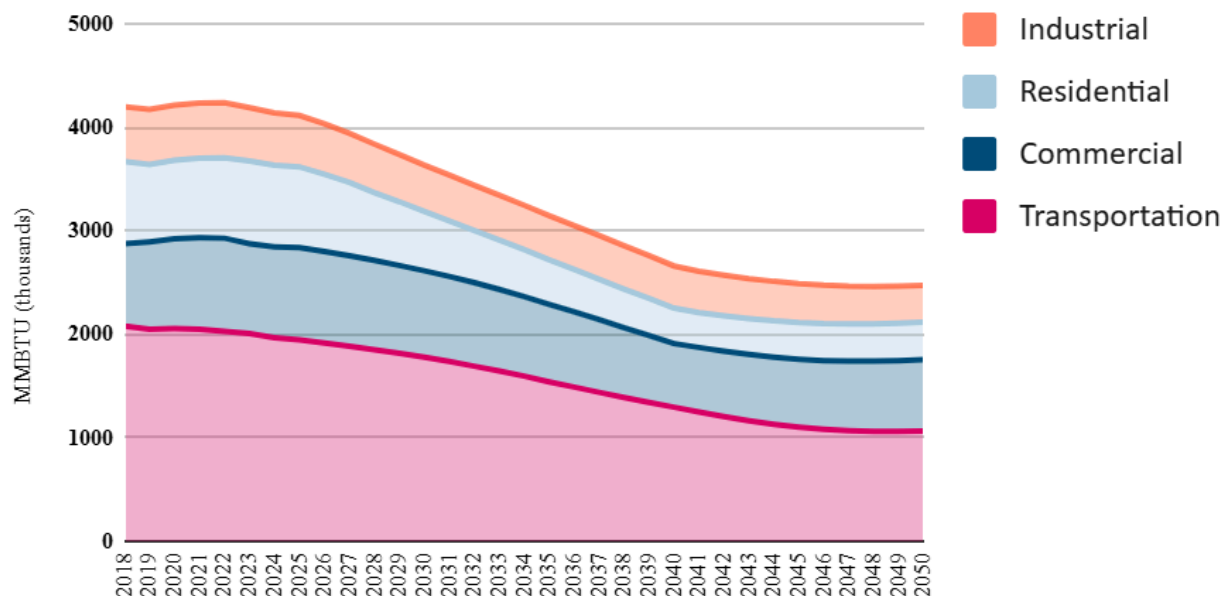


Figure 14: Wilsonville's energy consumption (MMBTU) by sector in the two Low Carbon scenarios, 2018 - 2050.

This reduction is due to a number of important changes:

1. The actions include making both existing and new buildings significantly more energy-efficient in the very near future. This reduces the energy that will be required to heat and cool buildings, even as the population grows and new construction continues.
2. Switching from furnaces (even high-efficiency furnaces) to emissions-free heating and cooling systems like heat pumps increases energy efficiency from approximately 96% to 300-400% efficiency. This dramatically reduces total energy consumption in the community.
3. Gas and diesel vehicle engines are only approximately 25% efficient; this means that 75% of the fuel purchased to run an ICE vehicle is lost in the combustion process and in heat, and is not used to actually move the vehicle.³³ On the other hand, electric and hydrogen-fueled vehicles are approximately 87% efficient. As a result, as more ICE vehicles are retired and replaced with zero-emission vehicles, much less energy is required to transport goods and people, even as the population increases.

These reductions in energy consumption translate into long-term financial savings in the form of avoided energy costs for all Wilsonville residents, businesses, and for the City.

³³ U.S. Environmental Protection Agency. "Electric Vehicle Myths" webpage.

Greenhouse Gas Emissions

The pathway of the modeled low carbon actions alone (i.e. without considering the impact of the electrical grid) reduces Wilsonville's total annual emissions by 69% (from 282,963 MTons in 2018 to 86,850 MTons) in 2050. This is a dramatic reduction that highlights how effective local action is, and how important Wilsonville's implementation of these actions will be to ensure the community has a sustainable future. The impact of individual actions, and groups of actions, are described in the Low Carbon Actions section of this document.

There is also a difference in the emissions produced by the two LC scenarios. This is shown in Figure 15.

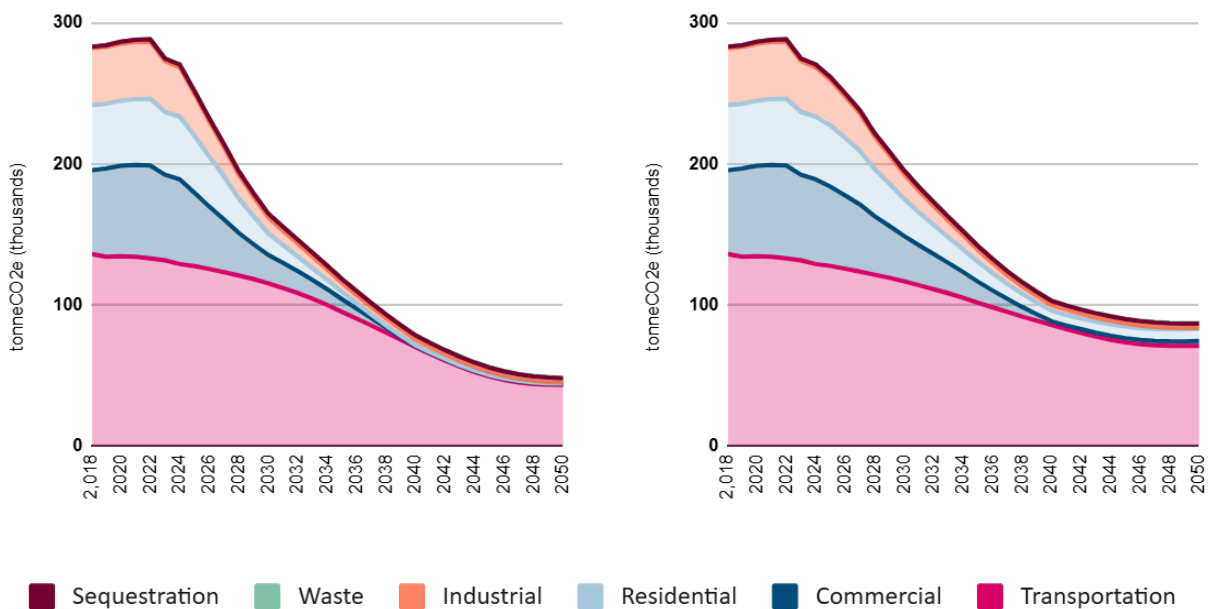


Figure 15: Wilsonville's GHG emissions (Thousands of Mt CO₂e) 2018 - 2050, by sector in the Low Carbon scenarios. Low Carbon with Grid Improvements (LCWIG) is on the left, and Low Carbon without Grid Improvements (LCWOG) is on the right.

In the Low Carbon with Grid Improvement (LCWIG) scenario, Wilsonville's total emissions fall by 58% in 2035 (exceeding the State's 2035 goal by 13%), and 83% in 2050 (exceeding the State's goal by 3%). By contrast, while the LCWOG scenario also reduces emissions by 58% by 2035, by 2050, it has only eliminated 69% of Wilsonville's emissions.

The Social Cost of Carbon

The difference between the two LC scenarios is most evident in the fact that the LCWIG scenario achieves significant emission reductions much sooner than the LCWOG scenario.

This is significant because reducing emissions **rapidly** is crucial to avoiding the most catastrophic effects of climate change. Those catastrophic effects are realized as costs society must pay to repair damaged and destroyed infrastructure, expand stormwater capacity and backup power, increase healthcare services for heat stroke, develop crop treatments for new pests and diseases, and support for residents without access to cool buildings and clean water during storm events.

This concept of the cost to society of not addressing climate change is called the '**social cost of carbon' (or SCC)**. Resources for the Future provides regularly updated calculations of the SCC in the U.S. for each decade into the future. Their current calculation of the SCC is \$226 USD / Metric ton of emissions.³⁴

The concept of assigning a societal cost to each ton of emissions released helps us understand the long-term, financial value of reducing our emissions as fast as possible. In the case of Oregon's electricity grid, if it can switch to 100% clean, renewable power by 2040 (as in the LCWIG scenario), this will eliminate over 441,000 **more** Mtons of emissions from Wilsonville, between 2018 and 2050, than the LCWOG scenario. Using the social cost of carbon, we can translate these avoided emissions into a value of \$99,666,000 in avoided social costs.

Furthermore, a large portion of the costs (up to 88% in some studies³⁵) imposed by the impacts of climate change are borne by local and state governments. This makes sense: as climate change increases, the frequency and severity of damaging storms, excessive heat, and power outages also increase, and the impact of this plays out intensely in urban settings. The infrastructure that is damaged from waste and stormwater networks, to roads and public buildings, and to utility services - is often municipally-owned or managed. This can leave a municipality unable to provide services when they are needed most and also struggling to pay for extensive and regular repairs.

It is in every municipality's interest to support the State in its efforts to decarbonize the grid by 2040, and to take every action within the city's authority to reduce its community emissions.

³⁴ This is the SCC value for the year 2030 from the Resources for the Future, 'Social Cost of Carbon Explorer' website. <https://www.rff.org/publications/data-tools/scc-explorer/>. Accessed June 18, 2025.

³⁵ Wesseller, Sarah. Yale Climate Connections. "Stuck with the bill: Local governments deluged with rising climate damage costs." <https://yaleclimateconnections.org/2022/09/stuck-with-the-bill-local-governments-deluged-with-rising-climate-damage-costs/>. Accessed June 18, 2025.

Summary

Five future energy and emissions scenarios were modeled for Wilsonville. Figure 16 shows the emissions reductions associated with each scenario, alongside the reduction targets (from Executive Order 20-04³⁶) of 45% by 2035 and 80% by 2050 relative to 2018 levels.

The Business-as-Planned with Grid Improvements (BAPWIG) scenario, which reflects existing state-level policies including grid decarbonization, achieves only a 55% total reduction in emissions by 2050.

The Low Carbon without Grid Improvements (LCWOG) scenario, which includes State policies (excluding decarbonization of the electricity grid) and local climate actions, only achieves a 69% reduction by 2050.

Only the Low Carbon scenario with Grid Improvements (LCWIG) scenario meets the State's goal to reduce emissions by at least 80% by 2050.

This highlights the fact that both state-wide and local actions will be essential to achieving Wilsonville's long-term climate goals. It also indicates that Wilsonville should both support the State's legislation and encourage as much local renewable electricity generation as possible, for the benefit of its community members and itself corporately.

³⁶ Executive Order 20-04 uses 1990 as a baseline. For this plan, 2018 was selected as a baseline year for the target as 1990 data for the City of Wilsonville is not available.

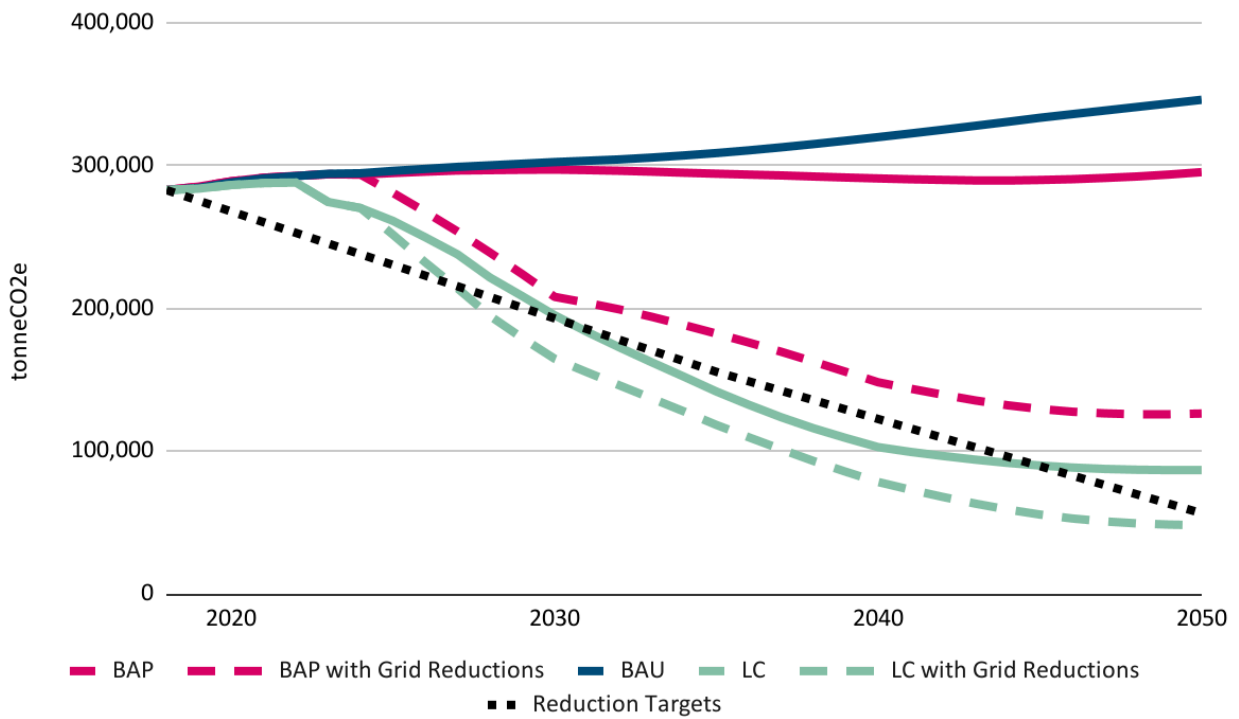


Figure 16: Summary of Wilsonville's GHG emissions (MTCO₂e) by scenario, 2018 - 2050.

Low Carbon Actions

Overview

This section explores what climate actions are, specifically as compared to implementation measures. It then discusses the specific actions included in Wilsonville's Low Carbon scenarios, and the impact each can have on emissions and on the community's overall well-being into the future.

What is a climate action?

Climate actions provide a clear description of the extent and speed of change that is factually required to meet the community's goals. They are not intended to reflect how politically palatable or operationally feasible the action may be. Rather, they provide a scientifically based 'guiding star'. The timeline of climate actions in this Plan are a reference to compare the community's progress to ensure Wilsonville remains on track to meet its goals.

Climate actions are also modelable. This means they are expressed as a quantifiable change that occurs over time, like the following. (Note that this is not a real action from Wilsonville's Climate Action Plan.)

'Beginning in 2028, 35% of all new vehicles sold in Wilsonville will be electric vehicles.'

What is an implementation measure?

Climate actions do not describe **how** this will be achieved - whether it will be through incentives, regulations, etc. **Implementation measures describe the programs, policies, incentives and other tools the City will deploy to ensure that the climate actions are achieved.** An initial set of Implementation Measures that have been reviewed by Wilsonville's staff is provided in Appendix A. These constitute a starting point that will need to be reviewed and revised regularly and quickly become more ambitious to realize the benefits described in this Plan.

Emissions Impact Summary

The impact of each of Wilsonville's climate actions is shown in Figure 17 and 18. These are wedge diagrams. The line that runs almost horizontally across the top of the graph represents Wilsonville's emissions in the BAU scenario, if no actions are taken to address climate change.

Below are a series of colored wedges, each of which represents the impact of one of the actions described below.

Figure 17 highlights the LCWIG scenario (in which the electricity grid is fully decarbonized by 2040), and Figure 18 highlights the LCWOG scenario (in which the state grid targets are not achieved). If the latter scenario occurs, further local actions (in addition to what was modeled like maximizing rooftop solar potential and procuring green electricity) will become critical for Wilsonville to meet its climate goals.

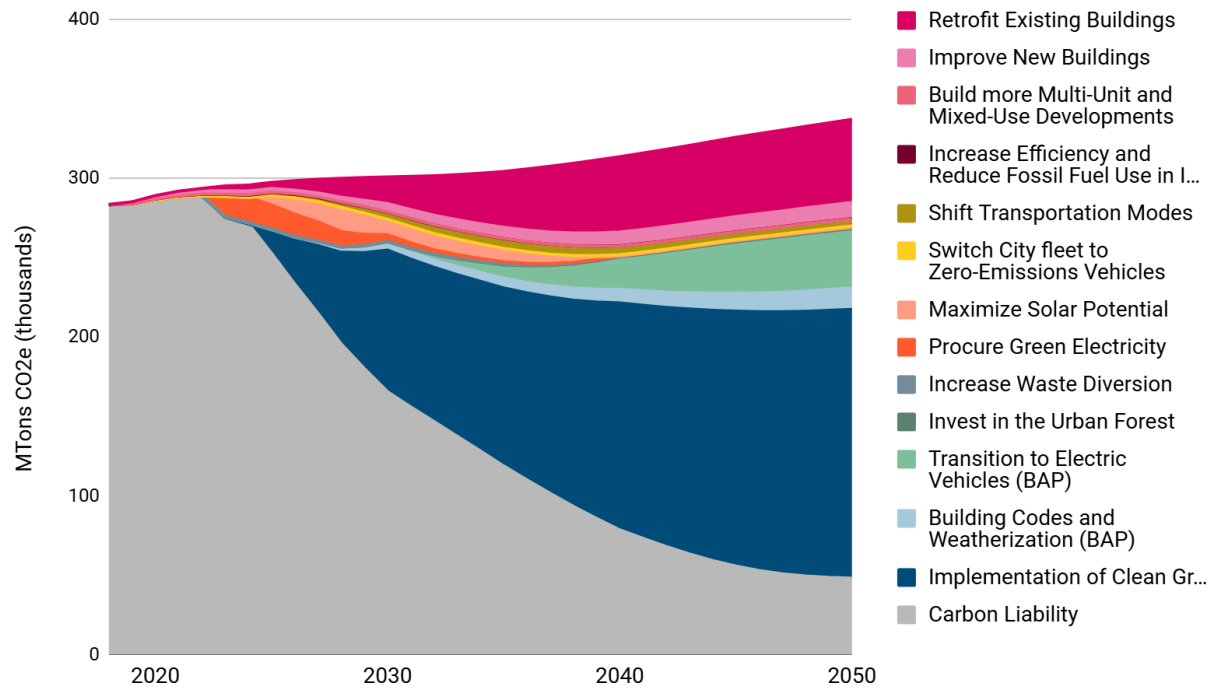


Figure 17: Emission reductions over time for each action in the Low Carbon with Grid Improvements (LCWIG) scenario.

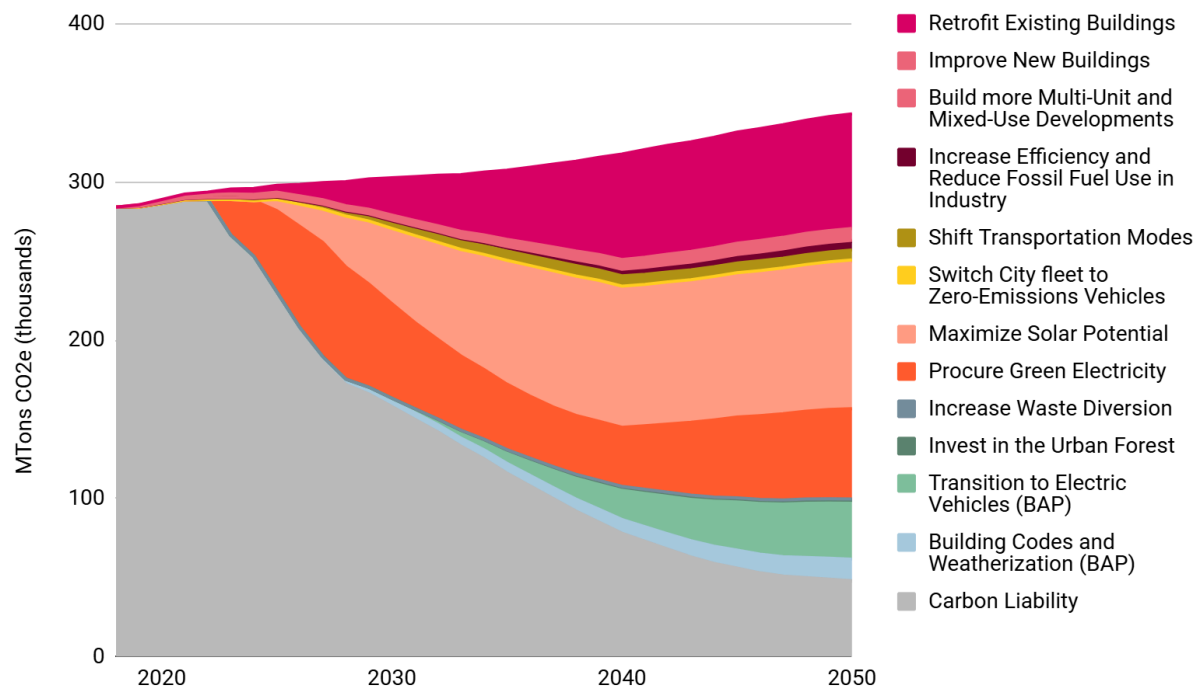


Figure 18: Emission reductions by action in the Low Carbon without Grid Improvements (LCWOG) scenario.

These diagrams illustrate that many actions initially only reduce a small amount of emissions, but their impact grows rapidly over time. This illustrates the importance of starting this work immediately.

City Leadership

The first few years of many of these actions are critical to ‘normalizing’ these changes, helping Wilsonville’s residents, businesses and City staff become familiar with them. As people begin to adopt heat pumps, install solar systems and switch to ZEVs, these actions will become ‘normal’.

Monitoring the challenges encountered in those first few years and adapting quickly will be a key way that the City of Wilsonville can ease and speed up the transition. For example:

- Changes may be required to City permitting processes to ensure that installing heat pumps is as easy or easier than installing a furnace.
- Construction workers will need to be taught new building standards and more solar PV installers may be required. The City can work with the State, community colleges and trade programs to anticipate this need and develop programs to ensure a sufficient local work force is available and ready to benefit from the demand for their skills.

