



CITY COUNCIL AGENDA

January 23, 2025 at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

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@ci.wilsonville.or.us or 503-570-1506

Individuals may submit comments online at: <https://www.ci.wilsonville.or.us/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. [City Council Members' Assignments to City Boards and Intergovernmental Committees \(Ottenad/Leo\) \[20 min.\]](#)
- B. [2025-2026 State Legislative Agenda \(Ottenad/Leo\) \[20 min.\]](#)
- C. [2025 State Legislative Session Priorities \(Ottenad/Leo\) \[20 min.\]](#)

ADJOURN [6:10 PM]

Break to switch Zoom accounts [5 min.]

EXECUTIVE SESSION [6:15 PM]

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

ADJOURN [6:55 PM]

Break to switch Zoom accounts [5 min.]

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, January 23, 2025 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10:00 a.m. on January 7, 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. City Council Members' Assignments to City Boards and Intergovernmental Committees
5. 2025-2026 State Legislative Agenda
6. 2025 State Legislative Session Priorities
7. [Joint Values and Outcomes for the 2025 Legislative Transportation Package by the Communities of Clackamas County](#)
8. [Upcoming Meetings](#)

COMMUNICATIONS [7:20 PM]

9. Metro Housing Funding Update (*Metro Staff*) [20 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]

10. Council President Berry

- 11. Councilor Dunwell
- 12. Councilor Cunningham
- 13. Councilor Shevlin

CONSENT AGENDA [8:10 PM]

- 14. [Minutes of the January 6, 2025 City Council Meeting. \(City Recorder\)](#)

NEW BUSINESS [8:15 PM]

CONTINUING BUSINESS [8:15 PM]

- 15. [Ordinance No. 896 2nd Reading \(Quasi-Judicial Land Use Hearing\)](#)

[An Ordinance Of The City Of Wilsonville Annexing Approximately 9.00 Acres Of Property Located At 7400 SW Frog Pond Lane For Development Of A 28-Lot Residential Subdivision. \(Luxhoj\)](#)

- 16. [Ordinance No. 897 2nd Reading \(Quasi-Judicial Land Use Hearing\)](#)

[An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5-Acre \(RRFF-5\) Zone To The Residential Neighborhood \(RN\) Zone On Approximately 9.00 Acres Located At 7400 SW Frog Pond Lane For Development Of A 28-Lot Residential Subdivision. \(Luxhoj\)](#)

PUBLIC HEARING [8:25 PM]

CITY MANAGER’S BUSINESS [8:25 PM]

LEGAL BUSINESS [8:30 PM]

- 17. [Public Contracts Quarterly Report \(Guile-Hinman\)](#)

ADJOURN [8:35 PM]

INFORMATIONAL ITEMS – No Council Action Necessary

[Work Plan](#)

[City Manager Reports](#)

AN EXECUTIVE SESSION WILL IMMEDIATELY FOLLOW THE WORK SESSION

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 the Kimberly Veliz, City Recorder at 503-570-1506 or CityRecorder@ci.wilsonville.or.us: 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. Comun quese al 503-570-1506.



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: January 23, 2025		Subject: City Council Members' Assignments to City Boards and Intergovernmental Committees	
		Staff Member: Mark Ottenad, Public/Government Affairs Director	
		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 type="checkbox"/> Information Only <input checked="" 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: City Council can confirm appointments discussed during work session with a vote during the course of Mayors Business Report agenda item for the subsequent City Council meeting.	
Staff Recommendation: Staff recommend Council confirms Council members appointments.			
Recommended Language for Motion: I move to confirm the slate of City Council appointments to City Boards/Committees and to Intergovernmental Bodies as read by the Mayor.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The City Council appoints Council members to act as:

1. The primary representative and/or secondary alternate representative to represent the City of at various regional intergovernmental bodies; and
2. City Council liaison or representatives to City committees and commissions.

EXECUTIVE SUMMARY:

The City Council has a total of 16 to 19 positions to fill for Council members acting as City representative or alternate or liaison to external (regional/state) or internal (committees/commissions):

- **A minimum of 12 positions of primary representative or secondary alternate are needed for 6 regional/state intergovernmental bodies or associations—these positions require an elected official to be the representative or alternate:**
 1. Clackamas County Coordinating Committee (C4) – 2 positions
 2. C4 Metro Subcommittee – 2 positions
 3. Washington County Coordinating Committee (WCCC) – 2 positions
 4. Willamette Intake Facilities (WIF) Commission – 2 positions
 5. Regional Water Providers Consortium – 2 positions
 6. French Prairie Forum Local Governments Working Group – 2 positions
- **The City Council has over the past couple of years or traditionally filled 15 total positions that also includes 3 committees and organizations—these positions may be filled by an elected official or a staff member:**
 7. Aurora State Airport Master Plan Planning Advisory Committee (PAC) – 1 position (only one scheduled meeting in February 2025)
 8. Greater Portland Inc (GPI) Small Cities Consortium (SCC) – 1 position
 9. Willamette Falls & Landings Heritage Area Coalition (WFLHAC) – 1 position
- **A total of 4 positions are needed for local/city liaisons or representatives to 3 City boards and commissions—these positions require a City Council member:**
 1. Arts, Culture, and Heritage Commission – 1 position (liaison)
 2. Tourism Promotion Committee – 1 position (liaison)
 3. Wilsonville-Metro Community Enhancement Committee – 2 positions (voting members)
- **The Mayor, by virtue of the office held, is a member or an ex-officio board director of 3 organizations/associations:**
 1. Korean War Memorial Foundation of Oregon (KWMFO)
 2. Metropolitan Mayors Consortium (MMC)
 3. Oregon Mayors Association (OMA)
 4. Clackamas County Chair-Mayors meeting, held monthly
 5. Washington County Chair-Mayors meeting, held monthly

Thus, the City of Wilsonville is represented by City Council members on various public-sector, intergovernmental boards and committees throughout the region. Most of these bodies require

an elected official of the City Council to be appointed as the primary representative and the alternate representative for the City of Wilsonville.

Region-wide, many of these assignments to external leadership bodies are filled for a one- or two-year period at the start of an odd-numbered calendar year after a general election that results in a new city council/commission taking office. Traditionally, a Wilsonville City Council appointee to any of these boards and committees has remained in a given position for a one- or two-year period; however, Council members schedules may change, and Council may redesignate their representatives/alternates at any time.

Members of the City Council, most notably the Mayor by virtue of the position of the office, may serve on boards of nonprofit organizations or associations of mayors or other elected officials. Most frequently these positions of volunteer service on nonprofit boards or committees are *not* appointed by City Council; rather, the Council member is appointed by the association or organization or joins the nonprofit as a member.

The City is a member of a number of organizations or associations for which any City Council member may participate; however, the City does not have a designated position or seat on these organizations boards of directors, including:

- Clackamas Cities Assn. (CCA)
- Clackamas County Business Alliance (CCBA)
- League of Oregon Cities (LOC)
- Oregon Economic Development Assn. (OEDA)
- Westside Economic Alliance (WEA)
- Wilsonville Area Chamber of Commerce (WACC)
- Wilsonville Community Seniors, Inc. (WCSI)
- Wilsonville Friends of the Library
- Wilsonville Public Library Foundation

Due to Wilsonville’s location—within the Metro Urban Growth Boundary (UGB) in two metro-area counties along I-5 and the Willamette River at the foot of the North Willamette Valley as a major ‘employment-center’ city operating a federally-chartered FTA urban-area transit system—and strategic interests in economic development, land-use and transportation issues, the City is engaged in a host of regional and statewide intergovernmental organizations and business associations.

In order for a City Council member to become a member of Metro’s Joint Policy Committee on Advisory Committee on Transportation (JPACT) or Metropolitan Planning Advisory Committee (MPAC), the Council member must be nominated and approved by the Clackamas County Coordinating Committee (C4) acting on a recommendation from the C4 Metro Subcommittee. JPACT makes transportation policies and federal funding decisions for the Metropolitan Planning Organization (MPO) Transportation Management Area (TMA) in conjunction with the Metro Council. MPAC makes state/regional land-use recommendations, including UGB expansions, to

the Metro Council. Former Mayor Tim Knapp served for two years as the Other Cities (read “small”) of Clackamas County on MPAC and then two years as alternate and six years as the Cities of Clackamas County representative to JPACT.

EXPECTED RESULTS:

The City Council discusses and assigns Council members to the various open slots or positions.

TIMELINE:

Acting at the start of the new City Council provides for timely Council representation to various leadership bodies.

CURRENT YEAR BUDGET IMPACTS:

No budget impacts for assigning City Council members to external or internal boards, committees, commissions, associations and organizations.

COMMUNITY INVOLVEMENT PROCESS:

Each of these Council member assignments has gone through extensive public process to create the position that Council is filling.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

The Wilsonville community benefits from an active and engaged City Council in both local and regional affairs.

ALTERNATIVES:

The City Council could opt to not participate in any number of potential assignments.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

- A. Overview of Wilsonville City Council Liaison Leadership Roles:
Local/City and Regional/State Boards/Committees and Associations/Organizations
This document provides an overview on one sheet of all key City/Local and State/Regional bodies for potential Council participation.
- B. 2023-2024 & 2025-2026 Wilsonville City Council Representatives to Regional/State Intergovernmental Bodies
This document is a ‘fill-in-the-blanks’ worksheet for City Council assignments to regional bodies.
- C. 2023-2024 & 2025-2026 Wilsonville City Council Representatives / Liaisons to City Bodies (Committee/Commission)
This document is a ‘fill-in-the-blanks’ worksheet for City Council assignments to City bodies.
- D. 2021-22 & 2023-24 Wilsonville City Council Representatives to Regional/State Intergovernmental Bodies

A listing of who served when on each body.

- E. 2021-2022 & 2023-2024 Wilsonville City Council Representatives / Liaisons to City Bodies (Committee/Commission)

A listing of who served when on each body.

- F. Summary of Regional/State Intergovernmental Leadership Bodies and Local/City Boards for Council Participation

This document provides more details on each body for potential City Council members participation.

- G. Frequently Referenced Acronyms and Short-forms: A List of Common Abbreviations

Overview of Wilsonville City Council Liaison Leadership Roles: Local/City and Regional/State Boards/Committees and Associations/Organizations

LOCAL / CITY

City Boards / Committees	Associations / Organizations
Budget Committee	Korean War Memorial Foundation of Oregon (KWMFO) *
Urban Renewal Agency	Korean War Veterans Assn (KWVA), Oregon Trail Chapter
Arts, Culture, and Heritage Commission	Wilsonville Area Chamber of Commerce
Tourism Promotion Committee	Wilsonville Community Seniors, Inc. (WCSI)
Wilsonville-Metro Community Enhancement Com. (2 positions)	Wilsonville Friends of the Library
	Wilsonville Public Library Foundation

REGIONAL / STATE

Intergovernmental Boards / Coms.	Associations / Organizations
Aurora State Airport MP Planning Advisory Committee (PAC) **	Clackamas Cities Assn. (CCA)
Clackamas County Coordinating Committee (C4)	Clackamas County Business Alliance (CCBA)
C4 Metro Subcommittee	Greater Portland Inc (GPI) Small Cities Consortium (SCC) **
Washington County Coordinating Committee (WCCC)	League of Oregon Cities (LOC)
Willamette Intake Facilities (WIF) Commission	Metropolitan Mayors Consortium (MMC) *
Regional Water Providers Consortium	Oregon Economic Development Assn. (OEDA)
French Prairie Forum Local Governments Working Group	Oregon Mayors Association (OMA) *
	Westside Economic Alliance (WEA)
	Willamette Falls & Landings Heritage Area Coalition (WFLHAC) **
Metro Regional Appointments of Council Made by C4 Metro Subcom.	
JPACT – Joint Policy Advisory Committee on Transportation	
MPAC – Metropolitan Policy Advisory Com.	

LEGEND

Boards/Committees appearing in reverse/white font indicate bodies that City Council traditionally makes appointments to serve in a liaison or representative/alternate role.

Boards/Committees and Associations / Organizations appearing in bold black font indicate bodies that Mayor or City Council members have traditionally engaged with or participated in meetings; no Council representative or liaison assignment is required.

Boards/Committees appearing regular black font indicate bodies that City Council members have had limited engagement in the recent past.

Note that associations/organizations, such as CCBA or Chamber, may appoint whomever they want to their boards — this is not a City Council choice.

* Mayor named by virtue of the office held as a member of association or an ex-officio honorary member of the board of directors.

** A City Council member is not required for City representation; staff may be appointed.

2023–2024 & 2025–2026 Wilsonville City Council Representatives to Regional/State Intergovernmental Bodies

FILL-IN-THE-BLANKS WORKSHEET FOR 2025-2026

Updated 1/2025

Leadership Body	When / Where	City Position	2023-2024 Reps.	2025-2026 Reps.
1. Aurora State Airport Master Plan Planning Advisory Com. (PAC) **	<i>One remaining meeting:</i> Tue, Feb 4 5 – 8 pm Zoom	Representative	Councilor Linville	
		Alternate	Chris Neamtzu	Chris Neamtzu
		Support Staff	Mark Ottenad	Mark Ottenad
2. Clackamas County Coordinating Committee (C4)	<i>Monthly:</i> 1 st Thursday 6:45 – 8:30 pm Zoom / Oregon City	Representative	Councilor Linville	
		Alternate	Chris Neamtzu	
		Support Staff	Mark Ottenad	Mark Ottenad
3. Clackamas County Coordinating Committee Metro Subcommittee (C4 Metro Subcom.)	<i>Monthly:</i> 2 nd or 3 rd Wed prior to 3 rd Thur JPACT mtg 7:30 – 9 am Zoom / Oregon City	Representative	Councilor Berry	
		Alternate	Mayor Fitzgerald	
		Support Staff	Mark Ottenad Dwight Brashear	Mark Ottenad Dwight Brashear
4. Washington County Coordinating Committee (WCCC)	<i>Monthly:</i> 2 nd or 3 rd Monday 12 – 1:30 pm Zoom / Beaverton	Representative	Mayor Fitzgerald	
		Alternate	Councilor Dunwell	
		Support Staff	Mark Ottenad Dwight Brashear	Mark Ottenad Dwight Brashear
5. Willamette Intake Facilities (WIF) Commission Board, Tualatin Valley Water Dist. (TVWD)	<i>Quarterly 4x/year:</i> Last Monday of month: Jan 27, Apr 28, Jul 28, Oct 27 @ 7:30 pm Zoom / Beaverton	Representative	Councilor Akervall	
		Alternate	Councilor Dunwell	
		Support Staff	Delora Kerber Keith Katko	Delora Kerber Keith Katko
6. Regional Water Providers Consortium Board	<i>Quarterly, 3x/year:</i> 1 st Wed of Feb, June, Oct. 6:30 – 8:30 pm Zoom / Portland	Representative	Councilor Akervall	
		Alternate	Councilor Berry	
		Support Staff	Delora Kerber Martin Montalvo	Delora Kerber Martin Montalvo
7. League of Oregon Cities (LOC) and Oregon Mayors Association (OMA) *	<i>Periodic meetings:</i> Various locations LOC Annual Conf. Oct 2-4 @ Portland	Representative	Mayor Fitzgerald	Mayor O’Neil
		Support Staff	Zoe Mombert Mark Ottenad	Zoe Mombert Mark Ottenad
8. French Prairie Forum Local Governments Working Group **	<i>Monthly except Aug, and Dec:</i> 3 rd Wednesday 2 – 3 pm Zoom / Aurora	Representative	Councilor Dunwell	
		Alternate	Councilor Linville	
		Support Staff	Mark Ottenad	Mark Ottenad
9. Greater Portland, Inc., (GPI) Small Cities Consortium (SCC)	<i>Monthly after MMC:</i> 3 rd Thursday 1:30 – 2:30 pm Zoom / Tualatin	Representative	Councilor Linville	
		Support Staff	Matt Lorenzen Mark Ottenad	Matt Lorenzen Mark Ottenad
10. Willamette Falls & Landings Heritage Area Coalition (WFLHAC) **	<i>Monthly:</i> 3 rd Mon, 11 am-12 pm Zoom / West Linn	Representative	Councilor Dunwell	
		Support Staff	Mark Ottenad	Mark Ottenad
11. Metropolitan Mayors Consortium (MMC) *	<i>Monthly before GPI SCC:</i> 3 rd Thursday 11:00 – 12:30 pm Zoom / Tualatin	Representative	Mayor Fitzgerald	Mayor O’Neil
		Support Staff	Mark Ottenad	Mark Ottenad

* Mayor a member by virtue of the office held ** City Council member is not required for City representation; staff may be appointed.

2023-2024 & 2025-2026 Wilsonville City Council Representatives / Liaisons to City Bodies (Committee/Commission)

FILL-IN-THE-BLANKS WORKSHEET FOR 2025-2026

Updated 1/2025

Leadership Body	When / Where	City Position	2023-2024 Reps.	2025-2026 Reps.
1. <u>Arts, Culture, and Heritage Commission (ACHC)</u>	<i>Monthly:</i> 3 rd Wednesday 5 – 6:30 pm Park & Rec Admin Bldg / Zoom	Council Liaison	Mayor Fitzgerald	
		Support Staff	Erika Valentine Kris Ammerman	Erika Valentine Kris Ammerman
2. <u>Tourism Promotion Committee (TPC)</u>	<i>Periodically: 4 – 5 meetings per year:</i> Usually 1 – 3 pm City Hall / Zoom	Council Liaison	Councilor Berry	
		Support Staff	Zoe Mombert Mark Ottenad	Zoe Mombert Mark Ottenad
3. <u>Wilsonville-Metro Community Enhancement Committee (CEC)</u>	<i>Periodically: 2 – 3 meetings per year</i> Most often in the spring time City Hall / Zoom	Representative 1	Councilor Linville	
		Representative 2	Councilor Berry	
		Support Staff	Zoe Mombert	Zoe Mombert

2021-22 & 2023-24 Wilsonville City Council Representatives to Regional/State Intergovernmental Bodies

A LISTING OF WHO SERVED WHEN ON EACH BODY

Updated 4/1/2024

Leadership Body	When / Where	City Position	2021-22 Reps.	2023-24 Reps.
1. Aurora State Airport Master Plan Planning Advisory Com. (PAC)	<i>Periodic:</i> 2 nd Tuesday of month 5 – 7/8 pm Zoom	Representative	Councilor Lehan	Councilor Linville
		Alternate	Chris Neamtzu	Chris Neamtzu
		Support Staff	Mark Ottenad	Mark Ottenad
2. Clackamas County Coordinating Committee (C4)	<i>Monthly:</i> 1 st Thursday 6:45 – 8:30 pm Zoom / Oregon City	Representative	Mayor Fitzgerald	Mayor Fitzgerald
		Alternate	Councilor Linville	Councilor Berry
		Support Staff	Mark Ottenad Dwight Brashear	Mark Ottenad Dwight Brashear
3. Clackamas County Coordinating Committee Metro Subcommittee (C4 Metro Subcom.)	<i>Monthly:</i> 2 nd or 3 rd Wed prior to 3 rd Thur JPACT mtg 7:30 – 9 am Zoom / Oregon City	Representative	Councilor Linville	Councilor Berry
		Alternate	Mayor Fitzgerald	Mayor Fitzgerald
		Support Staff	Mark Ottenad Dwight Brashear	Mark Ottenad Dwight Brashear
4. Washington County Coordinating Committee (WCCC)	<i>Monthly:</i> 2 nd or 3 rd Monday 12 – 1:30 pm Zoom / Beaverton	Representative	Mayor Fitzgerald	Mayor Fitzgerald ¹
		Alternate	Councilor Akervall	Councilor Dunwell ¹
		Support Staff	Mark Ottenad Dwight Brashear	Mark Ottenad Dwight Brashear
5. Willamette Intake Facilities (WIF) Commission Board, Tualatin Valley Water Dist. (TVWD)	<i>Quarterly 4x/year:</i> Last Monday of month: Jan 27, Apr 28, Jul 28, Oct 27 @ 7:30 pm Zoom / Beaverton	Representative	Councilor Akervall	Councilor Akervall ²
		Alternate	Councilor West	Councilor Dunwell ²
		Support Staff	Delora Kerber Keith Katko	Delora Kerber Keith Katko
6. Regional Water Providers Consortium Board	<i>Quarterly, 3x/year:</i> 1 st Wed of Feb, June, Oct. 6:30 – 8:30 pm Zoom / Portland	Representative	Councilor West	Councilor Akervall
		Alternate	Councilor Akervall	Councilor Berry
		Support Staff	Delora Kerber Martin Montalvo	Delora Kerber Martin Montalvo
7. League of Oregon Cities (LOC) and Oregon Mayors Association (OMA)	<i>Periodic meetings:</i> Various locations LOC Annual Conf. Oct 2-4 @ Portland	Representative	Mayor Fitzgerald	Mayor Fitzgerald
		Support Staff	Zoe Mombert Mark Ottenad	Zoe Mombert Mark Ottenad
8. French Prairie Forum Local Governments Working Group	<i>Monthly except Aug, and Dec:</i> 3 rd Wednesday 2 – 3 pm Zoom / Aurora	Representative	Councilor Lehan	Councilor Dunwell
		Alternate	Mayor Fitzgerald	Councilor Linville
		Support Staff	Mark Ottenad	Mark Ottenad
9. Greater Portland, Inc., (GPI) Small Cities Consortium (SCC)	<i>Monthly after MMC:</i> 3 rd Thursday 1:30 – 2:30 pm Zoom / Tualatin	Representative	Mayor Fitzgerald	Councilor Linville
		Support Staff	Mark Ottenad Zoe Monahan	Matt Lorenzen Mark Ottenad
10. Willamette Falls & Landings Heritage Area Coalition (WFLHAC)	<i>Monthly:</i> 3 rd Mon, 11 am-12 pm Zoom / West Linn	Representative	Councilor Lehan	Councilor Dunwell
		Support Staff	Mark Ottenad	Mark Ottenad
11. Metropolitan Mayors Consortium (MMC)	<i>Monthly before GPI SCC:</i> 3 rd Thursday 11:00 – 12:30 pm Zoom / Tualatin	Representative	Mayor Fitzgerald	Mayor Fitzgerald
		Support Staff	Mark Ottenad	Mark Ottenad