- Additional ZEV charging infrastructure and energy storage will be required, but where and how quickly will require analysis and planning.
- Active transportation infrastructure can be implemented and adjusted quickly to ensure it adapts to residents' needs and makes them feel comfortable enough to continue using it.
- Retrofitting the City's own facilities, setting higher energy standards for its own new corporate buildings, and switching its own fleet to zero-emissions vehicles are also vital ways the City should demonstrate leadership in taking action on climate change. Taking these steps will also help educate the community, and support the development of a local, skilled workforce.

If the City of Wilsonville takes a proactive, flexible, and supportive approach to these initial years, the benefits of these changes quickly become self-evident, and the changes will become self-perpetuating. As implementation continues, the City will need to actively monitor and report on the programs, policies, incentives and educational initiatives, and the progress being made. Many of these City initiatives will require regular updates to improve uptake or ensure that the desired changes are accelerating.

Wilsonville's Climate Actions

The next section of the Plan describes the low-carbon actions that the City of Wilsonville can either directly control, lead, or strongly influence. There are ten climate actions grouped into five categories:

- Buildings and Industry
- Transportation
- Renewable Energy
- Solid Waste
- Green Infrastructure

For each sector and/ or action, the following is provided:

- Identification of the sources of emissions in Wilsonville that will be reduced by the action.
- A description of the action, and how it interacts with other actions to maximize emissions reductions, cost savings, and other benefits.
- The specific wording of the action that was modeled.
- A high-level indication of the up-front cost/savings and long-term cost/ savings to implement the action.
- Icons indicating how the action also supports Wilsonville's ability to thrive economically and socially by addressing additional urban challenges. (These icons are described in Table 2: Thriving City Benefits Legend.)

Buildings & Industry

Buildings are responsible for just over half of Wilsonville's GHG emissions. In 2018, residential and commercial buildings were responsible for 37% of the City's emissions, while industry was responsible for another 14%. Given the scale of these emissions, three Low Carbon actions were developed for buildings and industry. These include retrofitting existing buildings, improving new buildings, and improving industrial efficiency.

Retrofit Existing Buildings

This action also provides the following Thriving City benefits: Affordability for Residents, Financial Benefits for the Municipality, Economic and Job Growth, Improved Health and Air Quality, and Improved Energy Security

The City of Wilsonville has a relatively new housing stock, with nearly half of all residences having been built after 1999. And whereas 25% of homes across Clackamas County as a whole were built before 1969, only 3% of homes in Wilsonville existed before this date. This reflects the City's significant growth over the past two decades.

Despite this however, energy used to heat and cool, light, and run appliances in Wilsonville's residences produced 16% of the community's total emissions in 2018. Energy used in commercial buildings was responsible for a further 21% of total emissions in the same year.

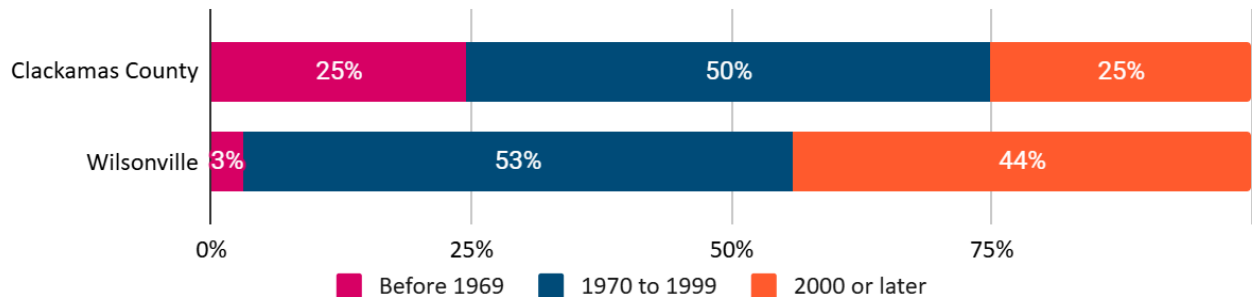


Figure 19: Era of construction for residential buildings in Clackamas County and Wilsonville, 2023.³⁷

Emissions from energy used in both residential and commercial buildings must be reduced first by retrofitting the buildings to be more energy-efficient. These retrofits often include upgrading insulation and windows, sealing air leaks, and upgrading to more energy-efficient windows and doors. Fossil fuel heating systems and appliances must then be replaced with

³⁷ Source: American Community Survey 2023 5-Year Data, Table B25034.

zero-emissions alternatives such as electric heat pumps (with or without backup electric resistance heat) for space heating and cooling, and for domestic water heating.

These upgrades provide long-term energy cost savings for owners and tenants. They also reduce the amount of temperature fluctuation within a building and delay the impact of power outages on indoor temperatures. In addition, the removal of natural gas and wood furnaces improves indoor air quality and provides healthier living spaces particularly for children and those with respiratory ailments.

Immediate Cost and Long-Term Savings

The up-front cost to retrofit buildings depends on the condition and age of the building. Because most of Wilsonville's buildings were constructed after 2000, less retrofit work will likely be required, and the associated cost will also be lower than in older communities.

Retrofitting buildings provides secure, long-term cost savings to homeowners, businesses and to the City in terms of its own facilities. On other projects SSG has worked on in Oregon, the average household that underwent retrofits and conversion to zero-emissions systems saved more than \$1000 annually in energy costs.

Modeled Action

Beginning in 2025, existing buildings in Wilsonville are gradually retrofitted to reduce thermal energy consumption by 40% and plug load energy consumption by 10%. By 2040, all existing buildings have been retrofitted to this standard.

Emissions Reduction

Between 2025 and 2050, this action will eliminate a total of 463 kt CO₂e in residential buildings and 579 kt CO₂e in commercial buildings. Together this constitutes 25% of the total emissions reductions achieved by this Plan.

Improve New Buildings

This action also provides the following Thriving City benefits: Affordability for Residents, Improved Health and Air Quality, Improved Energy Security

In Oregon, building codes are adopted at the state level, and all local jurisdictions, including the City of Wilsonville, are required to enforce the statewide code. The State typically updates its building codes every several years to align with international standards and best practices.³⁸ As a result, the City does not have the authority to mandate more stringent requirements for new buildings than those set by the State.

³⁸ <https://www.oregon.gov/bcd/codes-stand/pages/codebook-history.aspx>

However, the City can encourage or incentivize developers to adopt Oregon's optional Residential and Commercial Reach Codes, which go beyond the base code to improve energy efficiency. Under the 2023 Residential Reach Code, new dwellings must follow one of three compliance paths: the ENERGY STAR Single-Family New Homes National Program, the U.S. Department of Energy Zero Energy Ready Home Program, or the Passive House US (Phius) 2021 Certification.³⁹

Given this context, while the BAP scenarios assume that the State will adopt new building codes every five years, the LC scenarios include actions reflecting the City's ability to incentivize, and otherwise ensure that more buildings achieve higher energy efficiency standards.

Immediate Cost and Long-Term Savings

On average, the construction of new buildings to a net-zero emissions standard generally increases the up-front costs by 4% relative to building to code. This incremental cost is quickly offset by significantly lower energy costs the building will require. This is because the energy required by the building will be provided largely by on-site renewable energy systems that will provide power almost for free for the life of the building.

In the context of increasing affordable housing, building to a net-zero standard significantly improves the long-term affordability of home ownership.

Modeled Action

By 2030, 25% of new buildings constructed in Wilsonville meet net-zero standards; by 2040, this standard is met by 50% of newly constructed buildings.

Emissions Reduction

Compared to the Business as Planned scenario, this action will reduce GHG emissions by 152,000 MTCO₂e in residential buildings and 154,000 MTCO₂e in commercial buildings between 2025 and 2050. Together this constitutes 7% of the total emission reductions achieved by the actions in this Plan.

Build more Multi-Unit and Mixed-Use Developments

This action also provides the following Thriving City benefits: Affordability for Residents, Improved Health and Air Quality, More Accessible Mobility

Encouraging more multiunit and mixed-use development is a key strategy for reducing GHG emissions. These types of developments typically support more efficient land use, reduce the need for car travel, and make it easier for residents to bus, walk, or bike to destinations. These

³⁹ <https://www.oregon.gov/bcd/codes-stand/Pages/reach.aspx>

developments also increase housing diversity and affordability. As noted earlier, Oregon's Climate Friendly and Equitable Communities (CFEC) program requires cities to plan for a Climate Friendly Area, which must be well-served by multi-modal transportation, and be large enough to accommodate 30% of housing needs.

Within the Portland metropolitan areas, existing centers included in the 2040 Growth Concept are considered Climate Friendly Areas, including Wilsonville's Town Center.⁴⁰ The Town Center area was updated in 2019 to be a walkable, mixed-use, and transit-supportive area, and is consistent with CFA requirements. This action is based on these state requirements.

Immediate Cost and Long-Term Savings

Multi-unit residential buildings can be more expensive to construct than single-family homes. However, when they are planned in coordination with transportation and infrastructure planning, many of these incremental costs can be reduced significantly. For example, a community with less land dedicated to vehicle parking is much less expensive for a developer to build. If that community is also provided with access to excellent walking, biking and transit, the residents will also be able to travel as required without having to own a personal vehicle. This reduces the cost burden on residents for transportation and makes life much more affordable overall.

Modeled Action

30% of Wilsonville's new housing will be built in the Town Center area of the city.

Emissions Reduction

This more compact development will reduce GHG emissions by 15,000 MTCO₂e between 2025 and 2050 relative to the BAP scenario. This constitutes only 0.4% of the total emissions eliminated by this Plan; however, this action enables subsequent actions to achieve larger emissions reductions.

This action aligns with:

- Wilsonville Town Center Plan (2019)

Increase Efficiency and Reduce Fossil Fuel Use in Industry

This action also provides the following Thriving City benefits: Economic and Job Growth, Improved Energy Security

Industry plays a key role in Wilsonville's local economy, and in 2018 was responsible for 14% of the community's total emissions. One of the most effective actions the City can take is to

⁴⁰ <https://www.wilsonvillelibrary.org/citycouncil/page/city-council-15>

encourage or require local industry businesses to invest in energy efficiency improvements. These types of changes include upgrading to more efficient motors and HVAC systems, upgrading the efficiency of fans, ensuring all lighting is LED, and optimizing compressed air systems.

Manufacturers can also reduce energy consumption and emissions by adopting ongoing behavior and process improvement methodologies such as Lean Continuous Improvement⁴¹, maximizing circularity, replacing treated water with recycled water for cooling processes, etc.

In addition to improving efficiency, industrial operations in Wilsonville will need to significantly reduce their use of fossil fuels. In 2018, fuel oil, propane and natural gas accounted for just over 40% of Wilsonville's industrial energy consumption. As noted earlier, Oregon's Climate Protection Program set a declining cap on GHG emissions from fossil fuels, with a goal of reducing emissions by 90% by 2050 from 2017 to 2019 levels.

The climate action for industry reflects these two parts: improving energy efficiency and replacing fossil fuels with electricity.

Immediate Cost and Long-Term Savings

Industrial energy efficiency and decarbonization measures have varying levels of cost associated with them. Process improvement initiatives can produce significant results at a low cost; whereas replacing a blast furnace with an arc furnace in a steel manufacturing facility can be very expensive.

Many changes however, such as upgrading motive equipment⁴² and investing in variable speed fans can be timed to align with regular equipment maintenance and replacement schedules, to spread the impact of additional costs over time. Upgrading to more efficient equipment often reduces a company's energy costs, providing them with long-term cost savings. In addition, many successful industrial and manufacturing companies are familiar with the need to invest upfront to reduce their long-term operating costs and are willing to do so. However, they may be unaware of the new, energy-efficient, and 'decarbonized' technologies their business could benefit from. Here again, the City can play a role in encouraging and recognizing business for their efforts to make these changes.

Modeled Action

Part I: Industrial facilities in Wilsonville will implement measures that reduce their total energy consumption by 20% by 2050.

Part II: Natural gas used by industry will be reduced by 50% by 2035, and by 90% by 2050. It will be replaced with electricity.

⁴¹ Michigan Tech. 'What is Lean' web page: <https://www.mtu.edu/improvement/learn/what/>

⁴² Motive equipment is equipment that moves things, such as conveyor belts and assembly robots.

Emissions Reduction

Part I: Energy efficiency measures in industry will reduce Wilsonville's emissions by 55,000 MTCO₂e between 2025 and 2050.

Part II: Replacement of natural gas with electricity will also reduce Wilsonville's total emissions by 55 MTCO₂e between 2025 and 2050.

This two-part action constitutes approximately 3% of the total emission reductions in this Plan.

Renewable Natural Gas

Renewable natural gas (RNG) is produced by capturing and refining methane emissions from organic waste sources such as landfills, wastewater treatment facilities, and agricultural operations. Because it comes from 'renewable sources' and not from fossil fuels, it is considered a renewable source of energy. However, if we burn it faster than it can be replaced, we are still increasing the total amount of greenhouse gases in the atmosphere, and in this case, RNG cannot be considered a renewable source of energy.

In addition, the availability of RNG is expected to remain very limited for the foreseeable future. A 2017 study by the Oregon Department of Energy estimated that the state's total RNG production potential using anaerobic digestion amounts to approximately 10 billion cubic feet per year. This represents only about 4.5% of Oregon's annual natural gas consumption.⁴³ The use of RNG should therefore be limited to situations in which there are no alternatives, such as steel manufacturing which requires very high temperatures that cannot be achieved with electricity. RNG should not be used to heat buildings, domestic water, or clothes dryers, because highly efficient, electric alternatives are available for all of these purposes. Additionally, the use of RNG should be stopped as soon as a truly zero-emissions alternative is available.

Based on this, the use of RNG was not included as a viable emissions reduction strategy in Wilsonville's Low Carbon scenarios.

⁴³ Oregon Department of Energy. "Biogas and Renewable Natural Gas Inventory SB 334 (2017): 2018 Report to the Oregon Legislature." September 2018. <https://www.oregon.gov/energy/Data-and-Reports/Documents/2018-RNG-Inventory-Report.pdf>

Transportation

Shift Transportation Modes

This action also provides the following Thriving City benefits: Affordability for Residents, More Accessible Mobility, Improved Health and Air Quality

Transportation is the largest source of emissions in Wilsonville, accounting for 48% of community-wide emissions in 2018. Many residents rely on private vehicles for most of their trips, due to limited transit service and active transportation infrastructure. In 2018, more than 90% of personal trips in Wilsonville were taken by car, as shown in Figure 20. Given that municipalities in Oregon have significant authority over transportation planning, Wilsonville has an important role in supporting a shift to more sustainable modes and reducing vehicle miles travelled.

Immediate Cost and Long-Term Savings

Owning, operating and maintaining a private vehicle is the second largest cost (after owning a home) the average American will have during their lifetime.⁴⁴ Being able to depend upon active transportation and shared transportation significantly reduces this cost and makes life more affordable for residents.

⁴⁴ American Automobile Association. "AAA Your Driving Costs: The Price of New Car Ownership Continues to Climb." 2024. <http://newsne-aaa.iprsoftware.com/news/aaa-your-driving-costs-the-price-of-new-car-ownership-continues-to-climb>

Modeled Action

Improve transit service and active transportation infrastructure to support a gradual reduction in the number of trips taken in private vehicles from 91% in 2018 to 79% in 2050. Approximately 2% of these trips (primarily those that are less than 2 miles in distance) should shift to walking and cycling, and 10% of these trips should shift to transit. This shift is shown in Figure 20.

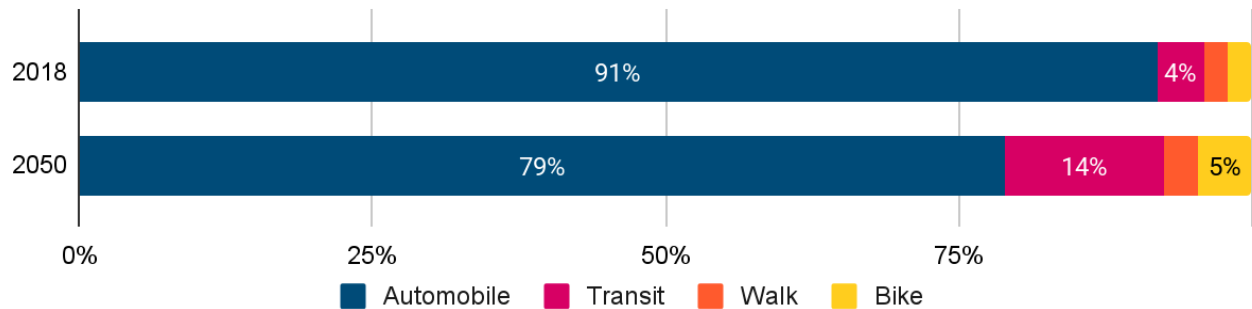


Figure 20: Modeled mode share for all person trips in 2018 and 2050 in the Low Carbon Scenario.

Emissions Reduction

This modal shift would result in an estimated emissions reduction of 125 ktCO₂e. This is 3% of the total reductions achieved by the actions in this Plan.

This action aligns with:

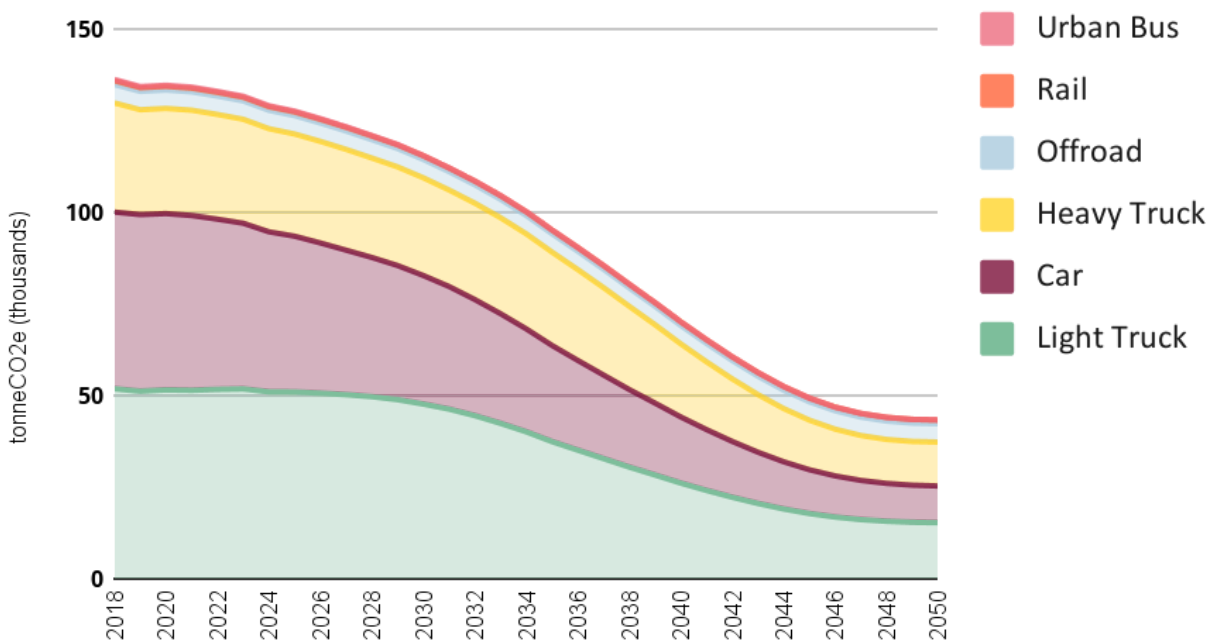
- Bicycle and Pedestrian Master Plan (2006)
- Transportation System Plan (2013)
- SMART Transit Master Plan (2023)

Switch City fleet to Zero-Emissions Vehicles

This action also provides the following Thriving City benefits: Affordability for Residents, Improved Health and Air Quality

In addition to shifting toward more sustainable modes of travel, reducing transportation emissions will also require a significant transition to electric vehicles. As of 2018, fewer than 1% of vehicles in Wilsonville were ZEVs or plug-in hybrid electric vehicles. However, as noted earlier in the plan, Oregon has adopted ambitious regulations to phase in ZEVs. These include the Advanced Clean Trucks Rule (2021) and the Advanced Clean Cars II regulation (2022). The Clean Trucks Rule requires that an increasing share of new medium- and heavy-duty vehicles sold in Oregon are ZEVs. The Advanced Clean Cars II regulation mandates that all new light-duty vehicles sold must be ZEVs⁴⁵ by 2035.

Because this is a legal requirement, the emissions reductions associated with this shift are captured in the BAP scenario. The reduction in total transportation emissions as a result of this legislation is shown in Figure 21.



⁴⁵ The legislation specifically requires that the vehicles be electric or plug-in hybrid electric models.

Figure 21: Remaining transportation emissions by vehicle type in the Low Carbon scenario with grid emission reductions.

However, the City of Wilsonville can support this shift in a number of ways.

Under the State's Climate Friendly and Equitable Communities (CFEC) program, the City is to ensure that a portion of parking spaces in new multi-unit and mixed-use developments are ZEV-ready. The City can also install ZEV charging stations, and reduce the cost of parking for electric vehicles, as noted in Appendix A.

The City can also switch its own vehicle fleet to zero-emissions models, earlier rather than later. The conversion of the City's fleet therefore was included as a Low Carbon action.

Immediate Cost and Long-Term Savings

Purchasing a new ZEV currently costs more than purchasing a new ICE vehicle. The incremental cost is higher for medium and heavy-duty vehicles than for light-duty vehicles. However, the cost for new electric light duty vehicles (LDVs) is expected to fall to be the same as the cost of new ICE vehicles before 2030.⁴⁶ The purchase prices for medium and heavy-duty zero-emissions vehicles are expected to be the same as their ICE equivalents by the mid-2030s.

Modeled Action

By 2030, all new light duty vehicles purchased by the City will be ZEVs. By 2035, all light duty vehicles in use by the City will be zero-emissions, and all new medium and heavy-duty vehicles purchased by the City will be zero-emissions. By 2040, all medium and heavy-duty vehicles in use by the City will be zero-emissions.

Emissions Reduction

Switching the city fleet to zero-emissions vehicles at this pace will eliminate 11,000 MTCO_{2e} of emissions between 2025 and 2050 in Wilsonville.

This action aligns with:

- SMART Climate Action Plan (2022)

⁴⁶ Rocky Mountain Institute. 2023. "X-Change: Cars. The end of the ICE Age". <https://rmi.org/insight/x-change-cars/>

Renewable Energy

Maximize Solar Potential

This action also provides the following Thriving City benefits: Affordability for Residents, Improved Energy Security

Wilsonville has limited influence over GHG emissions from the state-wide electrical grid. While Oregon's Clean Energy Targets bill (2021) commits utilities to delivering 100% renewable electricity by 2040, the legislation does not prescribe how this target will be achieved. Success depends on the ability of numerous participants to coordinate investments, retire outdated infrastructure, integrate new technologies, and maintain reliable service. Although financial penalties exist for noncompliance, they do not guarantee progress.

However, Wilsonville can maximize its solar energy potential by incentivizing and requiring the installation of ground-mount, rooftop and building-integrated solar photovoltaic (PV) systems, in conjunction with battery and other energy storage systems. These systems strengthen the City's local energy resilience and provide a reliable source of clean, local energy, resulting in reduced GHG emissions even if the state-wide grid is not fully decarbonized by 2040. The action modeled for this Plan takes maximum advantage of Wilsonville's suitable, available rooftop surfaces. (Additional capacity from ground-mount and building-integrated solar PV systems was not included in this action but could be explored by Wilsonville in the future.)

Immediate Cost and Long-Term Savings

Solar PV systems have a relatively high initial cost to install. In many locations, utilities, municipalities, states, and federal programs offer stackable rebates to reduce this initial cost.

In the long term, these systems can provide owners with free electricity for the lifetime of the system. With net-metering, utilities pay solar system owners for excess electricity they generate and feed that excess electricity back into the grid. This arrangement benefits home owners with solar systems. It also constitutes a significant long-term cost reduction measure for municipalities like Wilsonville, and for corporations to install these systems on as many of their buildings as possible.

Modeled Action

Residential building owners install a total of 10 MW of rooftop solar PV capacity in approximately 315 systems across the city, and commercial building owners install 323 MW of capacity across 84 systems.

Emissions Reduction

This action would reduce emissions by an estimated 1,372 ktCO₂e between 2025 and 2050 compared to the BAP scenario. This constitutes 33% of the total emissions eliminated by the low carbon actions in this Plan.

Procure Green Electricity

In addition to increasing the installation of solar PV systems, Wilsonville can reduce emissions by encouraging residents and businesses to procure green electricity from utilities such as Portland General Electric (PGE). In 2018, over 10% of the electricity used in Wilsonville came from renewable sources, qualifying the City as an EPA-designated Green Power Community. PGE offers several voluntary programs, such as Green Future Choice, Green Future Block, Green Future Enterprise, and Green Future Impact that allow residential and commercial customers to purchase renewable electricity for a small additional cost.⁴⁷ For example, the Green Future Choice program allows customers to procure 100% renewable energy for approximately one cent more per kilowatt-hour, or about \$5 more per month for the average home.

Immediate Cost and Long-Term Savings

As described above, the incremental cost to purchase green power is low for both residential and business customers. This makes this action easier for many to adopt. However, it also does not provide the long-term financial savings that installing a solar PV system would provide.

Modeled Action

Procurement of green electricity increases to 34% of the community's total electricity consumption by 2030 and 44% by 2040.

Emissions Reduction

While this 2040 assumption does not impact emissions in the Low Carbon scenario where the state grid is fully decarbonized by 2040, it does provide emissions reductions if state-level emission reduction targets are not met. Under a scenario where grid emissions remain unchanged, increased green electricity procurement in Wilsonville would result in an incremental reduction of 1,202 ktCO₂e compared to the BAP scenario. This constitutes 29% of the total emissions eliminated between 2025-2050 by the actions in this Plan.

⁴⁷ PGE. "Clean Energy Choices." <https://portlandgeneral.com/energy-choices/renewable-power>

Solid Waste

Increase Waste Diversion

This action also provides the following Thriving City benefits: Reduced Waste

Reducing and diverting organic waste is an important climate action because when food scraps and other biodegradable materials break down in landfills, they release methane, which is a very potent greenhouse gas. Solid waste disposal is a growing concern across the Portland metropolitan area, as many local landfills are reaching their capacity to store waste. This makes it even more important that cities like Wilsonville find ways to divert their waste from these landfills.

In 2018, approximately two-thirds of Wilsonville's organic waste was diverted from landfills.

The City has a contract with Republic Services of Clackamas and Washington County to provide waste collection services, including weekly curbside garbage and recycling, yard debris and food scraps, glass bottles, batteries, dumpster rentals, and bulky waste removal. Wilsonville can continue to promote waste diversion and reduction through targeted policies and programs.

Immediate Cost and Long-Term Savings

There are numerous ways to divert waste from rescuing edible food from the waste stream, to increasing composting, to installing anaerobic digestion. The cost of these varies significantly, as do the long-term financial savings.

Modeled Action

Organic waste sent to landfills is reduced or diverted by an additional 50% by 2030 relative to the year 2018.

Emissions Reduction

This action eliminates a total of 8,000 MTCO₂e between 2025 and 2050, relative to the Business-as-Planned scenario. This is less than 1% of the total emissions eliminated by the Low Carbon actions in this Plan.

Green Infrastructure

Invest in the Urban Forest

This action also provides the following Thriving City benefits: Climate Resilience, Resilient Nature & Biodiversity, Improved Health and Air Quality.

While most strategies in this Plan focus on reducing GHG emissions at the source, another complementary approach is to sequester carbon through natural systems such as trees. Although tree planting alone cannot offset the need for deep emissions reductions due to its relatively modest carbon sequestration potential, it can still contribute to the city's climate goals. Tree planting also delivers multiple co-benefits, such as helping Wilsonville adapt to climate change by reducing the urban heat island effect.

The City of Wilsonville recently adopted its first Urban Forest Management Plan, which includes a goal to increase tree canopy coverage from 30% to 36% by 2046. Achieving this goal will require planting approximately 27,000 new trees over the next 25 years. This effort is included in the Low Carbon Scenario, which assumes the Urban Forest Management Plan is fully implemented.

Immediate Cost and Long-Term Savings

The up-front cost to plant and maintain trees in Wilsonville is low. The long-term benefits of increased tree coverage include reduced costs to remove air pollution, reduced need to increase stormwater capacity, and less energy consumed to cool buildings that are immediately adjacent to large trees.

Modeled Action

Between 2025 and 2050, Wilsonville will plant approximately 27,000 new trees and ensure that at least 95% of them are still alive and healthy in 2050.

Emissions Reduction

An additional 27,000 trees will sequester approximately 3 ktCO₂e between 2025 and 2050, compared to the BAP scenario. This constitutes less than 1% of the total emissions eliminated between 2025 and 2050 as a result of the actions in this Plan.

This action aligns with:

- Parks and Recreation Master Plan (2018)
- Urban Forest Management Plan (2021)

Conclusion

Wilsonville is a community whose growing population and economy is currently projected to increase its total energy use and greenhouse gas emissions between now and 2050. Like many North American cities, it also faces pressures to increase affordable housing, decrease the cost of living, and increase community services while reducing municipal costs.

This Climate Action Plan outlines a pathway that will tackle all of these diverse problems.

Specifically, the development of this Plan prioritized actions that **avoid** emissions altogether, followed by those that will **reduce** the community's total energy consumption. In terms of climate change mitigation, this will result in Wilsonville reducing its emissions in the near term, and its energy requirements in the long term.

However, these categories of actions will also:

- Decrease energy costs for households, companies and the City itself;
- Increase affordable and accessible transportation options in Wilsonville;
- Provide opportunities to convert some high-cost municipal services into new municipal revenue streams.

The third priority in developing this plan was to **replace** the use of fossil fuels with zero-emissions, renewable energy sources for transportation, building heating and cooling, water heating, manufacturing and industry.

However, this category of actions will also:

- Further improve the long-term affordability of home ownership in Wilsonville;
- Reduce the City's annual energy costs to heat and cool its buildings and facilities; and,
- Reduce the City's operating costs required to operate its vehicle fleet and equipment.

This positions this Climate Action Plan as a strategy that can support the global work to reduce greenhouse gas emissions, while also ensuring Wilsonville remains an affordable, healthy and economically thriving community in the future.

The Role of Community Partners

Achieving Wilsonville's GHG reduction targets will require coordinated action across all sectors. While the City plays a vital role, it cannot meet its climate goals alone. Meaningful progress depends on strong collaboration with the state government, the private sector, and local residents.

Fortunately, Oregon has ambitious GHG reduction goals and legislation that Wilsonville can leverage to support its transition. Regulations such as the Clean Energy Targets bill provides strong impetus for electricity utilities to eliminate their emissions completely by 2040. The Climate Protection Program's cap on fossil fuel emissions, and the Advanced Clean Car II and Advanced Clean Truck rules should expedite significant reductions in transportation and industrial emissions across the state. The State could take additional steps to improve the Building Code in order to reduce overall energy consumption and ensure the grid can meet demand as fossil fuel technologies are replaced by electric alternatives.

The private sector is equally important. Businesses must invest in energy efficiency and low-carbon technologies, while also helping to build a skilled workforce capable of supporting the transition. This includes training workers to retrofit buildings, install renewable energy systems, and maintain zero-emissions vehicles.

Residents also have a key role to play. While systemic changes are essential, individual actions collectively contribute to reducing emissions. These actions might include retrofitting homes, using public transit more often, reducing household waste, or switching to an electric vehicle. By working together, these partners can help Wilsonville successfully transition to a low-carbon future.

Next Steps

The success of this Plan will depend on Wilsonville moving quickly from planning into implementing this work. A number of steps should be undertaken immediately after adopting this Plan. This include:

Establishing Governance to ensure success

The implications of this Plan reach across all operational areas of the City, and coordinating among them will be crucial to keeping the organization aligned. This will require that the Plan is championed at the highest levels, and that City staff with appropriate authority are made responsible for ensuring that the work continues on schedule. It will also require that the work contained within this CAP is carefully coordinated among departments with regular meetings, and clear alignment on overarching principles. When issues arise, a process should be established to escalate them and receive decisions that support the team's continued progress.

Monitoring, Reporting and Improving

Closely related to the governance structure, a process to monitor the City's performance on key indicators for this Plan (e.g. the rate of ZEV uptake) should be established. The indicators

should be updated at least annually, to allow City staff to monitor the effectiveness of incentives, education and other initiatives in achieving the rapid transition outlined in this Plan. This information should be published publicly, communicated and celebrated with an annual report to Council that includes quantified measures of the progress on each action, as well as energy savings, and other quantifiable and non-quantifiable benefits realized. Where appropriate the City should calculate and publish:

- The cost to the City per Mton of emissions eliminated (also known as the marginal abatement cost) to implement each program.
- Progress on key performance indicators such as the total capacity of solar PV systems and battery backup in Wilsonville, the number of EVs vs ICE vehicles, and per capita annual Mtons of waste.
- An annual report of the community's greenhouse gas emissions, and the social cost of carbon calculation for those emissions.

Policy and Strategy Alignment

Climate action will need to be integrated into many of the City's existing policies, directives and strategies. An initiative should be established to a) review all such documents in order to identify those requiring changes or improvements, and b) update them in cooperation with the departments that use them. This should be coordinated with education and championed by senior leadership to ensure the organization understands how this Plan impacts their daily work.

Financial Analysis

Implementation of this Plan will require that a financial analysis of the actions (outlining capital costs, energy costs/ savings, maintenance costs, revenue opportunities) be completed soon after approving the Plan. This will allow the City to identify budgetary requirements both for immediate initiatives, and for longer-term planning, and to quantify the long-term savings that will arise from many of the initial investments required.

Appendix A: Implementation Measures

The following are a set of implementation measures that have been reviewed and recommended by Wilsonville staff. They describe ways in which the City can help catalyze the change required in Wilsonville so that the community can realize the benefits of these changes as soon as possible.

The description of each measure below has been evaluated to indicate whether it will (as currently worded) provide major, moderate, or minor benefits in terms of the Thriving City Benefits, or whether it will provide no benefit or even a negative change.

Legend

Thriving City Benefits	Benefit Potential
Economic and Job Growth = EJG Affordability for Residents = AR Financial Benefits for Municipality = FBM Improved Health and Air Quality = HAQ More Accessible Mobility = MAM Improved Energy Security = ES Resilience Nature and Biodiversity = NB Climate Resilience = CR Reduced Waste = RW	Major = xxx Moderate = xx Minor = x None or negative impact = 0

It should be noted that this list of measures is a starting point, and some of these measures will have a small impact on emissions. **If the City were to implement only these measures, some benefits would be realized, but it would not be sufficient to achieve the community's climate goals or maximize the Thriving City benefits.** More ambitious measures as well as regular monitoring, reporting on, and improvement of all measures will be required to ensure the success of this Plan.

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
Buildings										
Retrofit Municipal Facilities	The City's facilities managers would undertake deep energy retrofits of existing city buildings and replace their fossil fuel systems with zero emissions alternatives. These retrofits could include better insulation, energy-efficient windows, and other improvements. These changes would reduce operational costs, and improve energy efficiency, comfort, and durability.	x	x	xxx	x	0	xx	0	xx	x
Encourage the Oregon Residential and Commercial Reach Codes	New developments would be encouraged through incentives to follow the Oregon Residential Reach Code and Commercial Reach Code, which include higher energy efficiency standards than the standard building codes. These optional codes provide builders and homeowners with a choice to construct buildings that use less energy and perform more efficiently.	xx	xxx	x	xx	0	xx	0	xx	x
Develop a Home retrofit navigator program	A program would be created to guide homeowners through the process of making energy efficiency and climate resilience upgrades. This service would provide resources, support, and information to simplify retrofitting projects.	xx	xxx	x	xx	0	xx	0	xx	x
Continue to encourage the development of Accessory Dwelling Units	The City would continue to encourage the development of small, secondary homes on residential properties, such as backyard cottages or basement apartments, known as Accessory Dwelling Units (ADUs). This would help raise awareness of existing regulations, making it easier for homeowners to add these units. These include requirements in Frog Pond East and South neighborhoods to include middle housing, such as ADUs. The City will continue to find new ways to encourage neighborhood development in which dwellings support stronger social networks and community and environmental resilience, are more energy-efficient, and cost less to heat and cool.	x	x	0	0	0	x	0	x	0
Continue to encourage the development of	The City currently incentivizes green roofs in several ways. The Public Works Construction Standard Specifications allow for reduced stormwater requirements when a green	x	x	x	xx	0	0	x	x	x

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
green roofs	roof is installed. Buildings in the Town Center area may also be eligible for waivers for some specific development standards if the building includes a green roof. Wilsonville will continue to encourage green roofs through these incentives, monitor program success, and gradually expand the program until eventually large buildings are required to have green roofs. This will support carbon sequestration, enhanced biodiversity habitat, cooler and cleaner outdoor air, and reduced need for stormwater management.									
Encourage ⁴⁸ Energy Benchmarking and Auditing	The City would introduce a program to encourage owners of larger buildings (e.g. >25,000 sq ft) to track and report their energy use and water consumption annually. This would be supported with training on how to monitor energy use, and a rebate for the cost of having a comprehensive energy audit completed on the building. Over time, building owners who monitor energy use reduce their consumption by approximately 7% without further investment. This would require additional staff capacity.	x	xx	x	x	0	xx	0	xx	xx
Develop a PACE Financing for Energy Efficiency program	The City would support the implementation of a commercial Property Assessed Clean Energy (PACE) program to help property owners fund energy efficiency and renewable energy upgrades. PACE financing allows businesses to receive upfront funding for improvements to commercial buildings, such as solar panels or insulation, and repay the cost over time through an assessment on their property tax bill. This program makes energy upgrades more accessible by offering long-term, low-risk financing that stays with the property rather than the individual owner.	x	xx	0	x	0	xx	0	xx	xx
Encourage development in the Town Center	The City's Town Center area is master planned to be a walkable and mixed-use center with multi-modal transportation opportunities. The design and development standards in the Town Center code encourage the incorporation of green building methods and site design.	x	x	0	xx	xx	x	x	x	0

⁴⁸ The impact of this measure would be much greater if this became required, as it is in Portland. See the Commercial Building Energy Reporting program: <https://www.portland.gov/bps/climate-action/energy-reporting>

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
Encourage transit-oriented development	The City would promote mixed-use and residential development near transit, in alignment with the City's Equitable Housing Strategic Plan. This could increase transit ridership and create more walkable communities.	x	xx	0	x	xx	xx	x	xx	x
Industry										
Encourage ⁴⁹ the procurement of Low Carbon Concrete for the City	The City would require the use of 'low-carbon' concrete in construction projects to reduce greenhouse gas emissions. Following Portland's example, this would involve choosing concrete mixes with a lower environmental impact. The City should also consider using concrete in which CO2 has been sequestered and concrete that is only as strong as it needs to be for each situation in which it's being used.	0	0	x	x	0	0	0	0	x
Promote funding opportunities for industrial decarbonization	The City would raise awareness of available funding and technologies ⁵⁰ to support industries in reducing emissions and improving energy efficiency.	x	xx	0	xx	0	x	0	x	xx
Offer tax incentives for industrial energy efficiency improvements	The City would provide tax reductions or waive fees ⁵¹ to industrial facilities that achieve measurable improvements in energy efficiency. This incentive would encourage businesses to adopt cleaner technologies and reduce overall energy consumption.	0	x	x	0	0	x	0	x	xx
Transportation										
Expand the Employer Commute	The City would continue supporting and promoting the Employee Commute Options (ECO) program, which encourages large employers to offer commuting	0	x	x	x	x	x	x	x	0

⁴⁹ The impact of this measure would be much greater if this became required, as it is in Santa Monica, CA, Marin County, California and New York City, as well as other areas. See the Marin County Low Carbon Concrete Code for details: <https://www.stopwaste.org/concrete>.

⁵⁰ Examples include Energy Trust's Industry Programs (<https://www.energitrust.org/programs/industry/>), the USDA's Biorefinery, Renewable Chemical, and Biobased Product Manufacturing Assistance Program (<https://www.rd.usda.gov/programs-services/energy-programs/biorefinery-renewable-chemical-and-biobased-product-manufacturing-assistance-program>) the Federal Business Energy Investment Tax Credit (ITC), and others.

⁵¹ Examples may include fees for permits, inspections, administrative fees, or larger value fees such as infrastructure development fees. City staff should work with industry to identify costs which if reduced would incentivize industry to make the required changes.

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
Options program	alternatives. This could include carpooling, discounts on bikes and bike equipment, guidance or support to add secure bike parking, showers and change rooms at work locations, 'Find a Bike Buddy' programs, competitions among buildings, transit support ⁵² , and other strategies to reduce single-occupancy vehicle trips.									
Expand the Safe Routes to School Program	The City would enhance efforts to educate and encourage students and families to walk, bike, or take the bus to school safely. This includes collaborating with schools, community organizations, and families to make routes safer and more accessible for all students.	0	x	0	x	x	0	0	x	0
Increase investments in active transportation infrastructure and amenities	The City would continue expanding and improving active transportation options by implementing the Transportation Systems Plan. This includes enhancing infrastructure for walking, biking, and rolling, improving safety and accessibility for all ages and abilities, and adding amenities that support active transportation like secure bike racks, showers and storage, at key locations.	x	xx	x	xx	xx	x	x	x	0
Offer "Welcome to Wilsonville" rebates on bike purchases to new residents	The City would provide new residents with a rebate on bike purchases, along with information on local bike routes and infrastructure. This initiative would encourage cycling as a transportation option.	x	x	0	x	x	0	0	x	0
Reform Parking Requirements	The City is implementing parking reforms as required by the state's Climate Friendly and Equitable Communities program. These changes will eliminate minimum parking requirements throughout the City, and require electric vehicle (EV) charging infrastructure in new parking areas of a certain size. All parking areas are required to provide tree canopy coverage, with parking lots over half an acre required to provide 40% tree canopy coverage, with the option to reduce canopy coverage if solar panels are installed. These changes will encourage shifts to transit use and active transportation, allow land that would have been	x	xx	x	x	x	x	x	xx	0

⁵² Transit is already free in Wilsonville.

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
	used for parking to be used for other purposes, and ensure environmental mitigation measures are implemented in areas used for parking.									
Purchase zero emission fleet vehicles when feasible	The City would evaluate the purchase of zero emission vehicles when purchasing new fleet vehicles. If the following criteria are met, the City will purchase them: they meet or exceed the needs and intended use as determined jointly by the department end user and the fleet manager; they are currently available in the marketplace; their purchase price falls within the available budget; and ongoing product support in terms of parts and service is available. This process will ensure a consistent, strategic approach to reducing emissions across city operations. ⁵³	0	0	x	0	0	0	0	0	0
Create or join a buyer's alliance for fleet vehicles and equipment	The City would collaborate with other municipalities, agencies, or organizations to form or join a buyer's alliance for zero-emissions fleet vehicles and equipment. By pooling demand, the alliance could help secure better pricing, expedite delivery, and encourage manufacturers to scale up production of cleaner alternatives. This approach would also support industry-wide adoption by helping to standardize procurement processes for zero-emissions technology.	0	x	xxx	x	0	x	0	x	x
Plan for EV Charging at Municipal Facilities	<p>The City will continue to identify locations and opportunities to improve community access to EV charging. This will include taking advantage of grants, partnerships, and opportunities to charge fleet vehicles, and coordinating this work to reflect the needs of the whole city as it transitions to zero emissions vehicles.</p> <p>While current vehicle usage may not justify installation at all locations, the need for workplace charging infrastructure is expected to grow over time. The City can explore alternative facility locations, monitor evolving demand, and seek external funding or partnership opportunities to support future installations as fleet</p>	0	x	0	x	x	x	0	x	0

⁵³ Note: With adjustments and/ or in combination with related measures, this action would have major, long-term financial benefits for the municipality.