¹ Rep and Alternate swapped positions twice, on 6/19/23 and 4/1/24. ² Rep and Alternate swapped positions twice, on 9/16/23 and 10/16/2023.

2021-2022 & 2023-2024 Wilsonville City Council Representatives / Liaisons to City Bodies (Committee/Commission)

Updated 1/2025

Leadership Body	When / Where	City Position	2021-2022 Reps.	2023-2024 Reps.
1. <u>Arts, Culture, and Heritage Commission (ACHC)</u>	<i>Monthly:</i> 3 rd Wednesday 5 – 6:30 pm Park & Rec Admin Bldg / Zoom	Council Liaison	Mayor Fitzgerald	Mayor Fitzgerald
		Support Staff	Erika Valentine Kris Ammerman	Erika Valentine Kris Ammerman
2. <u>Tourism Promotion Committee (TPC)</u>	<i>Periodically: 4 – 5 meetings per year:</i> Usually 1 – 3 pm City Hall / Zoom	Council Liaison	Councilor Lehan	Councilor Berry
		Support Staff	Zoe Mombert Mark Ottenad	Zoe Mombert Mark Ottenad
3. <u>Wilsonville-Metro Community Enhancement Committee (CEC)</u>	<i>Periodically: 2 – 3 meetings per year</i> Most often in the spring time City Hall / Zoom	Representative 1	Councilor Linville	Councilor Linville
		Representative 2	Councilor West	Councilor Berry
		Support Staff	Zoe Mombert	Zoe Mombert

Summary of Regional/State Intergovernmental Leadership Bodies and Local/City Boards for Council Participation

Updated 1/2025

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A. Regional and State Intergovernmental Bodies for City Council Appointment

Intergovernmental organizations that require a City Council member to be primary representative and/or alternate

1. Aurora State Airport Master Plan Planning Advisory Com. (PAC)

The Oregon Department of Aviation (ODAV) is conducting a Master Planning process for the Aurora State Airport that commenced in 2021, was expected to be completed in 2023, and now is scheduled for completion in 2025.

ODAV has formed a Planning Advisory Committee whose “Members will provide input at key decision points in an advisory level; as a sounding board. No recommendations will be made by the committee.” An additional ninth PAC meeting has been schedule for Feb. 4, 2025.

After the City and others complained about lop-sided composition of the PAC that did not include local-area citizen interests, ODAV enlarged the PAC, but still maintained a majority of private interests seeking public funds for airport expansion, resulting in a ‘stacked PAC’:

59% (19 members): Pro-Airport Development

22% (7 members): Pro-Public Process

19% (6 members): State agencies/tribes/unknown position

The PAC has met periodically, generally once every few months via zoom, with a summer-time in-person open-house event held at Marion High School.

The participating local government jurisdictions have placed an elected official as their primary rep to the PAC, and have staff person serve as alternate. During 2021 – 2022, City Councilor Lehan was the City’s primary rep and the Community Development Director served as alternate. During 2023 – 2024, City Councilor Joann Linville as the representative, and Community Development Director continued as alternate.

2. Clackamas County Coordinating Committee (“C4”)

The Clackamas County Coordinating Committee (“C4”) meets monthly on the first Thursday of the month, 6:45-8:30 pm, via zoom (traditionally in Oregon City) and is composed of all the cities (Metro jurisdiction cities of Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, Tualatin, West

Linn and Wilsonville; and the non-Metro/rural cities of Barlow, Canby, Estacada, Molalla and Sandy) and the County of Clackamas County, along with representatives of special districts and hamlet/villages. Representatives from Metro, Clackamas County citizen representative to MPAC, urban and rural transit agencies and the Port of Portland are ex-officio members.

C4 focuses on land-use (including housing) and transportation issues, and makes formal recommendations to the County Commission, Metro, ODOT and other state or federal agencies as is appropriate. C4, which is advised by a cities-county staff-level technical advisory committee known as “CTAC,” reviews and makes recommendations on transportation matters. County staff are examining the feasibility of establishing a staff-level land-use advisory committee; however, municipal staffing capacity may be insufficient. C4 may also hold an in-person summer retreat event, usually held Friday noon through Saturday noon.

Note that holidays, including City Council rescheduled meeting dates, may impact Council members’ ability to participate in some meetings; *e.g.*, Wilsonville always misses the September C4 meeting due to preceding Monday Labor Day holiday. C4 bylaws require that city reps and alternates be elected officials. During 2023 – 2024, Mayor Fitzgerald served as the City’s rep and City Councilor Berry as the alternate to C4. The Public and Government Affairs Director, with assistance of Community Development Director and SMART Transit Director, supports City Council members.

<p>C4 2025 Meeting Schedule 6:45-830 PM Thur, Jan 9 Thur, Feb 6 Thur, Mar 6 Thur, Apr 3 Thur, May 1 Thur, Jun 5 July cancel Thur, Aug 7 Thur, Sep 4* Thur, Oct 2 Thur, Nov 6 Thur, Dec 4 *schedule conflict with City Council meeting</p>

3. Clackamas County Coordinating Committee Metro Subcommittee (“C4 Metro Subcom”)

The Clackamas County Coordinating Committee Metro Subcommittee (“C4 Metro Subcom”) meets monthly prior to the JPACT meeting on the second or third Wednesday, 7:30-9 am, via zoom (traditionally in Oregon City).

The C4 Metro Subcommittee and is a committee of C4 composed of the county and nine Clackamas County cities located with Metro’s UGB jurisdiction — including the cities of Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, Tualatin, West Linn and Wilsonville; along with both TriMet and SMART. The meeting occurs just before the monthly Metro JPACT meeting that occurs on the third Thursday of the month.

<p>C4 Metro Subcom 2025 Meeting Schedule 7:30-9:00 AM Wed, Jan 15 Wed, Feb 19 Wed, Mar 19 Wed, Apr 16 Wed, May 14 Wed, Jun 18 Wed, Jul 16 Wed, Aug 20 Wed, Sep 17 Wed, Oct 15 Wed, Nov 19 Wed, Dec 17</p>
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The C4 Metro Subcommittee reviews and makes recommendations to Metro via recommendations to the full C4 body for transportation projects and policy (through the Joint Policy Advisory Committee on Transportation (JPACT)) and land-use matters (through the Metropolitan Advisory Policy Committee (MPAC)), and assists in appointing the cities’ representatives to JPACT and MPAC Other (Small) Cities reps and to the staff-level advisory committees, Transportation Policy Alternatives Committee (TPAC) and Metropolitan Technical Advisory Committee (MTAC).

Pursuant to JPACT Bylaws, the City of Wilsonville and SMART are represented at JPACT by the Cities of Clackamas County position. The City and County have challenged this arrangement, seeking to elevate SMART with direct representation at JPACT.

Previously in 2014 the Metro Cities of C4 Metro Subcommittee elected Mayor Knapp to be the representative of the Cities of Clackamas County to JPACT, and previously in 2010 as the Other (Small) Cities of Clackamas County rep to the Urban/Rural Reserves Steering Committee and later in 2012 as the Other (Small) Cities of Clackamas County rep to MPAC.

C4 bylaws require that city reps and alternates be elected officials. City Councilor Berry has served as the City’s rep and Mayor Fitzgerald as the alternate to C4 Metro Subcom during 2023 – 2024. The Public and Government Affairs Director, with assistance of Community Development Director and SMART Transit Director, supports City Council members.

4. Washington County Coordinating Committee (“WCCC”)

The Washington County Coordinating Committee (“WCCC”) meets monthly generally on the second or third Monday, 12-2:00 pm, via zoom (traditionally in Beaverton) and is composed of representatives of all the cities (cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, King City, Hillsboro, North Plains, Tigard, Tualatin, Sherwood and Wilsonville) and Washington County; Tri-Met, Port of Portland and Metro representatives attend as ex-officio members.

WCCC, which is advised by a county-cities staff-level technical advisory committee, Transportation Advisory Committee (WCCC TAC), reviews and makes recommendations on land-use and transportation matters and funding proposals to the Board of County Commissioners for Major Streets Transportation Improvement Program (MSTIP) transportation projects and to Metro for transportation projects, and appoints the cities’ representatives to

<p>WCCC 2025 Meeting Schedule</p> <p>12:00-2:00 PM</p> <p>Mon, Jan 13</p> <p>Mon, Feb 10</p> <p>Mon, Mar 17</p> <p>Mon, Apr 14</p> <p>Mon, May 12</p> <p>Mon, Jun 16</p> <p>Mon, July 14</p> <p>Mon, Aug 18</p> <p>Mon, Sept 15</p> <p>Mon, Oct 13</p> <p>Mon, Nov 17</p> <p>Mon, Dec 15</p>
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JPACT. While Wilsonville may vote on most WCCC matters, the City does not vote on JPACT or MPAC positions since the City’s position is assigned to Clackamas County pursuant to Metro JPACT and MPAC Bylaws.

WCCC bylaws require that the city’s rep and alternate be elected officials. During 2023 – 2024 Mayor Fitzgerald served as City rep and City Councilor Dunwell as the alternate; each had swapped positions twice during that timeframe. The Public and Government Affairs Director, with assistance of Community Development Director and Transit Director, supports City Council members.