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
	electrification progresses.									
Increase the frequency of transit service	The City would enhance transit service by increasing bus frequency on key routes and expanding weekend service. These improvements would make public transportation more convenient and accessible for residents and commuters.	x	x	0	x	x	0	0	x	0
Add more regional transit connections	The City would expand regional transit connections to improve access to neighboring communities. As recommended in the SMART Transit Master Plan, this could include more frequent service to Tigard, West Linn, Oregon City, Clackamas Town Center, Woodburn, Salem, and Keizer, making regional travel more convenient and reliable.	x	x	0	x	x	0	0	x	0
Develop a small new Transit Hub in the Town Center	The City would create a small transit hub in the Town Center east of I-5 to improve bus connections and reduce delays. As outlined in the SMART Transit Master Plan, this hub would include shelters, a bus turnaround, and an operator break room, making transit more direct and reliable. The hub could also include secure bike parking to allow commuters to travel the first/last mile of their trip by bike.	x	xx	0	x	xx	0	0	x	0
Update Land Use Regulations to Gradually Reduce Gas Stations:	The City would explore the possibility of revising its zoning and development codes to gradually reduce the number of gas stations over time. This measure would support a shift away from fossil fuel infrastructure and encourage investment in electric vehicle charging, alternative fuels, and other low-emission transportation options.	0	x	0	x	0	x	x	x	x
Encourage hybrid work arrangements where feasible	The City would promote flexible work options by encouraging businesses and organizations to adopt hybrid work models where feasible. Supporting remote work can help reduce commuting-related emissions, decrease traffic congestion, and improve overall quality of life.	x	x	x	0	x	0	x	x	0

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
Renewable Energy										
Install solar panels on municipal facilities when retrofitted	When city buildings next undergo maintenance or renovations, solar panels would be installed wherever possible. This would take advantage of upgrades to add renewable energy systems efficiently.	x	0	xx	x	0	xx	x	xx	x
Work with utilities to plan and install renewable energy storage that increases Wilsonville's resilience	The City should work with utilities as they plan for their own transitions to renewable energy, to help plan locations of energy storage throughout the city, ensuring that key locations (such as hospitals) are prioritized to have highly available and reliable energy, and to help optimize the network as a whole.	xx	x	x	0	0	xxx	0	xx	0
Make the purchase of renewable energy easier than the purchase of non-renewable energy	Residents and businesses would be encouraged by default to choose renewable electricity programs offered by their utility provider, and would need to go through additional purchasing steps to buy non-renewable energy. These programs would allow customers to support clean energy sources by purchasing carbon-free electricity.	0	0	0	xx	0	xx	xx	x	0
Provide solar education for businesses and homeowners	The City would offer resources and programs to help businesses and homeowners understand solar energy's benefits, costs, and installation process. This would support informed decision-making and increase awareness of available incentives.	x	x	0	x	0	x	x	x	0
Offer an additional rebate for home solar installations	Offer residents a rebate that can be stacked on top of the Energy Trust rebates, when they install solar panels on their home. This would further reduce the up-front costs of installation for the homeowner.	x	xx	0	x	0	x	x	xx	0

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
Solid Waste										
Promote reuse and repair	The City would support programs and incentives that encourage repairing and reusing items instead of discarding them. This could include promoting repair cafés, tool libraries, and second-hand material exchanges to reduce waste and extend the life of products.	0	x	0	0	0	0	0	x	xx
Develop a Circular Procurement Policy	The City would integrate circular economy principles into its purchasing processes by prioritizing reusable, recyclable, and sustainably sourced materials. This could include selecting vendors that minimize waste, supporting food recovery efforts, and encouraging the use of reclaimed or repurposed materials in public projects.	x	0	0	x	0	0	x	xx	xx
Reduce food waste at municipal buildings and operations	The City would implement strategies to minimize food waste in municipal facilities, such as improving purchasing practices, encouraging food donation, and expanding composting. These efforts would help reduce waste and support sustainability in government operations.	0	0	x	x	0	0	x	x	xx
Refine and Expand Solid Waste Pricing	The City would enhance its existing variable rate waste collection system by introducing a more progressive pricing structure that increases the cost per gallon of trash as container sizes increase. This approach builds on the current system, where smaller containers are less expensive, by further incentivizing waste reduction and making higher-volume waste disposal proportionally more costly. Recycling and composting service rates would also be reviewed and adjusted as needed to reduce their costs for residents to encourage diversion from landfill	0	0	xx	x	0	0	x	x	xx
Continue to promote composting	The City would continue encouraging residents and businesses to participate in composting programs through an "I compost food waste" campaign. This effort would help reduce landfill waste, lower emissions, and support healthier soils by diverting organic materials from the trash.	0	x	x	x	0	0	x	x	x

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
Water & Wastewater										
Assess waste heat recovery from the sewer system	The City would study the potential to capture and use heat from underground sewer pipes to provide low grade heating for nearby buildings. This could help reduce overall energy consumption and improve efficiency in municipal and private facilities. ⁵⁴	x	x	x	x	0	x	0	x	0
Address emissions from the Wastewater Treatment Plant	The City will undertake an evaluation of the most appropriate ways to eliminate methane emissions and reduce energy use at Wilsonville's wastewater treatment plant. The process should include benchmarking the energy performance of the facility, and identifying required changes that can be implemented in combination with planned infrastructure upgrades. While anaerobic digestion may not be currently compatible with Wilsonville's treatment systems, a formal evaluation will provide the City with a pathway to optimizing treatment of increasing wastewater volumes with the need to reduce operational costs, taking advantage of waste heat and energy, improving air quality, and potentially producing renewable energy. This may include operational improvements, energy efficiency upgrades, and integration of low-emission technologies as part of long-term resource and infrastructure planning.	x	0	xx	xx	0	x	xx	x	x
Evaluate Remote Read Water Meters	The City will continue to evaluate process improvements with associated emissions, cost and time benefits. A specific example is the opportunity to install remote water meters throughout the community. These water meters can be read remotely, eliminating the time, fuel and costs associated with having to drive to each building to read a meter. They can also provide residents with information about the amount of water they are consuming, which will help them become aware of their role in conserving fresh, treated water.	0	0	x	x	0	0	0	x	x

⁵⁴ The study, while relatively low in direct impact, is a prerequisite to installing systems to recover waste heat, which could provide significant financial benefits to the municipality and local businesses.

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
Green Infrastructure										
Encourage wildfire resilient construction and landscaping	The City would promote wildfire resilient construction and landscaping practices to help protect homes and properties in high-risk areas. This would involve identifying high risk areas. These practices could include encouraging the use of ignition resistant building materials, fire-adapted native plants, and the creation of defensible space around structures, along with guidance on ongoing maintenance to reduce wildfire risk.	x	0	x	x	0	0	x	xx	0
Use Drought-Tolerant Landscaping in City Parks	The City would update high-maintenance landscapes in parks with low-water, climate-friendly plants. This would reduce water use, lower maintenance costs, and create more sustainable green spaces.	0	0	x	xx	0	x	x	x	0
Develop tree planting program for homeowners	The City would create a program to support homeowners in planting trees on their properties. This could include providing resources, guidance, or incentives to encourage the planting of climate resilient and native tree species.	x	x	0	xx	0	0	x	xx	0
Promote tree manual for homeowners	The City would promote its existing tree manual, which provides guidance on selecting and caring for climate resilient tree species. This resource helps homeowners make informed choices to support healthy, sustainable landscapes.	0	0	0	x	0	0	x	x	0
Continue to manage invasive species	The City would continue efforts to control invasive plants and animals that threaten local ecosystems. This includes using methods like hand removal and other treatments to support the growth of native species and maintain healthy natural areas.	0	0	x	xx	0	0	xx	x	0
Continue Backyard Habitats Certification Program	The City would continue supporting local property owners in creating wildlife friendly yards through the Backyard Habitats Certification Program. This program helps residents reduce invasive species, limit pesticide use, and conserve water while enhancing natural habitats.	0	0	0	x	0	0	xx	x	0

Measure	Description	EJG	AR	FBM	HAQ	MAM	ES	NB	CR	RW
Initiate a program focused on planting and maintaining enough trees to increase the urban forest canopy by 6%.	The City would initiate a program specifically focused on planting 27,000 trees, and ensuring that they are kept healthy and alive well into the future. The guiding goal of this initiative will be to increase the urban forest canopy by 6% consistent with the Urban Forest Management Plan.	x	0	0	xx	0	0	xxx	xx	x



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: September 4, 2025		Subject: Resolution No. 3212 Council Support of Oregon Department of Land Conservation and Development (DLCD) Grant Application for the Housing Statutory Compliance Project Staff Members: Kimberly Rybold, Senior Planner, AICP Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input checked="" type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Staff recommends Council adopt the Consent Agenda.			
Recommended Language for Motion: I move to adopt the Consent Agenda.			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input checked="" type="checkbox"/> Adopted Master Plan(s): Housing Production Strategy	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

A Resolution supporting a grant application to the Oregon Department of Land Conservation and Development (DLCD) to fund consultant costs and a portion of City staff costs for the Housing Statutory Compliance Project.

EXECUTIVE SUMMARY:

In June 2025, City Council adopted the Housing Production Strategy (HPS), a document required for the City's continued compliance with Statewide Planning Goal 10 (Housing). The HPS includes seven actions the city will pursue over the next six years to help address Wilsonville's unmet housing needs. Among these is Action C, Evaluate Use of Administrative Review Processes for Residential Development, which would update the City's land use review process for residential development to process most land use applications administratively. The HPS commits the City to undertake this action by the end of 2029.

In an effort to promote the development of a variety of housing types throughout the state, the Oregon Legislature passed two bills in the 2025 Session affecting Wilsonville's Development Code standards and review process for residential development. Senate Bill (SB) 974 requires cities and counties to issue decisions on certain residential development applications, including Wilsonville's most common residential land use applications, without a public hearing. This statutory requirement overlaps with HPS Action C.

Additionally, the Oregon Legislature passed House Bill (HB) 2138, requiring cities to update land use regulations related to middle housing allowances and related standards. As there is significant overlap between these statutory requirements and HPS Action C, the City will undertake these Development Code amendments under a single effort, the Housing Statutory Compliance Project. The project is divided into two parts based on timing related to statutory deadlines:

- **Part 1:** This part of the project will address process related components of SB 974. These requirements become operative on July 1, 2026. The project will integrate HPS Action C, which calls for the City to implement an administrative review process for residential development.
- **Part 2:** This part of the project will focus on modifications to the City's middle housing definitions, middle housing land division process, and other related Development Code amendments consistent with HB 2138. Some requirements of this bill are already in effect, with others becoming operative on January 1, 2027.

To assist local governments in updating regulations to meet statutory requirements, DLCD offers Housing Planning Assistance Grants on a biennial basis. In early August, City staff submitted a grant proposal requesting \$120,000 to cover consultant costs and related expenses as well as some of the cost of City staff working on the Housing Statutory Compliance Project.

City Council's support via Resolution No. 3212 will enable the City to take advantage of this funding allocated by the Oregon Legislature to support cities in making the updates to land use regulations. Completion of these updates by the required deadlines will ensure that Wilsonville continues to process residential land use applications consistent with state law as well as leverage a grant opportunity to implement an HPS action. Failure to complete the mandated updates by the statutorily required deadlines will expose the City to legal risk if affected residential land use applications are not processed consistent with state law.

EXPECTED RESULTS:

Council support of a grant from DLCD to support the Housing Statutory Compliance Project.

TIMELINE:

City staff submitted the grant application at the beginning of August, and DLCD expects to announce funding decisions in early September. A Resolution of Support from City Council is required prior to finalizing the grant award and grant agreement. Staff will share more information with City Council on the Housing Statutory Compliance Project at a work session in October.

CURRENT YEAR BUDGET IMPACTS:

General Planning overhead covered the cost of preparing the grant application. Project expenditures and grant reimbursement will occur in fiscal year (FY) 2025-26 and FY 2026-27.

COMMUNITY INVOLVEMENT PROCESS:

The project will use a variety of methods to inform the community and gather feedback on the Development Code amendments. The grant will help fund community involvement.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

The grant funds will allow completion of the statutorily required Development Code updates while minimizing the financial impact to the City.

ALTERNATIVES:

Not utilizing DLCD grant funding would require the City to cover the project costs or seek alternative funding.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Resolution No. 3212
 - A. DLCD 2025-2027 Housing Planning Assistance Application – Submitted August 1, 2025

RESOLUTION NO. 3212**A RESOLUTION OF THE CITY OF WILSONVILLE SUPPORTING AN APPLICATION WITH THE OREGON DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT (DLCD) FOR A 2025-2027 HOUSING PLANNING ASSISTANCE GRANT FOR THE HOUSING STATUTORY COMPLIANCE PROJECT.**

WHEREAS, the City of Wilsonville is dedicated to partnerships to support development of housing to meet the variety of housing needs in the community and removing barriers to the development of housing that can meet a variety of needs; and

WHEREAS, in June 2025 the City adopted the Housing Production Strategy (HPS), which includes seven actions the city will pursue over the next six years to help address Wilsonville's unmet housing needs; and

WHEREAS, HPS Action C, Evaluate Use of Administrative Review Processes for Residential Development, directs the City to update its land use review process for residential development to process most land use applications administratively; and

WHEREAS, in 2025 the Oregon Legislature passed Senate Bill 974 requiring certain residential development applications, including Wilsonville's most common residential land use applications, to be reviewed through an administrative land use process; and

WHEREAS, in 2025 the Oregon Legislature passed House Bill 2138 requiring cities to update land use regulations related to middle housing definitions, single-room occupancies, middle housing land divisions, and clear and objective tree removal standards; and

WHEREAS, the City will consider these required Development Code amendments as part of a single project called the "Housing Statutory Compliance Project"; and

WHEREAS, the adopted State budget for the 2025-2027 biennium includes funds for grants to local governments to complete housing-related work, including updates to land use regulations required by Senate Bill 974 and House Bill 2138; and

WHEREAS, the City desires to take advantage of the budgeted grant funds to support the Housing Statutory Compliance Project by requesting \$120,000 in grant funds; and

WHEREAS, the City will make City staff available and fund a portion of City staff time for the planned work during the 2025-2027 biennium; and

WHEREAS, a requirement of the grant request is to have a resolution of support of the grant application from the City Council, and this resolution serves that purpose.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. Support for the 2025-2027 Planning Assistance Grant Application to the Oregon Department of Land Conservation and Development for the Housing Statutory Compliance Project.
2. Commitment of adequate City staff and resources to support entering into a grant agreement and completion of the funded project.
3. This resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 4th day of September, 2025, and filed with the Wilsonville City Recorder this date.

Shawn O'Neil, Mayor

ATTEST:

Kimberly Veliz, MMC, City Recorder

SUMMARY OF VOTES:

Mayor O'Neil

Council President Berry

Councilor Cunningham

Councilor Dunwell

Councilor Shevlin

EXHIBIT:

- A. DLCD 2025-2027 Housing Planning Assistance Application – Submitted August 1, 2025



Department of Land Conservation and Development 2025-2027 HOUSING PLANNING ASSISTANCE APPLICATION

Please complete each section in the form below. Fill out the requested information in the spaces provided. **For applicants requesting multiple services, submit a separate form for each. Submit completed applications by midnight on August 4, 2025.**

Date of Application: August 1, 2025

Applicant (Jurisdictional Entity): City of Wilsonville

If applying on behalf of a jurisdiction or pursuing a joint project, please also include the recipient jurisdiction name(s)

Contact Name and Title: Kim Rybold, Senior Planner

Contact e-mail address: rybold@wilsonvilleoregon.gov

Contact phone number: 503-570-1583

Requested Service:

	Direct Grant (& budget estimate)	DLCD-Provided Consultant
Housing Planning Assistance Projects		
Development Code Amendment	<input checked="" type="checkbox"/> \$120,000	<input type="checkbox"/>
Housing Capacity Analysis (HCA) ¹	<input type="checkbox"/> \$	<input type="checkbox"/>
Housing Production Strategy (HPS)	<input type="checkbox"/> \$	<input type="checkbox"/>
Housing Implementation Plan (Housing planning activities other than an HCA or HPS)	<input type="checkbox"/> \$	<input type="checkbox"/>
Urbanization Planning Assistance Projects		
Urban Growth Boundary Land Exchange	<input type="checkbox"/> \$	<input type="checkbox"/>
Urban Growth Boundary Amendment ²	<input type="checkbox"/> \$	<input type="checkbox"/>
One-Time Urban Growth Boundary Amendment ³	<input type="checkbox"/> \$	<input type="checkbox"/>
Urban Reserves	<input type="checkbox"/> \$	<input type="checkbox"/>
Public Facilities Area Plan	<input type="checkbox"/> \$	<input type="checkbox"/>
<p>1. Housing Capacity Analyses initiated under this Housing Planning Assistance Program are expected to be conducted under the Oregon Administrative Rules implementing the Oregon Housing Needs Analysis that the Land Conservation and Development will adopt in December 2025.</p> <p>2. A UGB amendment requires a land deficiency identified in a Housing Capacity Analysis.</p> <p>3. As provided in SB 1537 (2024) Section 48-60.</p>		

Project Title: Wilsonville Housing Statutory Compliance Project

Project Summary: (Summarize the project and products in 50 words or fewer)

Part 1 will implement Action C of the City's Housing Production Strategy (Evaluate Use of Administrative Review Processes for Residential Development), including statutory changes regarding the residential application process required by SB 974 (2025). Part 2 will adopt middle housing and related Development Code edits required by HB 2138 (2025).

Project Description & Work Program

Please carefully review the attached Sample Work Program applicable to your jurisdiction's proposed project. The work programs included represent typical tasks and work products associated with common project types. If you expect the project to be substantially similar (i.e. there may be minor variations, but major project deliverables align with applicant expectations) to the project included in the Sample Work Program, the applicant does not need to submit a work plan.

However, if the applicant anticipates a proposal for a project that is substantially different from the projects included in the Sample Work Program, please include an attachment detailing the proposed project, addressing each of the following in an attachment. *Applicants applying for distinct or unique projects are expected to submit detailed applications that specify the work tasks, products, and timelines unique to their project. Priority will be given to applications that provide well-defined tasks, products, and timelines.*

Is the jurisdiction planning to utilize the applicable Sample Work Program as the project statement of work? Yes ☒ No ☐

If "yes", please skip to the "Tasks, Timelines, and Budget" section below. If "no", please attach a detailed work program including the following.

A. Goals and Objectives. The purpose of housing planning assistance projects is outlined in the attached Sample Work Program for reference. Please state the goals or overall purpose of the project. Describe particular objective(s) the community hopes to accomplish. Please indicate whether this is a stand-alone project or is part of a longer multi-year program. If it is the latter, describe any previous work completed, subsequent phases and expected results, and how work beyond this project will be funded.

B. Products and Outcomes. Please describe the product(s) and outcome(s) expected from the proposed project in detail, including a brief description of any anticipated significant effect the project would have on development, livability, regulatory streamlining, and compliance with state/federal requirements, equitable socioeconomic benefits, or other relevant factors.

C. Work Program, Timeline & Payment. Please include a comprehensive work program describing the specific tasks, timelines, expected budget, and deliverables. Public engagement is a necessary component of any planning process but may be tailored to fit the project context. Some projects, such as code amendment or technical projects, may not require extensive engagement in comparison to major projects with substantial local policy impacts. If other changes are necessary, please consult with your Regional Representative.

Tasks, Timelines, and Budget

List and describe the major tasks, including:

- The title of the task;
- Anticipated timeline for each task, including the tentative start date after the grant agreement or consultant contract is executed, task completion dates, and project completion date. Note that all tasks must be completed before the end of the biennium. We request that project timelines conclude no later than June 15, 2027;
- For direct grant projects, anticipated budget for all tasks; and
- Expected local contribution, including budget, staff time, and resources.

Task	Title	Timeline (Month, Year)	Estimated Budget*	Local Contribution
1	Project Management	11/2025 to 12/2026	\$ 12,000	\$ 6,000
2	Development Code Assessment (Part 1) – Review and Outreach	11/2025 to 2/2026	\$ 25,000	\$ 12,500
3	Draft and Final Code Amendments (Part 1)	1/2026 to 5/2026	\$ 35,000	\$ 17,500
4	Adoption (Part 1)	4/2026 to 6/2026	\$ 4,000	\$ 4,000
5	Development Code Assessment (Part 2)	4/2026 to 7/2026	\$ 20,000	\$ 10,000
6	Draft and Final Code Amendments (Part 2)	7/2026 to 11/2026	\$ 20,000	\$ 10,000
7	Adoption (Part 2)	10/2026 to 12/2026	\$ 4,000	\$ 2,000
8		to	\$	\$
TOTAL		to	\$ 120,000	\$ 60,000

** Budget estimates are only required for Direct Grant requests. Applicants requesting DLCD-provided consultants can leave this field blank.*

If the project is part of a multi-year program, provide an overview of the expected timelines in sequence of expected start dates and completion date for each phase and describe subsequent phases to be completed. You may attach your response in a separate document if needed.