5. Willamette Intake Facilities (WIF) Commission Board

The Willamette Intake Facilities (WIF) Commission Board is an inter-governmental policy body that meets quarterly, 6:00-7:30 pm, on the last Monday of January, April, July and October, via Zoom (traditionally in Beaverton) to manage the business affairs of the WIF Commission on issues pertaining to the Willamette River Water Treatment Plants Intake Facility. The WIF Commission is a partnership formed under ORS Chapter 190 between the Tualatin Valley Water District (TVWD) and the cities of Wilsonville, Sherwood, Hillsboro, Tigard and Beaverton.

<p>WIF 2025 Meeting Schedule 6:00-7:30 PM Mon, Jan 27 Mon, Apr 28 Mon, Jul 28 Mon, Oct 27</p>
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The WIF Commission is responsible for oversight of the management and operation of the Willamette Intake Facilities in a prudent, economic and efficient manner to:

- Provide water to the existing Willamette River Water Treatment Plant (in Wilsonville) and the planned Willamette Water Supply System Water Treatment Plant (in Sherwood).
- Support their commitment to watershed planning and management and preserve and protect the parties’ water rights.
- Support the functioning of the Intake Facilities as the foundation of water systems.

The City’s elected officials serve as City reps to the WIF Commission; City Council President Akervall has been the City rep and Has been elected to serve as president of the WIF during 2023. TVWD staff support the work of the WIF Commission. The Public Works Director and Finance Director support City Council members.

6. Regional Water Providers Consortium Board

The Regional Water Providers Consortium Board was established through the Regional Water Providers Consortium Intergovernmental Agreement (IGA). Board members meet tri-annually on the first Wednesdays, 6:30–8:30 pm, of February, June and October, via Zoom (traditionally in Portland) and represent the governing board, commission or council of their participant agency. A total of 25 municipalities and water districts participate in the Regional Water Providers Consortium Board.

RWPC 2025 Meeting Schedule
6:30-8:30 PM
 Wed, Feb 5
 Wed, Jun 4
 Wed, Oct 1

Formed in 1997, the Consortium focuses on issues pertaining to the metro region’s domestic water supply through conservation, emergency preparedness planning and water supply coordination. The Consortium coordinates the implementation and revision of the Regional Water Supply Plan, provides a forum for study and discussion of water supply issues, and communicates adopted policy and strategies to the public, agencies and stakeholder groups.

The City of Wilsonville withdrew in 2016 from the Consortium on the advice of the Council rep to the Board. The City Council reconsidered four years later and decided to rejoin the Consortium in 2020.

While a staff member may represent the City, the Board prefers elected officials to be their members’ rep. During 2023 – 2024 Council President Akervall served as primary City rep and Councilor Berry as alternate. The Public Works Director and/or Public Works Operations Manager support City Council members.

7. League of Oregon Cities (LOC) and Oregon Mayors Association (OMA)

Created in 1925 through an intergovernmental agreement of incorporated cities, the League of Oregon Cities (LOC) is essentially an extended department of all 241 Oregon cities. LOC supports city leaders and state legislators in building a strong Oregon by connecting with all Oregon cities, sharing vital information and advocating on their behalf at the legislature.

LOC holds training sessions for cities’ elected officials and staff, surveys cities and produces reports, and lobbies the state legislature and agencies on behalf of cities. LOC holds a large annual conference and trade show that is a centerpiece of the organization’s events. The 2025 LOC Annual Conference is scheduled for Thur, Oct. 2 – Sat., Oct. 4, 2025, in Portland.

LOC has tended to shy away from issues when two or more cities are in conflict, or if an issue is a particularly local one.

LOC administers the Oregon Mayors Association (OMA), an affiliate organization of all of Oregon’s mayors. OMA’s mission is to convene, network, train, and empower mayors. In 2023 the OMA Taskforce on Homelessness made headlines by proposing a substantial state investment with cities to reduce homelessness.

Most often but not always, a city’s mayor serves as the City rep to LOC. Mayor Fitzgerald has served as City rep to LOC and OMA, with support from the City Manager, Assistant to the City Manager, and Public/Government Affairs Director and Public Affairs Consultant.

8. French Prairie Forum Local Governments Working Group

The French Prairie Forum is an informal monthly meeting held 10 times per year on the third Wednesday of the month via zoom (traditionally held at the OSU North Willamette Research and Extension Center (NWREC) near Aurora); meetings are not held in August or December.

The French Prairie Forum is organized and coordinated by Greg Leo, public affairs consultant to the City of Wilsonville, for over 25 years. The French Prairie Forum is composed of both elected officials and staff representatives of the North Willamette Valley cities of Aurora, Canby, Donald, Gervais, Hubbard, Wilsonville and Woodburn; counties of Clackamas and Marion; and Sheriff’s Offices of Clackamas and Marion Counties.

Topics of discussion are wide ranging and include land-use, transportation and transit, governance issues, economic development, agricultural and tourism promotion and more. Guest presenters tend to include local state legislators, ODOT Region 1 and 2 officials, staff of the Department of Agriculture and Land Conservation and Development (LCDC) and others.

<p>French Prairie Forum 2025 Meeting Schedule 2:00-3:00 PM Wed, Jan 15 Wed, Feb 19 Wed, Mar 19 Wed, Apr 16 Wed, May 14 Wed, Jun 18 Wed, Jul 16 Wed, Sep 17 Wed, Oct 15 Wed, Nov 19 No meetings in Aug or Dec</p>
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This group is not a formally chartered body and makes no formal recommendations. During 2023 – 2024 City Councilor Dunwell has been the rep and Councilor Linville as the alternate; Mayor Fitzgerald has also attended meetings. The Public and Government Affairs Director, Community Development Director, SMART Transit Director and Public Affairs Consultant support City Council members.

9. Greater Portland, Inc., Small Cities Consortium (GPI SCC)

The Greater Portland, Inc., Small Cities Consortium (GPI SCC) is an every-other bi-monthly meeting, generally on the fourth Thursday of the month held via Zoom (traditionally held in Tualatin) of 15 metro-area cities that are members of the

regional economic development association that is focused primarily on business recruitment efforts. In 2025, half of the meetings are planned for in-person gatherings, with locations to be determined.

By virtue of the City’s membership in GPI, the City has a seat on the SCC that elects an SCC member to the GPI Board of Directors. City staff also participate in GPI through monthly and special meetings of the Economic Development Professionals (EDP) committee that is composed of government and business-association staff involved in economic-development matters. GPI sponsors special events and periodically tours of local traded-sector, export-oriented businesses.

Succeeding retiring Tualatin Mayor Ogden, former Mayor Knapp was elected by the small cities as the 2019 and 2020 SCC representative to the GPI board of directors. During 2023 – 2024 City Councilor Linville was the City’s primary rep, and no alternate was appointed. Tualatin Mayor Bubenik served as SCC Chair/GPI Board Member during 2024. The City’s Economic Development Manager and Public/Government Affairs Director support City Council members at GPI SCC.

<p>GPI SCC 2025 Meeting Schedule 1:00-2:00 PM Thu, Jan 23: <i>Zoom</i> Thu, Mar 27: <i>In Person - Location TBD</i> Thu, May 22: <i>Zoom</i> Thu, Jul 24: <i>In Person - Location TBD</i> Thu, Sep 25: <i>Zoom</i> Thu, Nov 20: <i>In Person - Location TBD</i></p>
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B. Metro Regional Appointments of City Council Members Recommended by C4 Metro Subcom. or Metro Council President

Intergovernmental board C4 Metro Subcommittee may appoint a City Council member to be C4 Metro Subcommittee rep. at Metro.

The following organizations may appoint to their boards or committees members of City Council due to their roles as City Council members. C4 Metro Subcom appoints members to Metro’s JPACT and MPAC; additionally, the Metro Council President may appoint elected officials to special task forces.

Metro Intergovernmental Committees

- JPACT – Joint Policy Advisory Committee on Transportation:** The Cities of Clackamas County in the Metro UGB area appoint a representative and alternate to Metro’s JPACT, which recommends regional transportation policy and funding decisions. JPACT acts as the federal Metropolitan Planning Organization (MPO) Transportation Management Area (TMA) policy board for the greater Portland-Vancouver region. The Cities’ representative and alternate are selected through Clackamas County Coordinating Committee (C4) Metro Subcommittee and formally recommended to Metro by the full C4 body.

Former Mayor Tim Knapp served as the Clackamas Cities rep for five years, 2015 – 2020.

- **MPAC – Metropolitan Policy Advisory Committee:** The Other (smaller) Cities of Clackamas County (Gladstone, Happy Valley, Johnson City, Milwaukie, Rivergrove, West Linn and Wilsonville) in the Metro UGB appoint a representative and alternate to Metro’s MPAC that deals with land-use issues, including UGB expansions. The Other Cities MPAC representation is selected through Clackamas County Coordinating Committee (C4) Metro Subcommittee and formally recommended to Metro by the full C4 body. Former Mayor Knapp served as the Other Clackamas Cities rep for four years, 2010 – 2014.
- **Metro Council-designated Committees/Task Forces:** The Metro President or JPACT Chair may periodically empanel an ad-hoc committee: Former Mayor Knapp was appointed in 2019 as a Clackamas County rep to the Transportation 2020 Committee, in 2018 as Clackamas Cities rep to JPACT Finance Subcommittee, and in 2016 to the Urban Growth Management Task Force.

Due to the City’s unique role in the greater Metro region as a major employment-center ‘edge city’ located on I-5 operating a federally chartered urban-area transit system, Wilsonville has tended to play a leadership role in the greater Portland area and especially in Clackamas County, which is the city’s assigned county by Metro due to majority of resident population location.

In summary, over a 12-year period, former Mayor Knapp had been elected by his peers—representatives of the nine or 10 metro-area cities that participate in the Clackamas County Coordinating Committee “C4” Metro Subcommittee—in a leadership role to act as representative of behalf all nine or 10 metro-area cities’ representatives voting [The former City of Damascus disincorporated in July 2016]:

- In 2019, 2017 and 2015 Mayor Knapp was elected as representative for all 9 or 10 of the Metro-area “Cities of Clackamas County” to Metro’s Joint Policy Advisory Committee on Transportation (JPACT).
- In 2011 Mayor Knapp was elected as the “Cities of Clackamas County” Alternate to JPACT.
- In 2010 Mayor Knapp was elected as the “Other Cities of Clackamas County” Representative to Metro’s Metro Policy Advisory Committee (MPAC) for the six smaller metro-area cities (Gladstone, Happy Valley, Johnson City, Milwaukie, Rivergrove, West Linn and Wilsonville).

- In 2009 Mayor Knapp was elected as the “Other Cities of Clackamas County” representative to the Metro Urban/Rural Reserves Steering Committee during 2009-10 for the seven smaller metro-area cities (included Damascus at the time).

Previously, then Mayor Lehan served as the Other Cities rep to MPAC and chaired MPAC in 2008. Acting in 2009-10 as then Clackamas County Commissioner Lehan, she was a “Core 4” Co-Chair of the Metro Urban/Rural Reserves Steering Committee that Mayor Knapp also served on.

None of these positions were City Council appointments; rather, the appointments were made by the external bodies.

D. Regional and State Associations / Organizations

Organizations that City Council members can participate in or that may appoint City Council members to a board or committee.

There are a number of other governmental boards and committees and nonprofit organizations that the City may be a member of or represented on. In some instances the organization makes an appointment of a City Council member to the organization’s board or a committee or task force. Exhibit B, Overview of Wilsonville City Council Liaison Leadership Roles: Local/City and Regional/State Boards/Committees and Associations/Organizations, provides a summary of specific nonprofits.

Clackamas Cities Association (CCA)

This is an informal, somewhat monthly gathering of elected and appointed officials of Clackamas County—including county commissioners, city council members, state legislators and special districts board members—and staff of these various jurisdictions. Rotated among hosting cities prior to Covid-19 pandemic, a dinner meeting with a social hour and special topic or presenter is held on the fourth Thursday, generally 6:30–8:30 pm.

<p>CCA 2025 Dinner Schedule 6:30-8:30 PM Thu, May 22 <i>West Linn</i> Thu, Jun 26 <i>Molalla</i> Thu, Oct 23 <i>Gladstone</i></p>
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Each city in Clackamas County takes turns hosting the dinner; Wilsonville last hosted a CCA Dinner June 22, 2023, at McMenamins Old Church. Ever since the Covid pandemic, CCA dinner events have been periodic.

Clackamas County Business Alliance (CCBA)

The Clackamas County Business Alliance is a non-profit association of 32 business and community organizations that are committed to the economic strength of Clackamas County. CCBA directly affects policy making by leveraging the

strengths of the public and private sectors to ensure the economic vitality of Clackamas County.

The Clackamas County Business Alliance has direct and ongoing contact with local, regional, state and federal policy makers on issues of importance to Clackamas County business. Its relationships with key decision-makers and their staff allows for positive and constructive dialogue on business issues. These relationships offer a mutual benefit not only to our members, but to those officials and their staff as well.

CCBA hosts periodic events such as legislative receptions and presentations on a variety of topics, often held in Oregon City or Damascus.

The City is a member; Council member and/or staff could be appointed by CCBA to board or committee. Mayor Julie Fitzgerald served on the CCBA Board, as did former Mayor Tim Knapp.

Clackamas County Chair-Mayors Meeting

This is a monthly meeting organized by the Chair of the Clackamas County Board of County Commissioners with the mayors of the cities of Clackamas County. Topics of discussion tend to focus on human-services issues such as the Metro Supportive Housing Service bond, transportation and transit, land-use and economic development. At this time, it is unclear if new Chair Roberts will continue this meeting.

Greater Portland Inc. (GPI) Small Cities Consortium

City is a member; Council member could be appointed by organization to board or committee. Councilor Linville served 2023 – 2024 as the City’s rep to GPI SCC. Tualatin Mayor Bubenik has served as the SCC member to the GPI board.

See pages 7 for more details.

League of Oregon Cities (LOC)

All 241 Oregon cities are members of LOC. As is traditional, the Mayor serves as the City’s rep when voting during the annual meeting. City Council members may volunteer to serve on LOC committees or caucuses of interests.

The Public/Government Affairs Director and Public Affairs Consultant regularly attend meetings with LOC’s Intergovernmental Relations Associates (lobbyists). Other city staff also interact with LOC staff.

See page 6 for more details.

Metropolitan Mayors Consortium (MMC)

This organization, composed of approximately two dozen greater Portland metro-area mayors, was formed during the 2014 LOC Annual Conference by former Tualatin Mayor Ogden regarding issues with Metro UGB expansion and a “15 units per acre” land-use planning proposal that Metro never adopted. The primary purpose of the organization is provide metro-area mayors a platform from which to announce public-policy positions and lobby Metro Council members and state and federal legislators.

Subsequently, MMC has tended to focus on transportation and land-use issues, and now has broadened to include issues such as Livability & Public Health, Energy & Environment, Social Justice & Equity, Economic Recovery & Workforce Development, and Emergency Preparedness & Crisis Response. MMC may speak on issues that any given mayor’s city may not have a position regarding.

<p>MMC 2025 Meeting Schedule</p> <p>6:30-8:30 PM</p> <p>Thu, Jan 23</p> <p>Thu, Feb 27</p> <p>Thu, Mar 27*</p> <p>Thu, Apr 24</p> <p>Thu, May 22*</p> <p>Thu, Jun 26</p> <p>Thu, Jul 24</p> <p>Thu, Aug 28</p> <p>Thu, Sep 25*</p> <p>Thu, Oct 30</p> <p>Thu, Nov 13</p> <p>Thu, Dec 11*</p> <p>* In-person meeting</p>

MMC tends to meet monthly, and has been via zoom, but plans to have periodic in-person meetings. The Mayor by virtue of the office held is a member; staff support includes the Public/Government Affairs Director.

Oregon Mayors Association (OMA)

The Oregon Mayors Association (OMA) is a statewide association of mayors that is administered by LOC. The Mayor by virtue of the office held is a member; the Assistant to the City Manager has served as staff support. OMA holds periodic meetings, including an annual conference of Oregon mayors.

See page 5 for more details.

Oregon Economic Development Assn. (OEDA)

The Oregon Economic Development Association (OEDA) is a statewide non-profit organization working to support economic development professionals who are on Oregon's front line in diversifying and expanding Oregon's economy. OEDA works with Business Oregon on investment incentive programs such as enterprise zones and tax increment financing districts. Several years ago, the Association of Oregon Renewal Agencies (AORA) merged into OEDA, which created a separate TIF Committee.

The City is a member of OEDA, which hosts conferences and training sessions. The City’s Economic Development Manager is the City’s rep to OEDA.

Washington County Chair-Mayors Meeting

This is a monthly meeting organized by the Chair of the Washington County Board of County Commissioners with the mayors of the cities of Washington County. Topics of discussion tend to focus on human-services issues such as the Metro Supportive Housing Service bond, transportation and transit, land-use and economic development. Chair Harrington has already provided meeting dates/times for the first quarter of 2025.

Westside Economic Alliance (WEA)

The Westside Economic Alliance (WEA) is a non-profit, membership-based organization that advocates for a healthy economic environment on the Westside of the Portland, Oregon metropolitan region. Issues of concern include transportation, workforce development, housing, land use regulations, urban growth boundary expansion, and other Westside infrastructure issues vital to economic development.

WEA members are strategically involved on local, county, and state public policy-making committees to advocate for our members’ positions regarding these issues. WEA has 70 business members and 26 local government entities as members, including the City. Board members are drawn from Metro-area Washington County cities, major employers such as Intel and Nike, and other business interests.

Willamette Falls & Landings Heritage Area Coalition (WFLHAC)

The Willamette Falls & Landings Heritage Area Coalition, formed in 2006, is a partnership of public, private and nonprofit organizations with a shared passion for the proposed 56-river-mile heritage area: its rich heritage, natural beauty, agriculture and recreational opportunities. WFLHAC is working collaboratively to see established the Willamette Falls & Landings Heritage Area as a National Heritage Area.

WFLHAC is a not-for-profit organization with a 24-member board of directors representing key stakeholders and experienced professionals in government, business, industry, tourism, arts, heritage, historic preservation, and others. The WFLHAC Board includes representatives from seven governments operating within the boundary (Metro, Confederated Tribes of Grand Ronde, Clackamas County, and the cities of Oregon City, Lake Oswego, West Linn, and Wilsonville.)

<p>WFLHAC 2025 Meeting Schedule</p> <p>11:00 AM - 12:30 PM</p> <p>Mon, Feb 24 Mon, Mar 17 Mon, Apr 21 Mon, May 19 Mon, Jun 16 Mon, Jul 21 Mon, Aug 18 Mon, Sep 15 Mon, Oct 20 Mon, Nov 17 Mon, Dec 15</p>

WFLHAC tends to meet on the third Monday of the month, 11:00 am until 12:30 pm., usually via Zoom but periodically in-person in West Linn. The January board meeting has been cancelled.

Due to Oregon tribal conflicts over the Willamette Falls, Oregon’s Congressional delegation does not favor advancing the national heritage area designation until tribal disputes are resolved. WFLHAC is seeking to develop federal legislation that is acceptable to all parties to advance the National Heritage Area designation.

The City’s seat on the WFLHAC is supported by a \$15,000 annual contribution. City Councilor Lehan was nominated by the City Council in 2021 to serve on WFLHAC board to represent the City; she subsequently resigned in September 2022. Since 2023, City Councilor Dunwell has served as the City’s representative. The City’s memorandum of understanding does not require a City Council member to be the City’s rep to WFLHAC. The Public/Government Affairs Director serves as staff support for City Council.

E. Local City Bodies—Board, Committee and Commission—for City Council Appointment

Five City bodies that require a City Council member to serve on the committee/commission as a voting member or an ex-officio Council liaison.

Budget Committee

The 10-member Budget Committee is composed of the City Council and five residents, with three-year terms each, appointed by the Council.

The committee meets as necessary during the year and at a minimum must meet each spring to review the budget proposed by the City Manager. The meetings are open to the public and input from the public is received at the meetings. At a typical springtime meeting, city staff presents financial overviews, highlights changes in programs and costs, and provides information on the city's long-term fiscal outlook.

Budget Committee 2025 Meeting Schedule
6:00-8:30 PM
Wed, May 07
Meeting #1
Thu, May 15
Meeting #2
Thu, May 22
Meeting #3
If needed

Budget Committee members can question city staff on financial, programs, and operational matters. The members can suggest and vote on amendments to the proposed budget. Once the Budget Committee votes on the budget and passes it out of committee, it becomes known as the Approved Budget.

The City Manager and Finance Director provide primary support to the Budget Committee.