The City will complete the project in two parts consistent with statutory deadlines. Work on Part 1 will begin prior to execution of the grant agreement (see Supplemental Material Attachment for full task outline). As needed, additional Development Code edits resulting from forthcoming rulemaking related to HB 2138 will be undertaken in late 2027-2028, consistent with statutory deadlines.

Project Criteria and Additional Information

- 1. Evaluation Criteria.** Include a statement that addresses the program priorities and evaluation criteria presented in the application instructions (“Eligible Projects and Evaluation Criteria”).

The requested grant will fulfill a housing-related statutory obligation by assisting Wilsonville to update its Development Code to comply with the requirements of SB 974 and HB 2138, adopted by the 2025 Legislature. The work will include implementation of Action C of the City's statutorily required Housing Production Strategy (HPS), which directs the City to evaluate the use of an administrative review process for residential development applications. Please see the Supplemental Material Attachment for details on how the proposal meets the evaluation criteria.

- 2. Project Partners.** List any other public or private entities that will participate in the project, including federal and state agencies, council of governments, city and county governments, and special districts. Briefly describe the role of each (*e.g.*, will perform work under the grant; will advise; will contribute information or services, etc.). If the project includes multiple jurisdictions, briefly describe the capacity and support of those jurisdictions to support and participate in the project.

The City will provide notification to agencies on the City's Development Review team, such as West Linn-Wilsonville Schools, SMART Transit, Republic Services, and Tualatin Valley Fire and Rescue, providing opportunity to ask questions and comment throughout the Code amendment process.

- 3. Advisory Committees.** List any advisory committee or other committees that will participate in the project.

The City has a Planning Commission whose primary role is to act as a land use policy advisory committee. Planning Commission will make recommendations on the proposed Development Code amendments to City Council.

- 4. Cost-Sharing and Local Contribution.** DLCD funds may comprise a portion of overall project costs; if so, please identify sources and amounts of other funds, staff time, or services that will contribute to the project's success. Cost-sharing (match) is not required, but recommended.

Given regulatory deadlines for Part 1, the City will fund staff time and consultant work prior to signing a grant agreement with DLCD. The City will continue to fund a majority of staff time throughout the remainder of the project.

Will a consultant be retained to assist in completing grant products? Yes ☒ No ☐

Will you be utilizing this funding to dedicate your own staff resources in completing grant products? Yes ☒ No ☐

Local Official Support

The application ***must include a resolution or letter from the governing body*** of the city or county demonstrating support for the project. If the applicant is a regional entity proposing a joint project including multiple local governments, a letter from the local government governing body or administrator with authorization to execute intergovernmental agreements supporting the application may be included in lieu of a resolution. The letter of support may be received by DLCD after the application submittal deadline, but it must be received before planning assistance is awarded.

Submit your application electronically with all required information to:

E-mail: housing.dlcd@dlcd.oregon.gov

Please note that we will not be accepting applications by mail. If your jurisdiction requires special accommodations, please reach out to a Grant Program Contact as soon as possible.

If you have questions about the Housing Planning program or projects funded by this round of planning assistance, please contact:

DLCD Housing Team: housing.dlcd@dlcd.oregon.gov

DLCD HAPO Team: dlcd.hapo@dlcd.oregon.gov

For all correspondence, please include the appropriate [Regional Representative](#).

Mid-Willamette Valley	Melissa Ahrens	melissa.ahrens@dlcd.oregon.gov
Central Oregon	Angie Brewer	angie.brewer@dlcd.oregon.gov
North Coast & Lower Columbia	Brett Estes	brett.estes@dlcd.oregon.gov
Eastern Oregon	Dawn Hert	dawn.hert@dlcd.oregon.gov
Portland Metro (West)	Laura Kelly	laura.kelly@dlcd.oregon.gov
Southern Oregon	Josh LeBombard	josh.lebombard@dlcd.oregon.gov
Portland Metro (East)	Kelly Reid	kelly.reid@dlcd.oregon.gov
South Coast	Hui Rodomsky	hui.rodomsky@dlcd.oregon.gov
South Willamette Valley	Patrick Wingard	patrick.wingard@dlcd.oregon.gov

Important Housing Planning Assistance Dates

Date	Housing Planning Assistance Milestone
June 2, 2025 1:30 – 3p	Open Forum for follow-up question & answer Zoom link Meeting ID: 821 4886 4505 Passcode: 598033
June 3, 2025	Application period opens; materials distributed
August 4, 2025	Application period closes; materials submittal deadline
Early September	Anticipated funding decision; award notices sent
October – November 2025	Direct grant agreements anticipated execution
November – December 2025	Consultant contract anticipated execution
June 15, 2027	Project completion deadline

APPLICATION DEADLINE: August 4, 2025

Project Criteria and Additional Information

1. Project Objectives:

The City of Wilsonville requests grant funding of the Wilsonville Housing Statutory Compliance Project, which will update the City's Development Code to comply with recent legislation related to the land use review process for residential development applications and modifications to middle housing development standards. To maximize efficiency with varying compliance timelines, the City will break the project into two parts:

- Part 1: This part of the project will address process related components of SB 974 (2025), which requires certain residential development applications to be reviewed through an administrative land use process. The project will integrate Action C of the City's 2025 Housing Production Strategy, which calls for the City to implement an administrative review process for residential development.
- Part 2: This part of the project will focus on modifications to the City's middle housing allowances, middle housing land division process, and other related Development Code amendments consistent with HB 2138 (2025).

A thoughtful approach to the Development Code amendments in Part 1 is necessary to ensure that the City's land use process remains simple to understand and facilitates good customer service for housing producers, as adopting an administrative review process for residential development applications will be a major shift in Wilsonville's approach to land use review. Presently, applications for most new development, including residential subdivisions, are reviewed through a public hearing process, with land use decisions made by the City's Development Review Board. SB 974 will restrict the City from continuing to use this process for some residential applications, so to ensure consistency and ease of administration the City will evaluate the residential land use review process in its entirety. The required changes, which also affect application noticing and the appeals process, will require amendments to multiple sections of the Development Code, along with other chapters within the City Code. As such, the City will begin work on Part 1 in advance of a grant agreement with DLCD to ensure the statutory deadline of July 1, 2026 is met.

The City's focus in Part 2 is ensuring that allowances for middle housing and other housing types reflect the requirements of HB 2138. The City will include amendments related to middle housing land divisions and clear and objective tree removal standards in this phase. Changes requiring additional rulemaking, such as those involving cottage clusters, will be addressed in a subsequent Development Code amendment process.

The City requests \$120,000 via a direct grant to be used primarily for consultant assistance for the Wilsonville Legislative Compliance Development Code Updates project. As staff possess local expertise on the Wilsonville Development Code, some funds may be used for staff time in the event that it is most effective for staff to conduct code writing work for certain tasks. Both parts of the project are included in a single grant request to maximize efficiencies in grant administration and consultant procurement. The statutory deadlines for these amendments ensure that the City will complete this project within the 2025-2027 biennium.

2. Program Priorities:

The requested grant will **fulfill housing-related statutory obligations** by funding Wilsonville’s efforts to update its Development Code consistent with recent legislation that seeks to facilitate the production of varied housing types throughout Oregon. Fulfilling these obligations in a timely manner is a high priority, since some changes are already in effect and others will be in effect by the end of 2026. This work will build on other recent updates to the City’s Development Code that **facilitate housing production, affordability, and choice**, including:

- Residential Development Code Updates (2020) - Amended planned development residential development standards to remove barriers to development of ADUs
- Middle Housing in Wilsonville (2021) - Adopted siting and design standards to facilitate middle housing types throughout the City
- Frog Pond East and South Development Code (2024) - Adopted clear and objective standards for a new urban growth area including housing variety and accessibility requirements

These prior actions, along with other housing planning work including the City’s recently adopted Housing Production Strategy, have emphasized **fair and equitable housing outcomes** and this project will continue that emphasis.

3. Project Description:

The project will generally follow the tasks as identified in the Conforming Development Code Amendment Sample Work Program, but due to varying statutory deadlines will be broken into two parts with two adoption processes. Tasks a. and b. will be funded by the City in advance of an executed grant agreement. See the anticipated breakdown of deliverables for consultant and City by task below:

Task	Title	Consultant Deliverables	City Deliverables
a.	Project Kick-off (not included in grant request)	<ul style="list-style-type: none"> • Summary of major tasks and action items for the Project • Proposed Project schedule 	<ul style="list-style-type: none"> • Redlines of draft consultant deliverables • Copy of relevant Development Code sections
b.	Development Code Assessment – Residential Review Process (Part 1) (not included in grant request)	<ul style="list-style-type: none"> • Memorandum assessing statutory changes and approach to Development Code amendments, including: <ul style="list-style-type: none"> • Documentation of affected application types and review timelines • Assessment of impact on the City’s existing appeals process • Assessment of impact on the City’s noticing process and options for 	<ul style="list-style-type: none"> • Review and collaboration on memorandum • Redlines of draft consultant deliverables

		<p>public awareness of residential development applications</p> <ul style="list-style-type: none"> • Information on best practices from other jurisdictions using administrative review processes for residential development • Inventory of City Code sections affected by administrative review processes for residential development • Impact on land use application fee structure 	
1	Project Management	<ul style="list-style-type: none"> • Ongoing project management meetings 	<ul style="list-style-type: none"> • Participation in project management meetings
2	Development Code Assessment – Residential Review Process (Part 1) – Review and Outreach	<ul style="list-style-type: none"> • Presentation to explain memorandum findings to Planning Commission and City Council • Presentation to gather input from Development Review Board • Public meeting facilitation, including presentation information and meeting materials 	<ul style="list-style-type: none"> • Redlines of draft consultant deliverables • Development Review Board/Planning Commission/City Council meeting staff reports, notices, and agendas • Public meeting organization and advertisement
3	Draft and Final Code Amendments (Part 1)	<ul style="list-style-type: none"> • Public review of draft Code amendments • Presentation of draft Code amendments to Planning Commission and City Council • Final hearings-ready Code amendments 	<ul style="list-style-type: none"> • Redlines of draft consultant deliverables • Planning Commission/City Council staff reports, meeting notices, and agendas
4	Adoption (Part 1)	<ul style="list-style-type: none"> • Presentation materials to explain final amendments to Planning Commission and City Council 	<ul style="list-style-type: none"> • Redlines of draft consultant deliverables • Hearings notices, agendas, staff reports, and minutes
5	Development Code Assessment – Middle Housing and Related Updates (Part 2)	<ul style="list-style-type: none"> • Memorandum assessing statutory changes and approach to Development 	<ul style="list-style-type: none"> • Redlines of draft consultant deliverables • Planning Commission/City Council meeting staff

		<p>Code amendments, including:</p> <ul style="list-style-type: none"> • Middle housing definitions and allowances • Townhouse definitions and allowances • Land division process, including middle housing land divisions • Single room occupancy allowances • Modular and manufactured structure allowances • Clear and objective tree removal standards for residential development • Presentation to explain memorandum findings to Planning Commission and City Council • Public meeting facilitation, including presentation information and meeting materials 	<p>reports, notices, and agendas</p> <ul style="list-style-type: none"> • Public meeting organization and advertisement
6	Draft and Final Code Amendments (Part 2)	<ul style="list-style-type: none"> • Public review of draft Code amendments • Presentation of draft Code amendments to Planning Commission and City Council • Final hearings-ready Code amendments 	<ul style="list-style-type: none"> • Redlines of draft consultant deliverables • Planning Commission/City Council staff reports, meeting notices, and agendas
7	Adoption (Part 2)	<ul style="list-style-type: none"> • Presentation materials to explain final Code amendments to Planning Commission and City Council 	<ul style="list-style-type: none"> • Redlines of draft consultant deliverables • Hearings notices, agendas, staff reports, and minutes

4. Grantee Capacity:

The City of Wilsonville has planned this as part of the work program during the proposed project timeline, including planning adequate staff to manage and support the project. Given the City's current budget outlook, external funding and consultant assistance will be critical in ensuring the City can adopt these statutorily required Development Code amendments by the established deadlines.

The City has a history of successfully managing grants with adequate staff capacity. Specific examples of recent successful housing-related grant projects managed by the same Wilsonville Planning staff that will be managing this project include:

- Equitable Housing Strategic Plan (2020) (Metro grant funded)
- Middle Housing in Wilsonville (2021) (DLCD grant funded)
- Engagement Framework Focused on Latinx Community (Metro grant funded)
- Frog Pond East and South Master Plan (2022) (Metro and DLCD grant funded)
- Housing Our Future: Housing Needs and Capacity Analysis and Housing Production Strategy (2025) (DLCD grant funded)

5. Leverage:

Specifically for this project, the funding will leverage the City's commitment to fund a substantial portion of City staff's time on the project as well as the City funding project tasks prior to execution of a grant agreement with DLCD. Additionally, the State funding builds on and leverages a long-running work program in the City focused on housing as highlighted under Grantee Capacity above.

Local Official Support

City Council will consider adoption of a resolution supporting the project at the September 4, 2025 meeting. City staff will forward this resolution to DLCD upon adoption.



CITY COUNCIL MINUTES

August 04, 2025, at 7:00 PM

Wilsonville City Hall

CALL TO ORDER

1. Roll Call
2. Pledge of Allegiance

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, August 4, 2025. The Mayor called the meeting to order at 7:00 p.m., followed by the roll call and the Pledge of Allegiance.

PRESENT

Mayor O'Neil
 Council President Berry
 Councilor Dunwell - Excused
 Councilor Shevlin
 Councilor Cunningham

STAFF PRESENT:

Amanda Guile-Hinman, City Attorney
 Andrew Barrett, Capital Projects Engineering Manager
 Arush Goswami, Admin Intern
 Bryan Cosgrove, City Manager
 Bill Evans, Communications & Marketing Manager
 Cindy Luxhoj, Associate Planner
 Dan Pauly, Planning Manager
 Jeanna Troha, Assistant City Manager
 Kimberly Veliz, City Recorder
 Everett Wild, Government Affairs Manager
 Marissa Rauthause, Civil Engineer
 Zoe Mombert, Assistant to the City Manager

3. Motion to approve the following order of the agenda.

Motion: Moved to approve the following order of agenda.

Motion made by Councilor Berry, Seconded by Councilor Shevlin.

Voting Yea:

Mayor O'Neil, Council President Berry, Councilor Shevlin, Councilor Cunningham

Vote: Motion carried 4-0.

MAYOR'S BUSINESS

4. Transportation Package Legislative Advocacy

The Mayor recalled Council heard about the Transportation Package Legislative Advocacy during the Work Session presentation on the *Special Legislative Session Update*. It was recalled that staff recommended legislative advocacy on a transportation package.

Motion: Moved to direct staff to work with the League of Oregon Cities and the State Legislature to support a transportation package that retains local revenue sharing, eliminates the threat of tolls on the Boone Bridge, and includes accountability measures to minimize financial burden on Wilsonville residents and businesses.

Motion made by Councilor Berry, Seconded by Councilor Cunningham.

Mayor O'Neil opened the discussion on transportation legislative advocacy. He noted that during the earlier Work Session, the Council heard an update on the special legislative session on transportation called by Governor Kotek for August 29, 2025

Mayor O'Neil expressed concerns about the special session, stating it was scheduled right before a long weekend, with no written proposal and only parameters presented in a press conference. He voiced concern that the session would not provide a comprehensive transportation package but rather a "band-aid" solution. He emphasized that nearly 40% of Wilsonville households are cost-burdened, with 20% severely so, and that additional gas taxes would further impact struggling families, especially with 85% of residents commuting out of the city and 91% of workers commuting in.

Councilor Cunningham noted he had previously written testimony opposing HB 2025 because it did not support Wilsonville's interests or align with the council's approved legislative agenda. He acknowledged this proposal addresses some issues by including local revenue sharing (50-30-20 split), eliminating the threat of tolls, and including accountability measures. While he expressed concerns about additional taxes, he noted the proposal would provide needed funding for local infrastructure.

Council President Berry expressed support for the proposal, noting that proper maintenance prevents costlier repairs later. She mentioned that several organizations had studied the issue and supported the package, and that a larger transportation package would likely come forward at the next opportunity.

Councilor Shevlin expressed support for the package despite it being a temporary solution, stating that it was necessary to ensure roads are maintained and workers employed.

Voting Yea:

Council President Berry, Councilor Shevlin, Councilor Cunningham

Voting Nay:

Mayor O'Neil

Vote: Motion carried 3-1.

5. Board/Commission Appointments

Arts, Culture, and Heritage Commission – Appointment

Appointment of Creed Harmon to the Arts, Culture, and Heritage Commission for a term beginning 8/4/2025 to 6/30/2027.

Motion: Moved to ratify the appointment of Creed Harmon to the Arts, Culture, and Heritage Commission for a term beginning 8/4/2025 to 6/30/2027.

Motion made by Councilor Berry, Seconded by Councilor Shevlin.

Voting Yea:

Mayor O'Neil, Council President Berry, Councilor Shevlin, Councilor Cunningham

Vote: Motion carried 4-0.

Diversity, Equity and Inclusion Committee – Appointment

Appointment of Jason Smith to the Diversity, Equity and Inclusion Committee for a term beginning 8/4/2025 to 12/31/2026.

Motion: Moved to ratify the appointment of Jason Smith to the Diversity, Equity and Inclusion Committee for a term beginning 8/4/2025 to 12/31/2026.

Motion made by Councilor Berry, Seconded by Councilor Cunningham.

Voting Yea:

Mayor O'Neil, Council President Berry, Councilor Shevlin, Councilor Cunningham

Vote: Motion carried 4-0.

Kitakata Sister City Advisory Board – Appointment

Appointment of Devan Olmstead to the Kitakata Sister City Advisory Board for a term beginning 8/4/2025 to 12/31/2025.

Motion: Moved to ratify the appointment of Devan Olmstead to the Kitakata Sister City Advisory Board for a term beginning 8/4/2025 to 12/31/2025.

Motion made by Councilor Berry, Seconded by Councilor Shevlin.

Voting Yea:

Mayor O’Neil, Council President Berry, Councilor Shevlin, Councilor Cunningham

Vote: Motion carried 4-0.

6. Upcoming Meetings

The Mayor reported on prior and upcoming meetings and events.

Portland General Electric (PGE) Meeting

- The Mayor met with Maria Pope, the CEO of PGE on July 29, 2025.
- It was explained that PGE had taken steps to reduce wildfire risk, which included the installation of a series of cameras that use AI technology to detect wildfire smoke and alert authorities.
- Discussed during the meeting was the rising energy demand, the impact of utility rate increases on working families and seniors on fixed income, and PGE’s projects in the Wilsonville area.

Clackamas County Coordinating Committee(C4) Retreat

- The Mayor along with Council President Berry, and Councilor Shevlin attended the C4 Retreat held on July 25 – 26, 2025.
- Around forty attendees including mayors, councilors, and staff from the County and most cities in Clackamas County participated in the two-day event to share best practices and find new ways of collaborating.
- The first day featured presentations from staff experts on housing initiatives. City of Wilsonville Planning Manager Dan Pauly sat on a panel with planners from neighboring cities to discuss middle housing. Middle housing includes duplexes and triplexes, townhomes, condominiums, cottage clusters, and other housing types that are typically more affordable than a single-family home.
- The Planning Manager shared Wilsonville’s approach of incorporating housing variety in developments like Villebois to expand choices for people.
- The Vuela transit-oriented development received recognition as one of the affordable housing developments under construction in the Clackamas County.

- The second day was a brainstorming workshop on transit. Attendees provided input on what characteristics a transit system needs to be convenient, accessible, safe, equitable, and affordable. City of Wilsonville Transit Director Dwight Brashear provided insights into managing a successful transit system. It was apparent that SMART was highly regarded by other cities for its cleanliness, safety, and convenience. The Mayor reminded the group of the importance of connections outside the Portland metro area, such as extending WES to Salem, which provide commuting and tourism benefits.
- State Representative April Dobson of Happy Valley and State Representative Mark Gamba of Milwaukie both attended parts of the retreat and shared their reflections on the legislative session.

Diversity, Equity and Inclusion (DEI) Cultural Calendar

- International Day of the World's Indigenous Peoples
 - Recognized on August 9, 2025, by the United Nations (UN).
 - A day to celebrate the rich cultures, unique identities, and valuable contributions of Indigenous communities around the globe.
 - First proclaimed by the UN in 1994, it was part of the UN's broader work to promote and protect the rights of Indigenous peoples across the globe.
 - The City of Wilsonville recognized the need to raise awareness about the issues faced by Indigenous communities and support their ongoing fight for justice and equality.
- Raksha Bandhan
 - Also, on August 9, 2025, was Raksha Bandhan which was a popular and traditionally Hindu annual rite or ceremony that is the centerpiece of a festival of the same name celebrated in South Asia and other parts of the world that are significantly influenced by Hindu culture.
- National Senior Citizens' Day
 - Held on August 21, 2025, was National Senior Citizens' Day, a day dedicated to honoring the contributions, wisdom, and achievements of senior citizens.
 - Established by President Ronald Reagan in 1988, this day recognizes seniors for the role they play in our families, communities, and society. It is a day to express gratitude for the lives and legacies of older adults in our community, honor their lifetime of hard work, and ensure they receive the respect and care they deserve.

National Night Out

- National Night Out across the country and in US territories and military bases worldwide was planned for August 5, 2025.
- During the event communities hold block parties, cookouts, parades, and other activities to build trust and camaraderie among local emergency responders and the communities they serve.
- National Night Out was a way to meet neighbors and first responders, feel more connected to the City, and be part of a global celebration of building safer, more caring communities.
- The Mayor shared plans to visit many neighborhoods with Police Chief Rob Wurpes, City Manager Bryan Cosgrove, and Assistant City Manager Jeanna Troha.