Urban Renewal Agency

The City Council serves as the governing body for the City of Wilsonville's Urban Renewal Agency. The Agency is comprised of five members, a Chair and four Board Member positions. The Urban Renewal Agency Board provides direction and approval for projects and programs to invest in and improve specific geographic areas of the City.

The Agency oversees the City's Urban Renewal Districts or Tax Increment Finance Districts, approves capital expenditures for the districts. The Finance Director provides primary support to the URA.

Arts, Culture and Heritage Commission (ACHC)

The City's Arts, Culture and Heritage Commission is to advise the City Council on matters relating to arts, culture and heritage, oversee implementation of recommendations outlined in the Arts Culture & Heritage Strategy, and supervise the Community Cultural Events and Programs Grant Program.

Per [Resolution No. 2941](#), the Commission has three primary functions:

1. The Commission oversees implementation of the [Arts, Culture, and Heritage Strategy \(ACHS\)](#) and is charged specifically to develop annually for City Council approval fiscal-year plans for a long-term Five-Year Action Plan and annual One-Year Implementation Plan for prioritizing and fulfilling recommendations of the ACHS.
2. The Commission makes recommendations to the City Council and other City boards, commissions and committees as is appropriate to: provide public-sector leadership and coordination to support arts, culture and heritage activities, events, facilities and programs; improve inter-governmental collaboration and coordination to advance arts, culture and heritage; work with partners to advance an arts and cultural center/facility; develop a long-term, sustainable public-arts program; suggest ways to make cultural diversity, ethnic inclusivity and accessibility for all community members a priority for cultural programs; provide strategic assistance with Wilsonville cultural non-profits in order to build organizational capacity; and identify and recommend the use of sustainable funding mechanisms to support arts, culture and heritage.
3. The Commission makes recommendations to the City Council concerning the goals and objectives, and the selection and disbursement of funds of the former Community Tourism Matching Grant Program to a renamed [Community Cultural Events and Programs Grant Program](#) that is intended to aid organizations that produce projects,

programs or events that promote local business and tourism, and for festivals and special events for the benefit of the Wilsonville community.

The ACHC is supported by a new Arts & Culture Program Coordinator position in the Parks & Recreation Dept. The Commission’s bylaws provide for the appointment of City Council member who serves in an ex-officio fashion. Mayor Fitzgerald served as Council liaison since inception of the Commission in 2022. The ACHC tends to meet on the third Wednesday of the month, 5:00-6:30 pm, at City Hall; the next meeting is scheduled for March 26, 2025.

Tourism Promotion Committee (TPC)

The Tourism Promotion Committee has two primary areas of responsibility:

1. The Committee oversees implementation of the “Explore Wilsonville” Tourism Development Strategy and is charged specifically to develop a larger Five-Year Action Plan and annual One-Year Implementation Plans for fulfilling the Tourism Development Strategy, to be presented and recommended to City Council for approval.
2. The Committee makes recommendations to the City Council for tourism- and visitor-related marketing, promotions, expenditures and related programs and services that will result in increased tourism activity, as measured by overnight room stays at local lodging properties. The tourism promotion program is funded by the transient lodging tax (TLT) revenues.

Due to the unique multi-disciplinary, inter-department nature of the Committee’s program of action, the Committee is a board of the Administration Department / Office of the City Manager with participation from the City Parks and Recreation Department.

The Tourism Promotion Committee consists of 12 members total, including seven voting members drawn from the hospitality and tourism industry in the greater Wilsonville area and five ex-officio, advisory members composed of tourism professionals and key City officials.

The TPC meets periodically, usually about five times per year on dates that work best for members’ schedules; the next meeting is scheduled for Wednesday, January 29, 1:00-3:00 pm.

The five ex-officio, advisory members are representatives of:

- Clackamas County Tourism and Cultural Affairs, dba "Oregon's Mt. Hood Territory"
- Washington County Visitors Association

- Wilsonville Area Chamber of Commerce
- City Parks and Recreation Director or designee:
- City Council liaison

Former City Councilor Lehan served as the Council’s TPC liaison from inception of the committee in 2015 until 2021. Councilor Caroline Berry has served as Council liaison since 2022. The TPC is supported by the Assistant to the City Manager with assistance from the Public/Government Affairs Director and the Recreation Manager.

Wilsonville-Metro Community Enhancement Committee (2 positions)

The Wilsonville-Metro Community Enhancement Committee (CEC) oversees local implementation of the Wilsonville-Metro Community Enhancement Program. The program is funded by a per-ton fee charged by Metro regional government on solid-waste transfer stations located in communities throughout the greater Portland region.

The Committee in essence reviews “community enhancement” projects or programs nominated by the public and members of City boards and commissions that are first assessed by City staff, and decides which projects or programs, if any, to advance with the Community Enhancement Program funds. The CEC generally meets three times a year, on average. The committee meets in the fall to review the upcoming program cycle and meets a few times in the spring to review grant applications.

The Wilsonville-Metro Community Enhancement Committee is composed of:

- Four (4) citizen/community members who are Wilsonville residents
- Two (2) City Council members
- One (1) Metro Councilor serves on the committee in ex-officio status

Over the years, City Councilors West, Linville and Berry have served as the Council’s reps to this committee. The CEC is supported by the Assistant to the City Manager.

F. Local Associations / Organizations that City Council Members May Participate With

Organizations that City Council members can participate in or that may appoint City Council members to a board or committee

Korean War Memorial Foundation of Oregon (KWMFO)

The mission of the Korean War Memorial Foundation of Oregon, Inc., is to commemorate and educate the public about Korean culture in general and the Korean War specifically. The Foundation was formed in 2013 as Korean War veterans were passing on in order to carry the torch forward.

The Foundation engages in activities in support of the mission that include:

- Participation in the maintenance and improvement of the Oregon Korean War Memorial, located at Town Center Park in Wilsonville, Oregon;
- Organizing and hosting ceremonies to recognize the contributions of Americans and Koreans in defense of a free, democratic South Korea;
- Developing and promoting public educational outreach efforts about the Korean War Memorial Interpretive Center.

The Park & Recreation Dept. provides support to KWMFO. The Wilsonville Mayor is named as an ex-officio board member.

Korean War Veterans Assn (KWVA), Oregon Trail Chapter

The Korean War Veterans Assn (KWVA), Oregon Trail Chapter, worked with the City to site and fund-raise for the Oregon Korean War Memorial in Town Center Park, starting in 1996 and Memorial dedication in 2000.

The KWVA principals have been the primary mover behind holding events at the Memorial, and increasingly have been assisted by American Korean community members who formed the KWMFO.

The KWVA is assisted by the Parks & Recreation Dept.

Positive Aurora Airport Management (PAAM)

Positive Aurora Airport Management (“PAAM”) is a nonprofit organization formally established in 1998 with a stated purpose “to promote and preserve safe and efficient operation of the Aurora State Airport, to promote the economic viability of the Aurora State Airport and to enhance its compatibility with the surrounding neighborhoods.” “Any natural person who is interested in aviation and the Aurora State Airport and is a representative of State, County or City Government shall be eligible for ex-officio membership [non-voting].” “Ex -

officio members shall not be liable for annual dues.” “Organizational memberships shall designate a primary and not more than three alternates to represent the organization at PAAM meetings.”

PAAM has the following standing committees: Noise Abatement, Airport Security, Membership, Airport Improvement, Aviation safety, Public relations, Airport management and economic development. PAAM has been administratively dissolved on several occasions over the past decade when proper paperwork is not filed timely with the Oregon Secretary of State Corporation Office. While the City has not been invited to participate in PAAM during the past decade, representatives of the City have periodically attended PAAM meetings; prior Councilor Susie Stevens as a private citizen in her role as Charbonneau Country Club executive director attended and participated for a number of years in PAAM, including acting as secretary. Due to all of the external boards and commissions requiring City participation and the lack of relevance of this organization which is periodically administratively dissolved by the Oregon Corporations Division due to lack of registration, City has declined participation.

Wilsonville Area Chamber of Commerce

The Wilsonville Area Chamber of Commerce is the area’s local business association with over 300 members that promotes networking and public-policy input. The Chamber tends to sponsor twice-monthly morning networking events and periodic luncheons or other events.

The City is a member of the Chamber; a Council member may be named as director appointed by Chamber board. Prior City Council members have periodically served on the Chamber board, including Councilor Scott Starr and Councilor Alan Kirk.

The Assistant to the City Manager acts as City liaison to the Chamber.

Wilsonville Community Seniors, Inc. (WCSI)

The Wilsonville Senior Advisory Board is an independent, not-for-profit organization called Wilsonville Community Seniors, Inc. The Board of Directors of this organization consists of members who serve in an advisory capacity to the City of Wilsonville on matters effecting senior programs, services, and facilities. This is not an official city board, in that its members are not appointed by the mayor and City Council; rather, they are elected by the participants in senior programs at the Community Center.

This organization acts as a sounding board for ideas and to provide direction and input to the City Council on policy decisions relevant to seniors. Among some of their other roles and responsibilities, they also assist the City in monitoring and

evaluating adult 55+ programs, evaluating the quality of food and nutrition services provided for older adults, promoting the senior activities at the Wilsonville Community Center and within the Wilsonville community, and planning and organizing fundraising events to benefit the adult 55+ community.

At least seven members of the Board of Directors must be aged 55 or older and participate in senior activities at the center. No more than four members, who do not participate in the congregate or other senior activities, may serve on the Board of Directors. All meetings are open to the public.

Parks and Recreation Dept. supports WCSI as a component of the Community Center's functions.

Wilsonville Friends of the Library

The Wilsonville Friends of the Library organization supports the library and helps enhance its value to the community. Since 2004, the friends have donated over \$320,000 to the library. These funds were used to support the Summer Reading Program; free passes to cultural attractions throughout the Portland Metro area; Youth programs for children and teens; Print and audio-visual material purchases for the library's youth and adult collections; Public performance movie licenses; and the Book Notes Concert Series.

The Library supports the work of the Wilsonville Friends of the Library.

Wilsonville Public Library Foundation

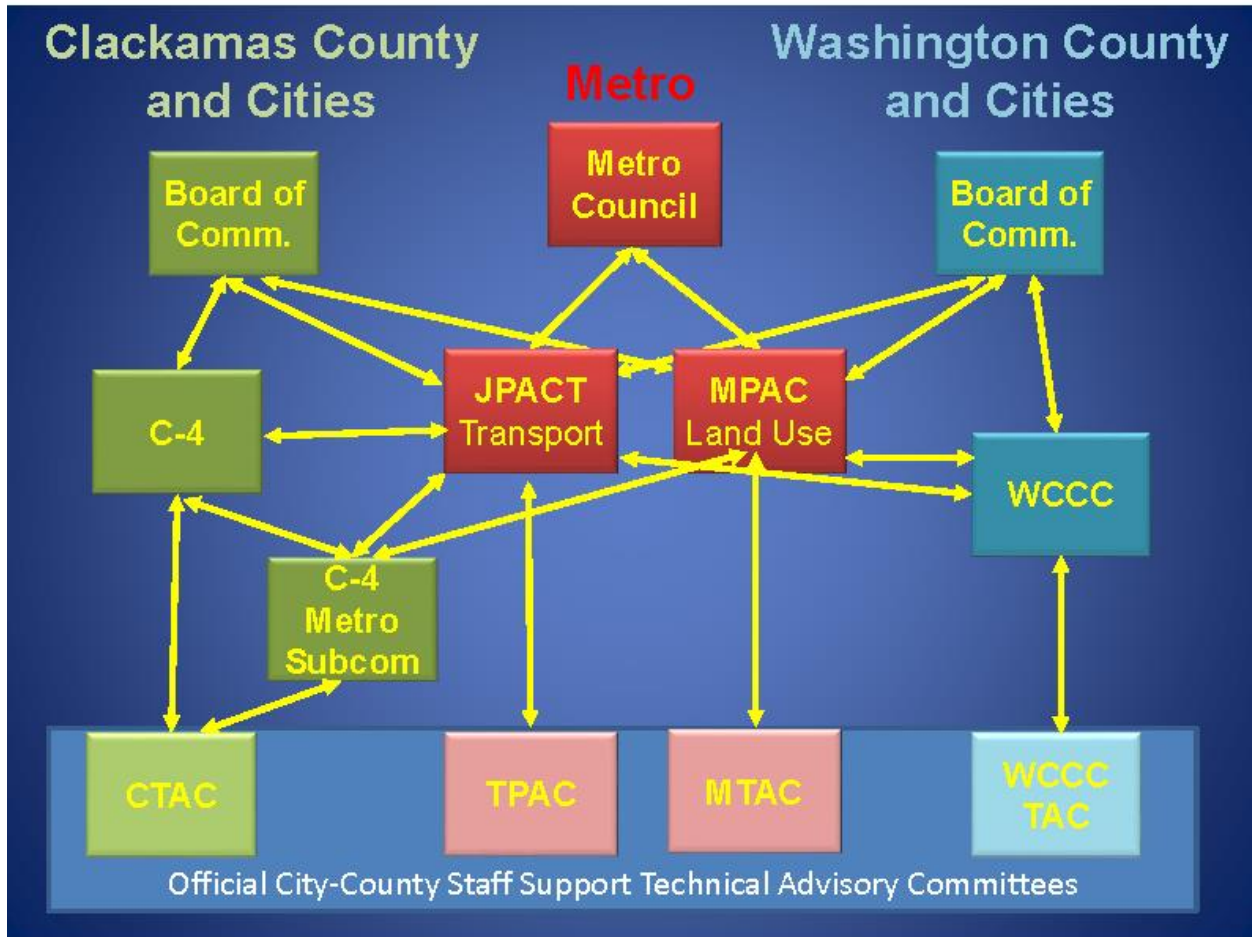
The Wilsonville Public Library Foundation promotes and supports excellence at the Wilsonville Public Library. For more than 20 years the Foundation has funded innovative programs for children and adults beyond what public funding supports.

The Wilsonville Public Library Foundation supports the Library's long term goal of creating a culture of learning in Wilsonville through programming and services at the Library. Through the Dolly Parton's Imagination Library, the Foundation mails age-appropriate new books to children under the age of 5 in Wilsonville at no cost to the parents. The program encourages children to read by making reading, literally, a gift. More than 84,000 books mailed to Wilsonville children. With the Foundation's help, the Library created Science Adventure, a program now part of the traditional Summer Reading Program. The Foundation has co-sponsored the History Pub at McMenamin's Old Church that offers presentations on Oregon and Northwest history.

The Library supports the work of the Wilsonville Public Library Foundation.

Chart of Intergovernmental Bodies Relationship:

Clackamas County and Cities / Washington County and Cities / Metro regional government



Frequently Referenced Acronyms and Short-forms: *A List of Common Abbreviations*

Clackamas County

C4: Clackamas County Coordinating Committee*

C4 Metro Subcommittee*

C4 I-205 Diversion Subcommittee

CTAC: Clackamas Transportation Advisory Committee (C4 Transportation TAC) *

Washington County

WCCC: Washington County Coordinating Committee*

WCCC TAC: Washington County Coordinating Committee Transportation Advisory Committee*

Metro and Metro Committees

JPACT: Joint Policy Advisory Committee on Transportation; the federal Metropolitan Planning Organization (MPO) Transportation Management Area (TMA) policy board in conjunction with Metro Council

MPAC: Metro Policy Advisory Committee (land-use advisory body to Metro Council)

TPAC: Transportation Policy Alternatives Committee (the JPACT staff-level technical advisory committee)

MTAC: Metro Technical Advisory Committee (the MPAC staff-level technical advisory committee)

Business and Government Associations/Organizations

CCA: Clackamas Cities Association*

CCBA: Clackamas County Business Alliance*

GPI: Greater Portland, Inc.

GPI SCC: Greater Portland, Inc., Small Cities Consortium*

LOC: League of Oregon Cities*

MMC: Metropolitan Mayors Consortium*

OEDA: Oregon Economic Development Association*

OMA: Oregon Mayors Association*

WEA: Westside Economic Alliance*

WACC: Wilsonville Area Chamber of Commerce*

WACC: Wilsonville Arts and Culture Council

Housing and Land Use Acronyms

DLCD: Department of Land Conservation and Development

H3S: Clackamas County's Health, Housing, and Human Services Department

HACC: Housing Authority of Clackamas County

LCDC: Land Conservation and Development Commission

OHCS: Oregon Housing and Community Services

RR: Rural Reserve

SHS: Supportive Housing Services (Regionally approved funds for housing services)

UGB: Urban Growth Boundary

UGMA: Urban Growth Management Agreement

UR: Urban Reserve

Infrastructure Acronyms

RNG: Renewable Natural Gas

WTP: Water Treatment Plan

WWTP: Wastewater Treatment Plant

Oregon Department of Transportation (ODOT)

OTC: Oregon Transportation Commission (ODOT policy decision body)

Region 1: ODOT's geographic designation for the metro area of Clackamas and Washington counties, and Multnomah and Hood River counties

Region 2: ODOT's geographic designation for Clatsop, Columbia, Tillamook, Yamhill, Polk, Marion, Lincoln, Benton, Linn, Lane, Western Washington and Western Clackamas Counties

R1ACT: ODOT Region 1 Advisory Committee on Transportation

EMAC: ODOT's Equity Mobility Advisory Committee (for tolling)

RTAC: ODOT's Regional Tolling Advisory Committee

STRAC: ODOT's State Tolling Rules Advisory Committee

STIF: State Transportation Improvement Fund (employee-paid transit payroll tax funds)

STIP: State Transportation Improvement Plan

UMO: ODOT's Urban Mobility Office

Transportation Acronyms

HCT: High Capacity Transit

RTP: Regional Transportation Plan (Metro)

STIF: State Transportation Improvement Fund (for public transit)

STIP: State Transportation Improvement Program (for roadways)

TSP: Transportation System Plan (county and cities)

UPWP: Urban Planning Work Program

* City is a member or a participant



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: January 23, 2025		Subject: 2025-26 State Legislative Agenda	
		Staff Member: Mark Ottenad, Public/Government Affairs Director	
		Department: Administrations	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" 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 type="checkbox"/> Information Only <input checked="" 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: Adoption during Mayor’s Business on January 23 of the 2025-26 State Legislative Agenda and 2025 State Legislative Session Priorities provide direction to staff and consultant regarding the City Council’s legislative preferences.	
Staff Recommendation: Staff recommends Council adopt the 2025-26 State Legislative Agenda.			
Recommended Language for Motion: I move to adopt the 2025-26 State Legislative Agenda.			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

City Administration seeks adoption by the City Council of a 2025-26 State Legislative Agenda and 2025 State Legislative Session Priorities for public-policy priorities that guide how the City reacts to specific legislative proposals that may arise during the 2025-26 sessions of the 83rd Oregon Legislative Assembly.

EXECUTIVE SUMMARY:

At the start of each two-year-long session in odd-numbered years of the Oregon legislature, the City Council adopts a State Legislative Agenda that guides how City staff and consultants evaluate proposed legislation in terms of opposing, supporting or remaining neutral. The City's State Legislative Agenda is grounded in long-term City Council-adopted policies embodied in the Comprehensive Plan and other master plans or specific strategy documents.

While the 2025-26 State Legislative Agenda is more general in scope, the 2025 Legislative Session Priorities is more specific, and reflects current issues that the Council is concerned about that may not be addressed in the broader State Legislative Agenda. Thus, the City seeks concurrent approval by the City Council of both the 2025-26 State Legislative Agenda and 025 Legislative Session Priorities.

Over the past few legislative sessions, however, unique opportunities have arisen for the City for which the City did not have specific legislative policy guidance. Subjects or issues that City master plans, Comprehensive Plan or strategic plans do not address that the City Council has expressed interest in or support for include:

- **Increasing High-Speed Broadband Distribution:** In the 2021 session, the City successfully lobbied for \$1.665 million in state funding using federal American Rescue Plan Act (ARPA) funds for the City of Sherwood – City of Wilsonville “Sherwood Broadband-Wilsonville/GovRing Expansion Project.”
- **Affordable Housing Project Support:** In the 2022 session, the City successfully lobbied for \$1.926 million in state funding for the Wilsonville Transit Center Transit-Oriented Development affordable housing project to subsidize social and transit services on the ground floor.

Other examples of timely, topical issues for which there may not be current specific City policy include dealing with homelessness and support for childcare resources.

Additionally, the City has worked during 2024 with the Office of Representative Neron, Senator Woods and Legislative Counsel to advance two City Council priority legislative concepts for 2025 that have been pre-session filed as a Senate Bill (SB) or House Bill (HB):

1. SB 418 – SMART Service Territory Alignment with City Boundaries; Adjustment of TriMet District Boundary.

“Relating to TriMet.

“Digest: TriMet has to change its district boundaries and leave out certain areas. This rule will not go to a vote. People living in those areas should check if the change will mean new taxes for them. (Flesch Readability Score: 86.5).