Rotary Concert

- The Wilsonville Rotary final concert of the summer season was August 7, 2025.

Senator Woods Memorial

- The Mayor invited the community to attend a public memorial for the late State Senator Aaron Woods, on August 13, 2025.
- Senator Woods was a resident of Wilsonville for over 27 years and represented Senate District 13 since 2023. Following a distinguished career in the US Army, the Senator moved into the technology sector. He was recruited to the Wilsonville area by Tektronix in 1996 and went on to serve as a senior executive for more than two decades at Xerox.
- The Mayor shared he and the late Senator participated together in the Wilsonville Civics Academy and on the Development Review Board, becoming fast friends.
- Senator Woods accomplished much during his tenure on City boards, on the board of Clackamas Community College, and in the Legislature. He was a steadfast advocate for expanding access to broadband internet and lifting up students and working families.
- To recognize Senator Woods' significant contributions to the City of Wilsonville and the State of Oregon, the City was to host a memorial service and dedicate a park bench in his memory.

City Council Meeting

- August 18, 2025, City Council meeting was canceled.
- September 4, 2025, City Council meeting was scheduled for Thursday in observance of Labor Day holiday on Monday, September 1, 2025.

COMMUNICATIONS

7. Civics Academy Project Presentation & Graduation

Zoe Mombert, Assistant to the City Manager, provided program details and introduced graduate Kathryn Whittaker who presented the group's ideas about potential special project of rebooting and relaunching Boones Ferry Day. The handouts provided to the City Council by the graduates have been added to the record.

Civics Academy graduates appreciated Zoe Mombert, Assistant to the City Manager, for all her efforts in making the training educational and entertaining. The graduates presented the Assistant to the City Manager with a bouquet of flowers, card, and gift certificate.

After the presentation graduates were recognized and given certificates and/or personalized decorative street signs.

The following is the list of the 2025 Civics Academy graduates:

Mitch Besser	Daniel Brown	Jackie Brown	Brittany Carr
Travis Cisneros	Elisabeth Davidson	Audrey Duval	GeorgeDunn
Sarah Ebersole	Andrew Engel	Stephanie Fisher	Udum Hong

Wilnise Jasmin	Chance Karp	John Kibler	Kevin Kibler
Dave Mauk	Carrie McGonagle	Lori Mitchell	Dina Ochs
Elizabeth Peters	Austin Ramey	Kristin Roche	Mary Rooney
Adrienne Scritsmier	Ali Smith	Andrea Smith	Allie Upton
Glenda Walls	Kathryn Whittaker	Jeff Zundel	

8. Recess for Photos & Refreshments

The Mayor recessed the meeting at 7:50 p.m.

There was brief celebration with Council and graduates which included photos and refreshments.

The Mayor called the meeting back to order at 8:02 p.m.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

The following individuals provided public comment:

- Susan Reep
- Randy Wortman

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

9. Council President Berry

Council President Berry provided a detailed report on the following items:

- Clackamas County Coordinating Committee (C4) Retreat on July 25 – 26, 2025
- Rotary Club of Wilsonville, Through A Child's Eyes (TACE) Event on August 9-10, 2025

10. Councilor Dunwell - Excused

11. Councilor Cunningham

Councilor Cunningham provided a detailed report on the following items:

- Chamber of Commerce and Aurora State Airport meeting on July 24, 2025
 - Airport closure for 30-days beginning on August 18, 2025, for resurfacing
 - 7-day airport closure for groove cutting between September and October 31, 2025
- Meeting with community members regarding Boones Ferry Day
- Community meeting to hear concerns of citizens located on Vlahos Drive on July 28, 2025

Council discussion ensued about participation in future community meetings, and public meeting law requirements. The City Attorney offered to develop a process allowing broader Council participation while complying with state requirements.

12. Councilor Shevlin

Councilor Shevlin provided a detailed report on the following items:

- Portland Small Cities Consortium meeting on July 24, 2025
- Clackamas County Coordinating Committee (C4) Retreat on July 25 – 26, 2025
- Rotary Club of Wilsonville, Through A Child's Eyes (TACE) event on August 9-10, 2025
- "Blues for Schools," the 1st Wilsonville Festival of Music on August 2-3, 2025

CONSENT AGENDA

The City Attorney read the titles of the Consent Agenda into the record.

13. Resolution No. 3208

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement With Water Systems Consultants, Inc. To Provide Engineering Consulting Services For The Water Distribution System Master Plan Project (Capital Improvement Project #1154).

14. Minutes of the July 21, 2025, City Council Meeting.

Motion: Moved to adopt the Consent Agenda.

Motion made by Councilor Berry, Seconded by Councilor Cunningham.

Voting Yea:

Mayor O'Neil, Council President Berry, Councilor Shevlin, Councilor Cunningham

Vote: Motion carried 4-0.

NEW BUSINESS

The City Attorney read the title of Resolution No. 3205 into the record.

15. Resolution No. 3205

A Resolution Of The City Of Wilsonville Authorizing Acquisition Of Property And Property Interests Related To Construction Of The Brown Road Improvements Project, Capital Improvements Project (CIP) #4216.

Andrew Barrett, Capital Projects Engineering Manager introduced Marissa Rauthause, Civil Engineer. The Civil Engineer then displayed a PowerPoint summarizing the staff report. The PowerPoint presented was added to the record.

The Council asked clarifying questions.

Motion: Moved to adopt Resolution No. 3205.

Motion made by Councilor Berry, Seconded by Councilor Shevlin.

Voting Yea:

Mayor O'Neil, Council President Berry, Councilor Shevlin, Councilor Cunningham

Vote: Motion carried 4-0.

CONTINUING BUSINESS

16. **Ordinance No. 899** - *2nd Reading (Legislative Land Use)*

An Ordinance Of The City Of Wilsonville Adopting The Climate Friendly And Equitable Communities (CFEC) Parking Compliance Development Code Amendments.

The Mayor read the title of Ordinance No. 899 into the record on second reading.

The Mayor then read the second reading script for Ordinance No 899.

There was no further input from staff.

The Mayor requested a motion on Ordinance No. 899.

Motion: Moved to adopt Ordinance No. 899 on second reading.

Motion made by Councilor Berry, Seconded by Councilor Cunningham.

Voting Yea:

Mayor O'Neil, Council President Berry, Councilor Shevlin, Councilor Cunningham

Vote: Motion carried 4-0.

PUBLIC HEARING

There was none.

CITY MANAGER'S BUSINESS

Bryan Cosgrove, City Manager, reported on the following:

- City has been awarded \$6 million to fund construction of the Boeckman Trail underneath the new Boeckman Bridge.
- The Human Resource Manager was working to identify executive recruitment agencies to guide the City's search for a new City Manager. A Request for Proposal (RFP) for recruitment services was anticipated for mid to late August 2025. Proposals for City Council review would be available shortly after.
- Preliminary strategies to gauge the sentiment of the Council and the community on how to proceed with the Wilsonville Town Center Plan in the community's best interest was underway. Staff anticipated the contract with CFM Advocates, the consultants who would oversee this work would soon be finalized. Once the contract was finalized consultants would begin the work of interviewing City Councilors, holding focus groups, with further tasks to be determined after the initial work completion.

LEGAL BUSINESS

There was no Legal Business.

ADJOURN

The Mayor adjourned the meeting at 8:37 p.m.

Respectfully submitted,

Kimberly Veliz, City Recorder

ATTEST:

Shawn O'Neil, Mayor

Building Division

The City of Wilsonville's Building Division is dedicated to ensuring the safety and well-being of its residents through effective building regulations and inspections. As we enjoy the beautiful Oregon summer, the Building Division encourages residents to take advantage of the warm weather to enhance their homes and properties.

One popular summer project is adding or upgrading outdoor living spaces. Whether it's building a new deck, installing a patio cover, or creating an outdoor kitchen, these improvements can provide a great space for family gatherings and relaxation. Before starting any construction, it's important to check with the Building Division to ensure that your project complies with local codes and regulations. This will help avoid any potential issues and ensure that your new space is safe and durable.



Another summer suggestion is to consider energy-efficient upgrades. With the longer days and increased sunlight, it's a perfect time to install solar panels or upgrade your windows and insulation. These improvements not only help reduce energy costs but also contribute to a more sustainable environment. The Building Division can provide guidance on the necessary permits and inspections for these projects.

For those looking to enhance their landscaping, summer is an ideal time to install new irrigation systems or build garden structures like pergolas and greenhouses. These additions can improve the aesthetic appeal of your property and provide a functional space for gardening and outdoor activities. Again, it's crucial to consult with the Building Division to ensure that your plans meet all necessary requirements and to acquire permits if needed.

Lastly, summer is a great time to perform routine maintenance on your home. This includes checking for any structural issues, repairing or replacing damaged siding, and ensuring that your roof is in good condition. Regular maintenance can prevent more significant problems down the line and keep your home in top shape.

The Building Division is here to support residents with their summer projects, providing the necessary information and assistance to ensure that all work is done safely and in compliance with local regulations. Enjoy your summer improvements and make the most of the beautiful weather in Wilsonville!

Engineering Division, Capital Projects

2025-2028 Street Maintenance (4014)

The Wilsonville Annual Street Maintenance Program funds the planning, design, and construction of street surface rehabilitation projects necessary to maintain a safe and reliable street network. This project represents the next three years of planned street maintenance across Wilsonville.

- **Current Construction**

The City awarded the Fiscal Year 2024-25 (FY25) crack sealing contract to KNL Industries in May 2025. In June 2025, KNL Industries completed crack sealing and localized pavement spot repairs in the Villebois, Park at Merryfield, and other nearby neighborhoods bounded by the following roads: North of Wilsonville Road, South of Boeckman, West of Kinsman, and East of Grahams Ferry Road. Crack sealing is a maintenance technique used to extend the life of roads by filling in cracks to reduce the infiltration of water. Localized pavement spot repairs consist of construction crews removing and replacing small sections of damaged asphalt. These repairs focus only on the areas that are cracked, crumbling, or uneven.

In addition to the crack sealing contract, the City has awarded the Fiscal Year 2025-26 (FY26) slurry sealing contract to VSS International, who were selected through a Joint Cooperative Procurement with Hillsboro, Oregon. Starting on July 31, VSS International will slurry seal the local roads which were crack sealed in June. Slurry sealing involves spreading a thin layer of asphalt mixed with water and tiny gravel over the road. This layer fills in small cracks and smooths out bumps, protects the road from water and sun damage, improves traction for cars and bikes, and helps the road last longer. Slurry sealing will be completed by the end of August 2025.

- **Planned Construction**

Century West is working on preparing plans and specifications for rehabilitation of the following road segments during the respective fiscal years:

- ◇ FY 2025-26

1. Parkway Center Avenue to Town Center Loop East Parkway Center Court to Town Center Park
2. Grahams Ferry Road from Cahain Road to Day Road

- ◇ FY 2026-27

1. Boones Ferry Road from Boeckman Road to Ridder Road
2. Nike Drive from 95th Avenue to Boones Ferry Road
3. Ridder Road from 95th Avenue to Boones Ferry Road

- ◇ FY 2027-28

1. Chantilly to and from Willamette Way East
2. McKenzie Court cul-de-sac to cul-de-sac
3. Parkway Center Drive from Elligsen Road to Burns Way
4. Sun Place from Best Western to Parkway Avenue

Engineering Division, Capital Projects

Boeckman Creek Flow Mitigation (7068)

This project will look at storm water flows coming off the Siemens site towards Boeckman Creek. Historically, these flows were directed towards the Coffee Creek wetlands, but with development of the Siemens site, flows were altered to head towards Boeckman Creek in the 1980s. These flows are needed to return to their natural waterways with the installation of the new Boeckman bridge. 90% plans are being developed. Property acquisition is underway with purchase offers recently presented to property owners. Bidding is expected this winter.

Boeckman Creek Interceptor and Trail (2107/9150/7068)

This project will upsize the existing Boeckman Creek Interceptor sewer collection pipeline in order to support the development of the Frog Pond area. A regional trail will be installed as a part of the maintenance path from Boeckman Road to Memorial Park. Field investigations of the original area are finished. Capital Improvement Project (CIP) 7054, Gesellschaft Water Well Channel Restoration, was also brought into this project to minimize City design and construction costs. A State Revolving Fund Loan has been secured to help cover project costs. Additionally, an Oregon Community Path Grant has been secured for the last segment – crossing Boeckman Creek up to Wilsonville Road. This portion of the project will need to be a separate project due to grant requirements.

Preliminary design iterations are complete, and several workable solutions have been identified to meet all project needs. A public open house was held on September 11 to seek input on the design to refine the layout. Results of the feedback were generally positive. 60% plans were delivered to the City in June and reviewed by City Staff. Minor design refinements are expected to avoid impacts to existing trees and to minimize project costs.

The right of way acquisition process has not started on this project. Once the design is finalized, easement locations will be determined and a Council meeting is needed for the approval of property acquisitions.

Brown Road Improvements Project (1148)

The Brown Road Improvement Project provides upgrades that bring Brown Road in closer alignment with current City standards for urban roads. The section of roadway to be upgraded extends from SW Wilsonville Road to SW Evergreen Drive. Anticipated upgrades improve connectivity by adding bike lanes, sidewalks, and provide better and safer access to adjacent neighborhoods. Surveying, geotechnical explorations, transportation studies, and a tree inventory are currently in progress at the project site. The consultant team delivered the 60% design to the City in May of 2025, and the City provided comments. The consultant team is currently working towards the 90% design which is expected to be delivered to the City in August of 2025. A third Community Open House is being planned for fall to present updated designs and concepts with the community and any other interested partners. The City anticipates construction will begin in spring of 2026 and will be completed by the end of 2026.

Boeckman Road Corridor Project (4212/4206/4205/2102/7065)

This project involves the design and construction of the Boeckman Dip Bridge, Boeckman Road Improvements (Canyon Creek Road – Stafford Road), Canyon Creek Traffic Signal, and Boeckman Road Sanitary Sewer projects. The Tapani-Sundt Joint Venture is now complete with design. Property acquisitions are advancing, and very nearly complete. This project has been divided into several guaranteed maximum price (GMP) packages.

GMP 1: Temporary Traffic Signal at Stafford Road and 65th Avenue

Complete!

GMP 2: Meridian Creek Culverts, House Demo

Complete!

Engineering Division, Capital Projects

Boeckman Road Corridor Project (4212/4206/4205/2102/7065), continued

GMP 3: Bridge, Roundabout, and Road Widening

- Sewer installation, utility undergrounding, paving, striping, sidewalks are **complete!**
 - ◊ Minor repairs and corrections are being completed
- Bridge construction is nearly complete. Minor patching remains as well as the remaining custom panels were installed in July. The bridge opened on May 21 for traffic, however, lane closures and delays are expected.
- Trail construction from Boeckman under the bridge is nearly complete.
- Roundabout construction continues with repairs to defective work underway.
- The entire project is expected to be complete in fall 2025.



Traffic is flowing through the roundabout with the bridge in the distance.

West Side Level B Reservoir and Transmission Main (1149)

This project includes design and construction of a new 3-million-gallon water reservoir just west of City limits, along with approximately 3500 feet of 24-inch transmission main in Tooze Road. connecting to the City water system. City Council awarded the construction contract to Tapani, Inc. in June 2024. Construction began in July 2024 and is scheduled for completion in the summer/fall of 2025.

Completed Major Elements: Mass grading of the site, concrete foundation, floor, wall, roof installation, concrete pre-stressing, and transmission main installation.

Tank construction and pre-stressing were completed in March, with transmission main testing scheduled to occur in June/July, followed by disinfection of the reservoir. Final testing and commissioning of the new reservoir is scheduled for late summer of 2025.

The Tooze Road transmission main installation is complete, except for the connection to the existing City water main, which will occur in August. Final paving of Tooze Road is scheduled for late August of 2025, followed by tank commissioning and fencing/landscaping of the reservoir site.



Reservoir access ladder installed

Engineering Division, Capital Projects

WTP Expansion to 20 MGD (1144)

This project expands the water treatment plant (WTP) capacity to 20 million gallons per day to support water demands in the City and Sherwood. Construction began in June 2022, with completion expected in the fall of 2025. The majority of work is complete, including testing, commissioning, and troubleshooting of new equipment.

Completed Major Elements: Larger pumps, electrical equipment, and generator, seismic improvements, and replacement of portions of the treatment process. Remaining work includes conversion of the former generator room into storage/workshop space in August and installation of an electrical transformer in the fall of 2025, after which the project will be complete.

WWSP Coordination (1127)

Ongoing coordination efforts continue with the Willamette Water Supply Program (WWSP). Here are the updates on major elements within Wilsonville:

- **Phase 1, Wilsonville Road (PLM_1.1)** Arrowhead Creek Lane to Wilsonville Road—**Complete!**
- **Phase 2, Garden Acres Road to 124th (PLM_1.2)** Ridder Road to Day Road—**Complete!**
- **Phase 3, Wilsonville Road to Garden Acres Road (PLM_1.3)** The WWSP's last section of transmission pipeline to be constructed in the City of Wilsonville began in fall 2022, with completion planned for 2025. It will connect the remaining

portion of the pipeline through Wilsonville and has an alignment along Kinsman Road, Boeckman Road, 95th Avenue, and Ridder Road (see image). The Engineering Division is currently in the process of reviewing final plans and coordinating construction. The trenchless crossing under Wilsonville Road and under Boeckman Road have been completed. Pipe install on 95th Avenue from Boeckman Road to Ridder Road has been completed and restoration of the sidewalk and curb and gutter on the east side of the road is ongoing. Permanent concrete road panel restoration of 95th Avenue began in April 2025 and will extend through the end of the year. Temporary traffic control during restoration will require detours and one-way travel to accommodate construction activities. Pipe install on Ridder Road west of 95th Avenue began in June 2025 and a full road closure during construction will be in place for at least seven (7) months.



Engineering Division, Private Development

Residential Construction Activities

Canyon Creek South Phase 3

The project is being purchased by a new contractor who will finish the improvements. The contractor continues to work on punchlist items for closeout. The plat is in the process of being recorded with the County so that the development can move forward with building permits.

Frog Pond West

Frog Pond West continues to see significant construction activities. Home construction in the Frog Pond Crossing, Frog Pond Estates, Frog Pond Oaks, Frog Pond Terrace, Frog Pond Overlook, and Frog Pond Vista subdivisions is ongoing.

- Frog Pond Cottage Park Place, Phase I, a 12-lot subdivision located on the south side of Frog Pond Lane, just east of the Frog Pond Ridgecrest subdivision, is anticipated to begin construction in spring 2026.
- Frog Pond Petras, a 21-lot subdivision located on the northern corner of Frog Pond Lane and Stafford Road, has started infrastructure construction. The contractor has started installing underground utilities including sanitary sewer and storm pipes. Infrastructure is anticipated to be completed in early 2026.
- Construction has started again at Frog Pond Primary, the new West Linn-Wilsonville School District primary school on Boeckman Road. The contractor is mostly working onsite.
- Frog Pond Ridgecrest, a 54-lot subdivision located on the south side of Frog Pond Lane, just east of the Frog Pond Terrace subdivision, has started installing sanitary sewer pipes. Infrastructure construction is anticipated to be completed in early 2026.



Frog Pond Petras Grading



Frog Pond Primary



Frog Pond Ridgecrest Grading

Natural Resources Division

Wildlife Monitoring Presentation and Exhibit

In August 2023, the City began monitoring wildlife year-round using a network of city-owned and managed motion detect cameras funded through the Community Enhancement Program. A consultant, Samara Group, installed the cameras on city-owned and school district property, including Memorial Park, Boones Ferry Park, Boeckman Creek corridor, Boones Ferry Primary School, and Boeckman Creek Primary School. For more than a decade, in cooperation with Portland State University and Samara Group, the City has documented through wildlife monitoring the extensive use and effectiveness of the Boeckman Road and Kinsman Road wildlife passages.

On July 7, 2025, at the Library, the City hosted a presentation about wildlife monitoring with Leslie Bliss-Ketchum of Samara Group. Eighteen (18) people attended the presentation and learned about the City's efforts to document and understand the movement of wildlife in the community. In conjunction with the presentation, the City provided an exhibit of wildlife monitoring photos in the library gallery for the month of July.



Planning Division, Current

Administrative Land Use Decisions Issued

- 5 Type B Tree Permits
- 1 Type C Tree Permit
- 1 Class 1 Administrative Review
- 2 Class 2 Administrative Reviews

Construction Permit Review, Development Inspections, and Project Management

In July, Planning staff worked with developers and contractors to ensure construction of the following projects are consistent with Development Review Board and City Council approvals:

- CIS Office Building at Wilsonville Road and Kinsman Road
- Frog Pond Primary School
- Industrial development on Day Road and Garden Acres Road
- New neighborhood park in Frog Pond
- New PGE substation on Parkway Avenue north of Boeckman Road
- Residential subdivisions in Frog Pond West

Development Review Board (DRB)

DRB Panel A did not meet in July.

DRB Panel B met on July 28 and approved a sign waiver to increase a painted wall sign from the allowed 132 square feet to 200 square feet—less than the applicant's request of 355 square feet. The Board also approved a decorative mural on the same building façade along SW Parkway Avenue.

DRB Projects Under Review

During July, Planning staff actively worked on the following projects in preparation for public hearings before the Development Review Board:

- Modular offices at Republic Services
- Sign Waiver and Site Design Review for Parkworks campus sign and mural (pictured)



Planning Division, Long Range

Climate Friendly and Equitable Communities (CFEC) Parking Compliance

As part of the Climate Friendly and Equitable Communities (CFEC) program—established under Governor Kate Brown’s Executive Order 20-04—local governments are required to reform parking standards to reduce climate pollution and promote more efficient land use. In July, the City Council adopted, on first reading, Development Code amendments to implement these parking reforms. A second reading is scheduled for August 4.

Legislative Session Involvement

The 2025 legislative session concluded in June with the passage of several impactful bills related to land use and housing. Throughout the session, Planning staff actively monitored key legislation, collaborated with the League of Oregon Cities, and contributed to the development of City comments and testimony. In July, staff began analyzing adopted bills to prepare for local implementation and compliance.

Planning Director Miranda Bateschell continues to serve on the Oregon Housing Needs Analysis Rulemaking Advisory Committee (RAC), which is currently focused on housing capacity rules and safe harbors for cities developing Housing Production Strategies. These strategies must be adopted by the Land Conservation and Development Commission by the end of the year.

Oregon White Oak Response Coordination and Leadership

In July, Associate Planner Georgia McAlister continued to play a key role in the Mediterranean Oak Borer (MOB) task force, coordinating efforts among City divisions, contract arborists, property owners, and other stakeholders to assess and respond to the declining health of Oregon white oak (OWO) trees.

A visual survey conducted in mid-July identified several trees—previously in good health—now showing potential signs of MOB infestation. These trees will be closely monitored throughout the summer. Statewide, members of the MOB working group noted that symptoms appear less pronounced this year, complicating detection and monitoring efforts.

Unfortunately, the Cumberland White Oak Heritage Tree—also known as the Wilsonville High School Oak—has declined beyond recovery due to MOB and is scheduled for removal in August. An application for removal has been submitted to the Planning Division.

Planning Commission

On July 9, the Planning Commission held a work session focused on a citywide industrial land inventory and economic opportunities analysis, a key component of the Wilsonville Industrial Land Readiness (WILR) project.

Wilsonville Industrial Land Readiness (WILR) Project

The Wilsonville Industrial Land Readiness (WILR) project integrates a focused analysis of development potential in the Basalt Creek Concept Plan area with a citywide Economic Opportunities Analysis and Economic Development Strategy. Together, these efforts aim to guide long-term job growth and land use planning.

In July, consultant work on Basalt Creek centered on developing an infrastructure funding plan for the area. Progress also continued on the citywide analysis, with preliminary findings presented to the Planning Commission. Preliminary findings are scheduled to be shared with City Council in early August.

- **Fiscal Year End:** June 30 marked the end of fiscal year 2024-25. To ensure a clean cut-off, and that revenues and expenditures are correctly accounted for in the correct fiscal year, through July and August we will be analyzing, reviewing, and reconciling accounts—leading up to the preparation of financial statements, and the Annual Comprehensive Financial Report (ACFR). After an outside independent certified public accounting (CPA) firm audit, the ACFR is submitted to the Oregon Secretary of State's Office.

The City contracts with the certified public accounting (CPA) firm RedW LLC to provide auditing services, including attestation that the City's and the Urban Renewal Agency's financial statements are prepared in accordance with generally accepted accounting principles (GAAP). RedW LLC also conducts a separate Single Audit to verify the City's compliance with federal requirements for the use of federal funds received. This report is submitted to the federal Office of Management and Budget (OMB). Additionally, they perform an audit on SMARTs use of State Transportation Infrastructure Funds (STIF), to ensure spending compliance with approved STIF plan. The STIF audit is submitted to ODOT and TriMet.

- **Budget Supplemental:** The City's first budget supplemental for fiscal year 2025-26 is scheduled to go before Council on October 6. Oregon's Local Budget Law allows the Council to amend the adopted budget for an occurrence or condition that was not known at the time the budget was adopted. A special hearing must be held to discuss and adopt the supplemental budget, which is public noticed at least five (5) days before the hearing.

This first budget supplemental is historically comprised predominately of requests to roll unspent budget authority from one year to the next, due to timing differences of when work is performed. Although overall contracts as approved by Council are not exceeded, a budget supplemental request is needed to roll the balance of these contracts, and unspent budget authority, from one fiscal year to the next, due to timing differences of when work is performed.

Budget supplementals may also include more urgent projects/repairs that may have become known after the budget was adopted. More detail to come by way of a Council Staff Report before the public hearing is held.

- **Municipal Court:** From April through June we processed a total of 535 traffic violations. Of those, 128 were for speeding. Other citations included driving without license or insurance, failing to obey traffic control devices, using a mobile phone while driving, truck/ODOT violations and parking infractions.

Most drivers are aware that using a mobile device while driving is illegal in Oregon. A first offense is typically a Class B violation. A second offense within 10 years is upgraded to a Class A violation. A third offense becomes a class B misdemeanor carrying a mandatory minimum fine of \$2,000.

- **Attached Financials:** Finance continues to monitor all departments for on-going budget compliance.

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
110 - General Fund				
Taxes	\$ 17,528,500	\$ 38,055	\$ 17,490,445	0%
Intergovernmental	3,254,985	6,010	3,248,975	0%
Licenses and permits	171,700	89,813	81,887	52%
Charges for services	384,102	66,836	317,266	17%
Fines and forfeitures	180,000	13,885	166,115	8%
Investment revenue	531,000	-	531,000	0%
Other revenues	675,650	33,534	642,116	5%
Transfers in	6,165,827	561,377	5,604,450	9%
TOTAL REVENUES	\$ 28,891,764	\$ 809,511	\$ 28,082,253	3%
Personnel services	\$ 14,095,430	\$ 515,167	\$ 13,580,263	4%
Materials and services	14,992,012	555,253	14,436,759	4%
Capital outlay	135,000	-	135,000	0%
Transfers out	3,549,122	-	3,549,122	0%
TOTAL EXPENDITURES	\$ 32,771,564	\$ 1,070,420	\$ 31,701,144	3%
610 - Fleet Fund				
Charges for services	\$ 1,933,368	\$ 161,114	\$ 1,772,254	8%
Investment revenue	48,000	-	48,000	0%
TOTAL REVENUES	\$ 1,981,368	\$ 161,114	\$ 1,820,254	8%
Personnel services	\$ 1,155,130	\$ 49,881	\$ 1,105,249	4%
Materials and services	840,440	90,371	750,069	11%
Capital outlay	532,000	-	532,000	0%
TOTAL EXPENDITURES	\$ 2,527,570	\$ 140,252	\$ 2,387,318	6%
230 - Building Inspection Fund				
Licenses and permits	\$ 952,000	\$ 101,537	\$ 850,463	11%
Investment revenue	157,000	-	157,000	0%
TOTAL REVENUES	\$ 1,109,000	\$ 101,537	\$ 1,007,463	9%
Personnel services	\$ 1,148,520	\$ 36,746	\$ 1,111,774	3%
Materials and services	243,155	9,239	233,916	4%
Transfers out	422,808	35,234	387,574	8%
TOTAL EXPENDITURES	\$ 1,814,483	\$ 81,219	\$ 1,733,264	4%
231 - Community Development Fund				
Licenses and permits	\$ 446,718	\$ 170,139	\$ 276,579	38%
Charges for services	457,002	1,553	455,449	0%
Intergovernmental	514,500	-	514,500	0%
Investment revenue	93,000	-	93,000	0%
Transfers in	4,264,049	49,784	4,214,265	1%
TOTAL REVENUES	\$ 5,775,269	\$ 221,476	\$ 5,553,793	4%
Personnel services	\$ 3,995,690	\$ 142,025	\$ 3,853,665	4%
Materials and services	1,016,820	22,033	994,787	2%
Transfers out	1,085,714	56,200	1,029,514	5%
TOTAL EXPENDITURES	\$ 6,098,224	\$ 220,257	\$ 5,877,967	4%
240 - Road Operating Fund				
Intergovernmental	\$ 2,181,000	\$ -	\$ 2,181,000	0%
Investment revenue	26,000	-	26,000	0%
Transfers in	509,940	3,333	506,607	1%
TOTAL REVENUES	\$ 2,716,940	\$ 3,333	\$ 2,713,607	0%
Personnel services	\$ 608,120	\$ 18,802	\$ 589,318	3%
Materials and services	754,894	23,265	731,629	3%
Capital outlay	44,850	-	44,850	0%
Debt service	360,000	-	360,000	0%
Transfers out	1,020,195	27,200	992,995	3%
TOTAL EXPENDITURES	\$ 2,788,059	\$ 69,267	\$ 2,718,792	2%

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
241 - Road Maintenance Fund				
Charges for services	\$ 2,661,000	\$ 592	\$ 2,660,408	0%
Investment revenue	172,000	-	172,000	0%
TOTAL REVENUES	\$ 2,833,000	\$ 592	\$ 2,832,408	0%
Transfers out	\$ 2,392,000	\$ -	\$ 2,392,000	0%
TOTAL EXPENDITURES	\$ 2,392,000	\$ -	\$ 2,392,000	0%
260 - Transit Fund				
Taxes	\$ 6,300,000	\$ 504,076	\$ 5,795,924	8%
Intergovernmental	2,757,000	6,452	2,750,548	0%
Charges for services	20,000	2,230	17,770	11%
Investment revenue	698,000	-	698,000	0%
Other revenues	21,000	1,371	19,629	7%
TOTAL REVENUES	\$ 9,796,000	\$ 514,130	\$ 9,281,870	5%
Personnel services	\$ 5,871,460	\$ 180,325	\$ 5,691,135	3%
Materials and services	2,914,658	174,938	2,739,720	6%
Capital outlay	1,158,000	-	1,158,000	0%
Transfers out	2,691,600	79,300	2,612,300	3%
TOTAL EXPENDITURES	\$ 12,635,718	\$ 434,563	\$ 12,201,155	3%
510 - Water Operating Fund				
Charges for services	\$ 10,864,000	\$ 3,562	\$ 10,860,438	0%
Investment revenue	412,000	-	412,000	0%
Other revenues	40,000	(15)	40,015	0%
TOTAL REVENUES	\$ 11,316,000	\$ 3,547	\$ 11,312,453	0%
Personnel services	\$ 753,650	\$ 19,025	\$ 734,625	3%
Materials and services	5,285,211	42,771	5,242,440	1%
Capital outlay	713,850	-	713,850	0%
Debt service	375,000	-	375,000	0%
Transfers out	2,322,263	89,800	2,232,463	4%
TOTAL EXPENDITURES	\$ 9,449,974	\$ 151,596	\$ 9,298,378	2%
520 - Sewer Operating Fund				
Charges for services	\$ 7,833,000	\$ 2,144	\$ 7,830,856	0%
Investment revenue	380,000	-	380,000	0%
Other revenues	31,500	2,472	29,028	8%
Loan proceeds	10,500,000	-	10,500,000	0%
Transfers in	600,000	-	600,000	0%
TOTAL REVENUES	\$ 19,344,500	\$ 4,616	\$ 19,339,884	0%
Personnel services	\$ 505,250	\$ 16,231	\$ 489,019	3%
Materials and services	4,659,232	23,755	4,635,477	1%
Capital outlay	114,850	-	114,850	0%
Debt service	2,886,000	-	2,886,000	0%
Transfers out	13,513,137	74,400	13,438,737	1%
TOTAL EXPENDITURES	\$ 21,678,469	\$ 114,385	\$ 21,564,084	1%
550 - Street Lighting Fund				
Charges for services	\$ 549,000	\$ 217	\$ 548,783	0%
Investment revenue	34,000	-	34,000	0%
TOTAL REVENUES	\$ 583,000	\$ 217	\$ 582,783	0%
Materials and services	\$ 367,290	\$ 2,097	\$ 365,193	1%
Transfers out	702,850	5,633	697,217	1%
TOTAL EXPENDITURES	\$ 1,070,140	\$ 7,731	\$ 1,062,410	1%
570 - Stormwater Operating Fund				
Charges for services	\$ 3,581,000	\$ 616	\$ 3,580,384	0%
Investment revenue	242,000	-	242,000	0%
TOTAL REVENUES	\$ 3,823,000	\$ 616	\$ 3,822,384	0%
Personnel services	\$ 480,980	\$ 10,305	\$ 470,675	2%
Materials and services	848,994	9,614	839,380	1%
Capital outlay	44,850	-	44,850	0%
Debt service	325,000	-	325,000	0%
Transfers out	4,392,135	73,150	4,318,985	2%
TOTAL EXPENDITURES	\$ 6,091,959	\$ 93,069	\$ 5,998,890	2%



Library Director Shasta Sasser greets young patrons at the "Book Bike Meet & Greet" on July 10 at Memorial Park.

From the Director

In July 2025, the Wilsonville Public Library, in partnership with the Wilsonville Friends of the Library, launched an innovative community outreach initiative—the Book Bike. This three-wheeled, electric bike serves as a mobile library service platform, designed to bring library resources directly to Wilsonville residents in an accessible, eco-friendly, and engaging manner. The bike was funded by the Friends and a Wilsonville-Metro Community Enhancement Grant.

The Book Bike made its inaugural appearance at the July 10 Thursday Fun Show, marking the beginning of its community engagement activities. Prior to deployment, library staff underwent safety and operational training with the bike during early July 2025 to ensure smooth and responsible use.

Following its debut, the Book Bike has been showcased at multiple local events, including the Wilsonville Farmers Market and Movies in the Park.

-Shasta Sasser, Library Director

Children's Services

Science classes for children of all ages

July saw a wide variety of science classes for kids in July.

The Oregon Aquarium presented "The Art of Conservation" on July 10 about the causes of plastic pollution and impacts on the ocean.

Oregon Museum of Science and Industry (OMSI) held a "Crime Lab" focused on fingerprints, footprints, and fibers on July 12. Then the focus turned to polymers at "Cowabunga Chemistry" on July 19.

The University of Oregon Museum of Natural and Cultural History presented "Power Play for the Planet". Kids learned about ecology through games, puzzles, and fun challenges.

UPCOMING:

- STEAM classes "Bug Me!" (Sat. Aug. 2) and "Prehistoric Dinosaurs" (Sat. Aug. 9) presented by OMSI. Registration is required. Find out more at www.wilsonvillelibrary.org/SummerSTEAM.
- Scavenger Hunt returns Aug. 1. Find all fifteen dinosaurs hidden throughout the library building



Young patrons and their grown-ups create paper fish after the "Stories and STEAM (Science, Technology, Engineering, Arts, and Math)" program on July 23.



Teen participants at the "IRL (In Real Life) Fortnite 2v2 Laser Tag Tournament" on July 16 stand ready for their round in the Oak Room.

Teen Services

Teen Summer Events a hit

The "Level Up" theme continued with a "Mario Party" on July 2 where teens made crafts and played games involving the video game franchise. On July 9, "Green Teens" met at Memorial Park for blackberry removal. A Fortnite laser tag tournament was held July 16. Then on July 23 the teens enjoyed a Lego party with building and stamping with Legos, Lego video games, and a Lego movie. The summer schedule ended with the annual "Waterfight and Party in the Park," which included the infamous exploding watermelon.

UPCOMING:

- Teen events return in September.

Adult Services

“Monitoring Wilsonville’s Wildlife” presentation

Kerry Rappold (City of Wilsonville’s Natural Resources Program Manager) and Leslie Bliss-Ketchum (Director, Samara Group) shared some amazing photos of animal movement in Wilsonville, and discussed wildlife in our city and the ongoing efforts to monitor their presence and movement. Several of the wildlife photos were on display during July at the Library.

Flash Fiction Writing Workshop

Local author Andi Winter taught a fast-paced workshop on writing flash fiction in advance of the all ages August Short Story Contest.

UPCOMING:

- Space Talk about the Lucy mission to explore the Jupiter asteroids, on Saturday, Aug. 2, at 11am.
- Online “Profiles” program explores the works of late blooming artists on Wednesday, Aug. 6, at 11am
- Tabletop game night on Thursday, Aug. 7, from 6-7:30pm.
- Celebration Cinema celebrates Elvis Week on Friday, Aug. 15, at 3pm.
- Trivia Night on Thursday, Aug. 21, from 6-7:30pm.



Evergreen Aviation and Space Museum docent John Jennings presented at the Space Talk on July 12.



Dragon surprised many visitors by being inside the case of the Lewis and Clark sculpture from July 7-14.

Around the Library

New StoryWalk at Tivoli Park

Local author and illustrator Margaux Meganck’s picture book *People Are Wild* was featured in the Tivoli Park StoryWalk. The book encourages readers to see themselves from the perspective of many different animals. Meganck will give an Artist Talk on Tuesday, Aug. 5, at 1:00pm at the library.

Dragon Hunt in the library

Every week in July, Dragon hid in a different place somewhere in the library. Library visitors of all ages were invited to spot Dragon to receive a small prize. Clues were posted on the library’s Facebook page.



Parks and Recreation Report | July 2025

Director's Report

The City hosted its fourth annual Laser Light Show and concert on Friday, July 4. It was a great event with many people in attendance. In addition to the patriotic themed laser show and live music there were face painters, free glow sticks, and sweet treats available from both Kona Ice and Fifty Licks ice cream. This free annual event continues to be a safe, fun, and family friendly way to celebrate our country's independence.

On July 19 there were two great community events; a community bike ride to the heARTS of Wilsonville and the annual Skate Jam. The community bike ride was a collaboration with SMART to tour the 10 hearts art project in Wilsonville. The skate jam is an ongoing collaboration between the Wilsonville Skate Park Association and the Wilsonville Parks and Recreation department. It is a welcoming, inclusive event for skaters of all ages and skill levels. The remainder of July was packed with summer camps, sports tournaments, movies, concerts and other classes and programs.

Behind the scenes our parks team is laying the ground work for upcoming projects such as Frog Pond Neighborhood Park, which will be a brand new 2.93 acre park in the Frog Pond West Neighborhood. Additionally, there are two major projects coming to Memorial Park this off season with the Playground replacement project and athletic field safety netting improvement project set to break ground this fall/winter.

~Kris Ammerman

Community Center, Recreation & Arts Updates

Movies in the Park Series

July kicked off our Movies in the Park series with Moana 2. Our supporting sponsor Guild Mortgage Team Dalglish brought snacks for the around 150 attendees who joined us at Town Center Park. August will bring two more movies in the park with Inside Out 2 on August 8 at Town Center Park and Wild Robot on August 22 at the Memorial Park River Shelter. All movies start at dusk.

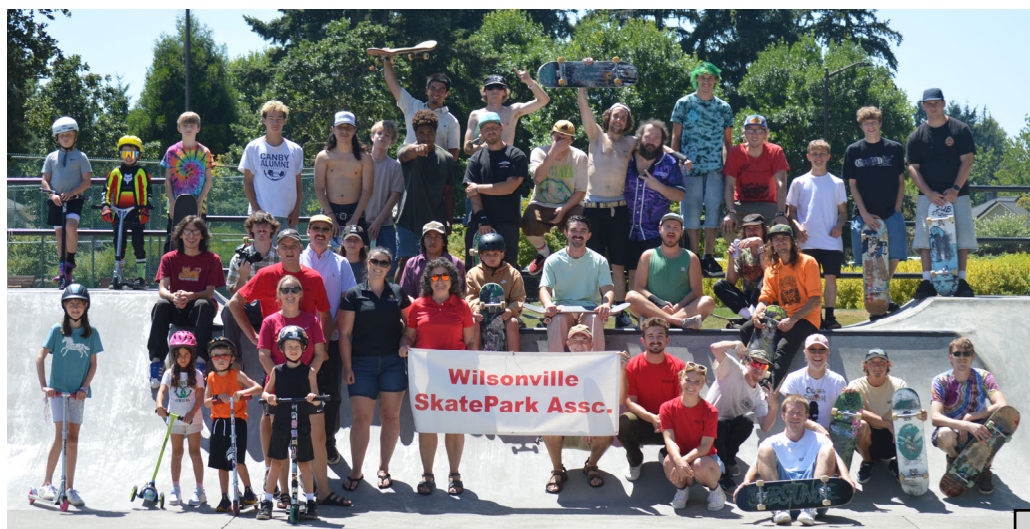


Summer Camp Season Continues

Our summer camp season is still going strong. In July, we had a variety of camps to offer the public, Coyle Outside camps, Timbers Soccer Camp, Jordan Kent Sports Camps, Fun4All Slime Camp, YMCA Camps, KidoKinetics, and Skyhawks all hosted camps in our parks this July! Registration is still open for the remaining weeks of camp at WilsonvilleParksandRec.com/Register.

Skate Jam

The annual Skate Jam event took place with beginner and advanced jam sessions and a number of contests. \$4,000 worth of skateboards, apparel and various skate items were raffled off as part of a free raffle. At one point, Wilsonville Skate Park Association member, Tynan Barnes was speaking with a family who had a child around the age of 10. The family had just purchased a used skateboard and asked Tynan to take a look at the board and make sure everything was in good working condition. Tynan went through the board component by component explaining everything to young man about his “new” board.



Community Bike Ride to the heARTs of Wilsonville

Parks and Rec and SMART collaborated on a Community Bike ride which took place on Saturday July 19. Participants met at Town Center Park where the ride departed from. The ride consisted of an 8 mile family-friendly loop and more than 50 people were in attendance to ride to all 10 hearts. The hearts were part of the heARTs of Wilsonville: Many Cultures, One Heart Public Art installation which got installed in May. This was a great way for people to see the artwork who may have otherwise not. There were also two artists stationed at their heart in order to talk about their process and design.



Board Highlights

Arts, Culture, and Heritage Commission (ACHC)

While the ACHC did not have a meeting in July, staff supported the community bike ride to the heARTs installation and continued to work on other upcoming Public Art Projects.

Kitakata Sister City Advisory Board

The Kitakata Sister City has a meeting on August 6 to review the itinerary and prepare for their Host Family Information Night taking place on August 13 at 6:00 pm at the Wilsonville Library Oak Room.

Parks and Recreation Advisory Board

The Parks and Recreation Advisory Board last met on June 26, their next meeting will be in October when they review Community Opportunity Grant applications.

Upcoming Events

Party in the Park

Thursday, August, 21, 5pm-8pm, Town Center Park

Movies in the Park Series

Friday, August 8, dusk, Town Center Park—Inside Out 2

Friday, August 22, dusk, Memorial Park River Shelter—Wild Robot

Rotary Summer Concert Series

Thursday, August 7, 5:30 pm, Town Center Park—Norman Sylvester

Parks Team

In addition to their normal, busy summer schedules, the parks team has been assisting with special events such as the 4th of July Laser Show, Movies in the Park, Concerts in the Park, supporting other internal events and external events happening within the community parks. Town Center event preparation includes the team rolling out the mobi-mats, which create an ADA accessible pathways for those with mobility issues. These mats give them the opportunity to get closer to the action of the event!

Tournaments are in full swing down in Memorial Park and the team is hard at work ensuring the fields, shelters and facilities are looking great and ready to welcome attendees!

The team has also been deep watering the oaks at Edelweiss in order to hopefully keep them healthy and more resilient if they are affected by the Mediterranean Oak Borer.



The Oregon Recreation and Parks Association Maintenance Institute was hosted in the Stein-Boozier Barn where maintenance professionals learned skills and lessons for their field of work.

The team gave Willow Creek a refresh of paint!





City of Wilsonville Police

JULY 2025



The City of Wilsonville Police Department was proud to join several of the City's neighborhood celebrations on July 4. Officers enjoyed visiting block parties, connecting with residents, and celebrating Independence Day alongside the community. It was truly an honor and a pleasure to be part of the festivities.



Wilsonville's Traffic Car, Deputy Nate Banfi, joined the heART's of Wilsonville Bike Tour on Saturday, July 19.

The tour met at 10:30 a.m. that morning and took a scenic route through the City to visit the various heart installations, named the "Many Cultures, One Heart" project.





City of Wilsonville

Call Activity

8,821

Total Calls

YEAR 2025

High Priority • 739

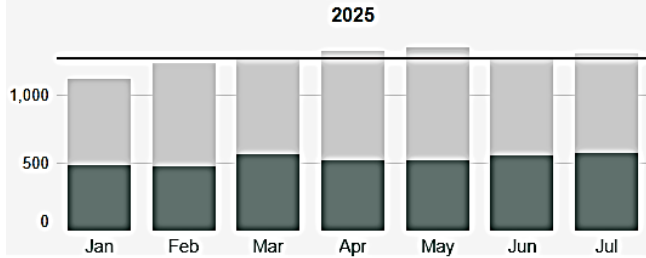
Medium Priority • 5,941

Low Priority • 2,141

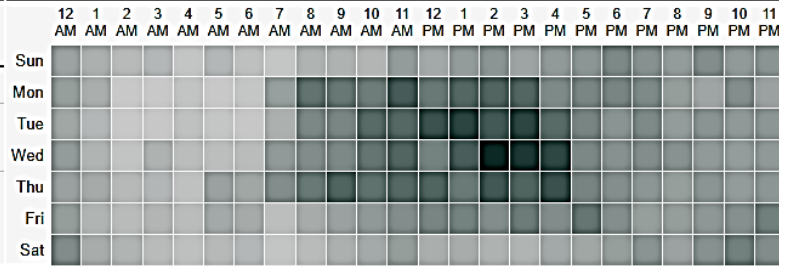
Public-Initiated • 3,672

Deputy-Initiated • 5,149

Call Activity by Month and Year



Call Activity by Day of Week and Hour of Day



This dashboard is maintained by CCSO's Strategic Analysis Unit
Data source: Clackamas County Communication's Computer Aided Dispatch (CAD) software
Updated: 8/1/2025 2:41:23 PM (UTC)

JULY 2025

204

161

245

317

368

Assist

Crime

Disorder

Other

Traffic

Crime

Domestic violence	32
Harassment/menacing	32
Theft	19
Trespass	16
Hit and run	15
Fraud	14
Criminal mischief	7
Assault/abuse	6
Stolen vehicle	4
Burglary	3
Recovered stolen vehicle	3
Violation of restraining order	3
Sex offender registration	2
Sex offense	2
Vice	2
Littering	1

Disorder

Assist public	25
Suspicious activity	107
Parking complaint	40
Animal complaint	17
Noise complaint	13
Subject contact	13
Disturbance	8
Juvenile complaint	8
Juvenile custody dispute	4
Abandoned vehicle	3
Fireworks	3
Unwanted person	2
Ordinance complaint	1
Promiscuous shooting	1

Assist

Assist public	97
Alarm	64
Assist other agency	23
Assist fire/medical	12
Missing person	6
Assist law enforcement	2

Other

Follow-up	119
Community contact	86
Civil	37
Behavioral health	25
Detail/special duty (non-traffic)	19
Property	14
Extra patrol	6
Other	5
Home visit	3
Information	2
Warrant service	1

Traffic

Traffic stop	315
Traffic complaint	21
Traffic crash	21
Hazard	9
DUII	2

From The Director's Office:

Congratulations to Katie Romig, Asset Management Coordinator for receiving a Certificate of Completion for Admin Certification in Asset Management.

She participated in classroom instruction taking a deep dive into four core topics: Successful Setup; Asset Fundamentals; Reactive and Proactive work and Using Data. After completing the training, Katie took a two-hour, 80 question exam to validate her proficiency in being able to manage assets with confidence.

The City uses Cartegraph by OpenGov software for identifying, locating and tracking our infrastructure assets. Being able to have our asset all in one place allows us to schedule maintenance proactively, centralized access to maintenance history, assign and track tasks in real time, and track spending.

Katie's participation in this Certification program will help ensure this City is able to utilize our asset management software to the fullest extent possible.



Best Regards,

Delora Kerber, Public Works Director

Facilities

Let The Sun Shine In

The facilities team continued their examinations of park structures through the month of July. The team inspected the shade structures at Canyon Creek Park to assess them for the safety of the guests. The majority of the beams showed minimal wear with sufficient residual structural strength. However, some of the beams were found to be severely compromised and near total failure. It was decided that all beams should be replaced. The team of Matt Baker, Konnen Bell and Robert Todd took less than two hours to remove, haul, and dispose of all 65 existing beams. New beams and hardware have been purchased and are in the process of being cut to length, chamfered, and stained at the Public Works yard. The new beams are slated to be re-installed by the end of August.



Facilities

Library LED Bulb Swap

Facility Maintenance Technicians Konnen Bell and Trevor Denfeld, with the help of Maintenance Specialist Robert Todd, managed to perform the first of the City building's LED bulb swap. The original plan called for a larger project that would require all fixtures to be replaced and the implementation of lighting controls. Once the team received the much higher than expected cost of the project and the lower than expected amount of Energy Trust of Oregon (ETO) incentives, they decided to look for better options. Luckily, staff were notified of new over-the-counter incentives from ETO that terminated at the end of June, and managed to narrowly beat the deadline securing the bulbs needed for the Library, Parks and Recreation Admin, Police Department and Community Center buildings. Through the month of July, Konnen, Trevor, and Robert managed to swap out close to 800 bulbs in the Library, as well as conduct several ballast conversions. Next up is the Community Center, followed by the Police Department, Parks and Recreation Admin and City Hall buildings.



Facilities

July Heat Wave of Cleaning

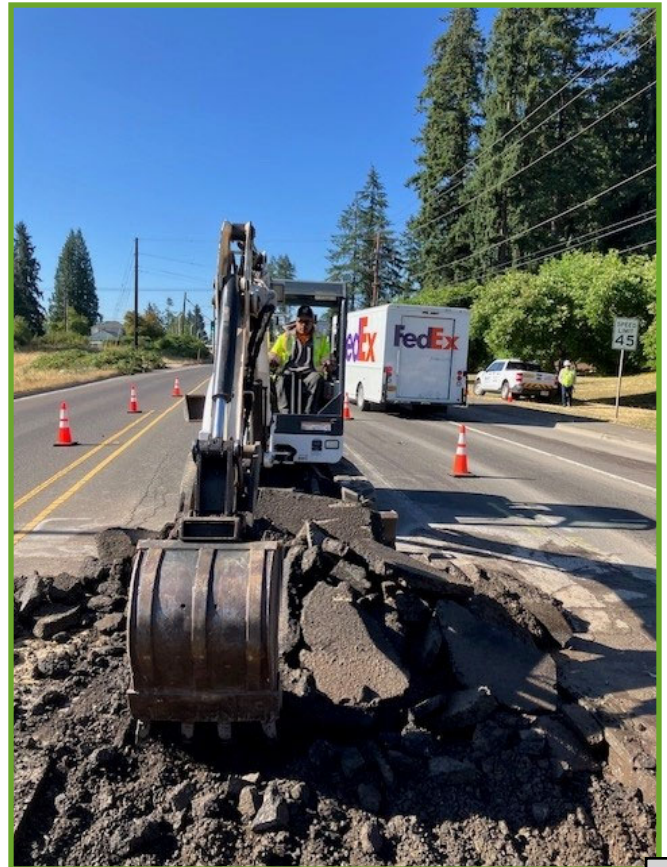
Due to the heat of the summer, turf mowing, pruning and weed removal becomes less labor intensive, opening the door to perform a variety of other tasks. One chore the Facilities team tries to accomplish each year is hard surface cleaning. Whereas dumpster enclosures were the focus of last year's cleaning season, Maintenance Worker James Stroud decided it was time to address the sidewalks and pathways at the City Hall, Community Center, and Police Department buildings. With the use of the department's high power pressure washer and 30" surface cleaner, James managed to clean all the sites in one week.



Roads

Tools of The Trade

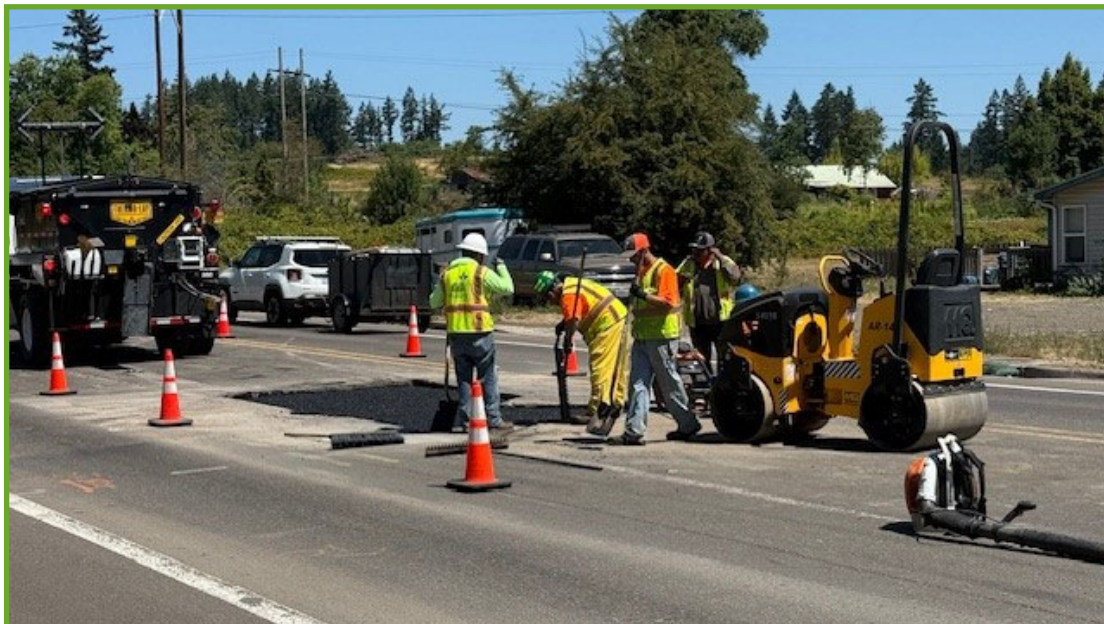
Working on replacing a large section of failing roadway on Grahams Ferry Road brought out the full arsenal of tools alongside the Roads team. All hands were on deck to ensure the safety of crew members and drivers while this work was performed in the early morning hours before peak commute. Step one was concrete cutting around the affected area, then breaking up the problem section of roadway and removing the debris, all while maintaining a safe work zone and limiting traffic disruptions.



Roads

New And Improved

After removing the old section of roadway, the Roads team prepped the area before applying new asphalt to fill the depression. First, a three-inch layer of asphalt is laid down followed by continuous rolling to flatten the section. Then another three-inch layer of asphalt is applied, rolled and flattened, followed by a thorough soaking from the water truck. After allowing the new asphalt to cool, traffic was restored to normal flow.



Stormwater

Water Safety Guardians

For July, water quality pollution-control manholes were the name of the game. These are a distinct type of manhole that has a vertical pipe and high-elevation outfall designed to slow the incoming water from nearby pipe systems, and allow sediments and hydrocarbons to settle out. The sediments are stored in the structure, thereby preventing them from entering into the streams and rivers. The Stormwater crew cleaned 100 of these specialty manholes this past month as their singular focus.



Utilities

In House Repairs

Wastewater Collections crew members David Perfecto and Luis del Rio went back to school in July, learning how to troubleshoot and perform minor repairs on the closed-captioned-television van that is an integral part of their daily work. During their training, David and Luis learned how to identify problems in the main systems of the van: Transporter Power, Camera Power, Light Power, Video Footage, and Reel Controller.

After identifying the problem, if the wire is inside of the gold conduit staff can now solder and repaired the cables in house. This knowledge will save both time and money for the Wastewater Collections team, and allow them to get back out into the field more quickly when equipment problems arise.



Utilities

Summer Internship Spotlight

Every year, the Utilities team hires a college student to help with non-technical tasks around the city. The intern is often studying water treatment and wastewater treatment programs as part of their curriculum, making this internship perfect real-world experience to compliment their studies. Our intern for the 2025 summer season is Lucas Anderson, who hails from Wilsonville and is studying at University of Michigan.

In addition to training with the certified technicians, the intern lends a hand with labor intensive and time-consuming tasks ranging from weed-whacking and mowing around the cities' four reservoir sites, to pressure washing and painting some of our many fire hydrants.

The Utilities team is grateful to have a helping hand for the three months that the intern is part of the team.



2025

July Report Transit/Fleet

Confessions of a Country: I'm not perfect. Consider me a work in progress. To all those I have hurt along the way, please accept my apology. Being able to truly forgive is a rare human quality, and anger begets anger. Have you ever wondered why a rearview mirror is so much smaller than a windshield? Perhaps where we are going is more important than where we have already been. Mistakes, yes, I've made my share. Regrets, yes, too many to list. Admitting I have faults is not easy, especially when people have such high expectations of me. Well, that's all for now. I have a birthday celebration to prepare for. Some say I don't look too bad for 249.

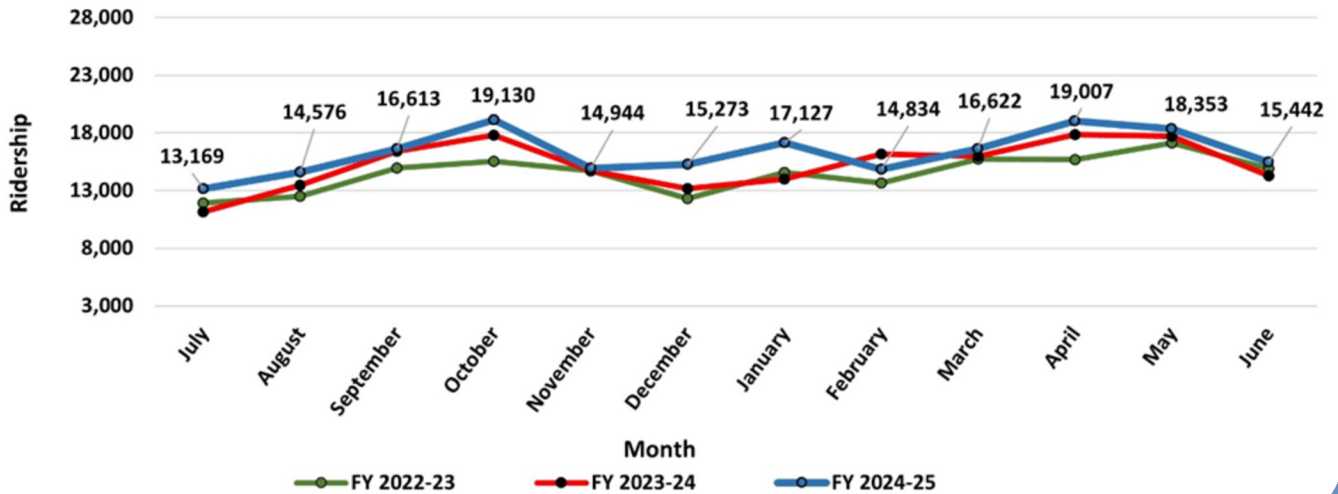
Dwight Brashear
Transit Director



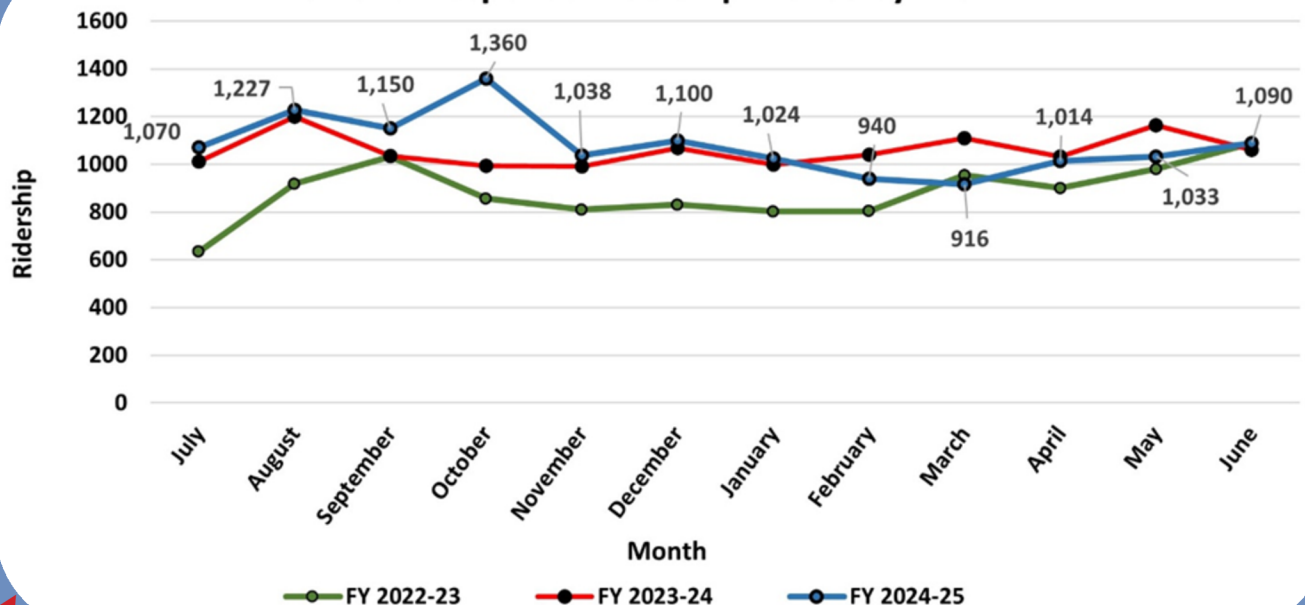
RIDERSHIP TRENDS

Anne MacCracken

Fixed Route Ridership Trends by Month



Demand Response Ridership Trends by Month



FLEET SERVICES

Scott Simonton

Fleet provides central fueling for all City owned vehicles and equipment and is responsible for tracking fuel usage and costs. We recently installed and onboarded a new fuel management system in our Boberg Road facility. This is a cardlock system, with a cloud-based tracking component.

Improved capabilities over our old system include:

- Better card control: In the event a card is lost or stolen, we are able to remotely disable the card without vendor assistance.
- Real time tracking of fuel usage: In the past, batch fuel transactions needed to be downloaded prior to any data analysis. The new system allows us to look at fuel transactions as they happen.
- Improved reporting: Data can now be exported in a much more refined manner. We can report on individual vehicles, work groups, or entire divisions.

The new system became necessary as support was ended for our previous system, which was installed when the facility was originally constructed in 2012.



New Petro-Vend cardlock unit at Fleet

COMMUTE OPTIONS

Michelle Marston

The Easy Breezy Summer Rides Community Transportation Challenge began July 1 and runs through August.

Whether you're commuting to work or getting your daily needs, this challenge encourages participants to choose a sustainable transportation mode.

Participants only need to take a minimum of 8 trips via sustainable transportation to be entered into the raffle. The winner of the raffle will claim (1) \$100 e-gift card of their choosing. The drawing will be held on Sept 8, 2025. These challenges are run to encourage the use of alternatives modes of transportation, rather than driving alone.



GRANTS & PROGRAMS

Kelsey Lewis

In July, SMART staff submitted grant applications to the Federal Transit Administration for three battery electric buses and associated charging equipment under the Low and No Emissions (AKA “LowNo”) and Bus and Bus Facilities programs. These are very competitive programs with many more projects than available funding each year, and yet we are hopeful our project will be selected.

We included letters of support from the Wilsonville Chamber of Commerce, Portland General Electric, Metro, and a joint letter from Senator Wyden, Senator Merkley, and Representative Salinas. A timeline for awards has not been released but we expect an announcement sometime in the autumn.



SAFE ROUTES TO SCHOOL

Wyle O'Neill



In July, SMART hosted the HeARTs of Wilsonville Bike Tour in partnership with our Parks and Recreation Department. This was a creative, family-friendly event that brought residents together to explore Wilsonville's newest public art installations by bike. Riders visited all ten heart installations throughout town, promoting active transportation, local art appreciation and community connection.

We were joined by some of the artists along the route to speak to their project directly to those in attendance. The ride showcased safe biking routes through town while also highlighting the city's commitment to community wellness and placemaking. Turnout was strong, and feedback so far has been overwhelmingly positive.