“Requires the mass transit district known as TriMet to adopt an ordinance to modify district boundaries to exclude a specified territory. Provides that the ordinance may not be referred to or by electors. Requires persons in the specified territory to assess whether the boundary change results in any changes to tax liability.”

2. HB 2795 – Modifies the Statewide Transportation Improvement Fund (STIF) program to allow counties to elect to become a Qualified Entity that distributes state funds to local public-transit operators.

“Relating to public transportation service providers; creating new provisions; amending ORS 184.752.

“Digest: The Act makes changes to the STIF program. (Flesch Readability Score: 92.0).

“Modifies the definition of ‘qualified entity’ for purposes of the Statewide Transportation Improvement Fund distributions for public transit. Takes effect on the 91st day following adjournment sine die.”

Thus, the City would benefit from a Council approved set of 2025 State Legislative Session Priorities that register specific issues of concern, as well as reflect ad-hoc issues of the day for which long-term City policies may not address adequately but for which the City Council considers important. See Attachment 3 for details.

BACKGROUND INFORMATION:

Draft 2025-26 State Legislative Agenda

The City first developed a written State Legislative Agenda in 2011 with citations to specific sources of City authority for each agenda item. All of the legislative agenda items are based on policies established by the City Council over time through the Comprehensive Plan, Goal 9 Economic Opportunities Analysis and other City master plans/strategies and Council direction. Thus, the City’s State Legislative Agenda is grounded in long-term City Council-adopted policies that embrace core community values as expressed by the community’s elected officials.

In developing the City’s legislative agenda, staff reviewed existing and prior city policies and practices, examined the legislative agendas and priorities of other metro-area jurisdictions and affiliated organizations such as League of Oregon Cities (LOC), and gathered information from lobbyists and other public-affairs professionals about primary issues of concern in the 2023-24 legislative session.

Draft 2025 State Legislative Session Priorities

The City’s Draft 2025 State Legislative Session Priorities reflect current topical issues and various issues that have been raised over the past few years, some of which are similar to LOC’s 2025 legislative session priorities. Items with asterisks (*) were listed on the City’s prior 2024 legislative session priorities. See separate staff report packet for more 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
- 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
- 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

City's State Legislators

After the 2020 Decennial Census, the Oregon legislature redrew House and Senate district boundaries based on population changes. All areas of the City of Wilsonville community are now in one House District and Senate District, whereas for the past 10 years Charbonneau was segmented into a separate set of districts.

House District 26: Representative Courtney Neron of Wilsonville (Democrat) is listed on the Oregon Legislative Website (OLIS) as serving on the following committees:

- House Committee On Education - Chair
- House Committee On Climate, Energy, and Environment
- House Committee On Commerce and Consumer Protection

Senate District 13: Senator Aaron Woods of Wilsonville (Democrat), is listed on the Oregon Legislative Website (OLIS) as serving on the following committees:

- Joint Committee On Information Management and Technology - Co-Chair
- Joint Committee On Ways and Means Subcommittee On Transportation and Economic Development - Co-Chair
- Senate Committee On Veterans, Emergency Management, Federal and World Affairs
- Senate Committee On Labor and Business
- Joint Committee On Ways and Means

Both of Wilsonville's legislators are supporters of public-policy positions that the City has endorsed, and specifically sponsored to become legislation all four of the City Council's priority Legislative Concepts (LC) for the 2023 session.

History of City's Legislative Engagement

The City has been engaged actively with matters before the Oregon legislature for the past two decades, primarily in a defensive posture seeking to fend off or modify legislative attempts to preempt municipal home-rule authority or super-site controversial land-uses in or near the community. A state proposal in the late 1990s to site the Coffee Creek Correctional Facility at the shuttered Dammasch State Hospital, now home to the Villebois neighborhood, galvanized the community to action and underscored the need to participate actively in legislative affairs.

During this time, the City has contracted with Greg Leo, principal of The Leo Company, who commands considerable respect from both sides of the aisle for his credible and authoritative background in local, state and federal affairs. Prior relevant positions include duty as a member of the federal Senior Executive Service (SES III) while working for the U.S. Department of Justice on Immigration Policy, Executive Director/Chief of Staff of the Oregon Republican Party, and volunteer service on the Wilsonville Budget Committee.

The City works with coalitions of organizations that share similar legislative objectives. The City coordinates closely with the League of Oregon Cities (LOC) Intergovernmental Relations staff to analyze the potential impacts of proposed legislation and to lobby legislators as needed to advance the City's positions. The City works with Clackamas and Washington Counties, the Port of Portland and Metro regional government, the latter which acts as a convening body for the 24 Portland metro-area cities. The City participates in other organizations and coalitions, including Oregon Transportation Forum (OTF), Oregon Building Officials Association, Oregon Chapter of the American Planning Association, Oregon Economic Development Association (OEDA), Industrial Site Readiness Coalition and others.

For the past decade of legislative sessions, the City's mode of operation has tended to be:

- Public affairs consultant Greg Leo meets regularly with legislators, executive-agency staff and public- and private-sector lobbyists to obtain information on key bills of interest and he relays to City staff;
- Public/Government Affairs Director Mark Ottenad reviews and then forwards to appropriate staff members as need be for their review and assessment of particular issues identified in draft legislation. Critical staff assisting in these reviews include the City Manager, City Attorney, Community Development Director, Planning Director, Transit Director, Building Official, Finance Director and other staff members.
- Mark Ottenad then communicates the City position to Greg Leo and other parties, and when required composes City testimony on behalf of the Mayor and City Council on specific legislation that is then reviewed by relevant City staff prior to submission.
- Mark Ottenad and Greg Leo relay the testimony electronically and often hand-delivered printed copies to committee members. Periodically the Mayor or a City Councilor is requested to present the testimony in-person before the committee considering the bill at issue.

Requesting direct City Council testimony in-person at the State Capitol in Salem is never considered lightly by staff due to the time and travel burden placed on a volunteer member of Council; however, *in-person testimony by a local elected official is the most powerful and persuasive form of legislative input available to the City.* During 2025 session, testimony is anticipated to be presented either in-person at the State Capitol or virtually online before committees.

EXPECTED RESULTS:

N/A

TIMELINE:

The 2025 “long” regular legislative session convenes on January 21 and is scheduled to conclude by June 30.

LOC and the Oregon Mayors Association (OMA) hosts the bi-annual “City Day at the Capitol” on Tuesday, January 28, that City Council members and staff are encouraged to participate in in-person (Attachment 4, page 11).

During the course of the legislative session 3,000 to 4,000 bills may be introduced, of which several hundred may receive committee hearings. Towards the end of the session when the legislature moves into “24-hour” hearing-notice period, bills and amendments are flying. The legislative agenda is an important tool that enables the City to be responsive in a timely manner to legislative proposals.

CURRENT YEAR BUDGET IMPACTS:

No budget impacts are anticipated based solely on adoption of the legislative agenda. Other legislative-related expenses are currently budgeted.

Actions that the legislature takes can impact the City’s budget directly or indirectly in a favorable or detrimental manner.

COMMUNITY INVOLVEMENT PROCESS:

N/A

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

N/A

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

The proposed 2025-26 State Legislative Agenda and 2025 State Legislative Session Priorities is in accord with Council’s direction for City priorities and policies.

ATTACHMENTS:

- A. Draft City of Wilsonville/SMART 2025-26 State Legislative Agenda
- B. Citations to Authorities that Act as Foundation for City of Wilsonville/SMART 2025-26 State Legislative Agenda
- C. SB 418 - SMART Service Territory Alignment with City Boundaries; Adjustment of TriMet District Boundary
- D. HB 2795 - Modifies the Statewide Transportation Improvement Fund (STIF) program to allow counties to elect to become a Qualified Entity that distributes state funds to local public-transit operators.
- E. League of Oregon Cities (LOC) 2025-26 LOC Legislative Priorities
- F. Oregon Transportation Forum (OTF) Investment Framework

2025-26



State Legislative Agenda

Wilsonville City Council

Shawn O'Neil, Mayor

Caroline Berry, Council President

Katie Dunwell, City Councilor

Adam Cunningham, 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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29799 SW Town Center Loop East
Wilsonville, OR 97070
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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.



SOURCE: Oregon Employment Dept.

Top-10 Private-Sector Wilsonville Employers

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

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



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

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

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

1. GOVERNANCE

■ Local Autonomy

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

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

City of Wilsonville Charter, 1987

Chapter II, Powers

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

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

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Intro-1

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

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

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

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

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

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

■ **State Shared Revenues / Unfunded Mandates**

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

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

Wilsonville Comprehensive Plan, 2013

Urban Growth Boundary, p. B-3

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

City of Wilsonville budget reports

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

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

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

FYE 2024 and 2025 are budgeted funds.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

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

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

Wilsonville Comprehensive Plan, 2013

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

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

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

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

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Chapter 2 — Vision, pp. 2-3, 2-5

Policies And Implementation Measures

System Design

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

Connectivity

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

Chapter 5 — The Projects, p. 5-1

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

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

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

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

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

Wilsonville Comprehensive Plan, 2013

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

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

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

* * * * *

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

Wilsonville Transportation Systems Plan (TSP), 2016

CHAPTER 2: The Vision, p. 2-7

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

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 1

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

Goal 5

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

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

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

Wilsonville Comprehensive Plan, 2013

Transportation, p. C-21

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

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

Transportation plans must include a transportation financing program.

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

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Funding Outlook, p. 1-8

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

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

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

Transportation Funding, p. 2-12

Implementation Measures (Policy 45):

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

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

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

Additional Planned Projects, p. 5-16

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

Wilsonville Transit Master Plan, June 2017

Transit Tax, p. 31

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

Grant Funding, p. 35

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

Conclusion, p. 36

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

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

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

Resolution No. 2737, 2019

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

Resolution No. 2601, 2016

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

Resolution No. 2515, 2015

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

Resolution No. 2496, 2014

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

Wilsonville Transportation Systems Plan (TSP), 2016

Goods Movement, p. 2-8

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

■ Transit

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

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

Wilsonville City Council 2017-2018 Work Plan

Administrative Initiatives

Advocate for more funding for all transportation facilities.

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

Wilsonville Comprehensive Plan, 2013

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit, p. 2-9

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

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

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

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

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

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

Transportation Funding, p. 2-13

Implementation Measures (Policy 45):

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

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

Wilsonville Transit Master Plan, 2017

Transit Tax, p. 31

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

Conclusion, p. 36

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

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

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

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

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, p. C-23

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

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

Wilsonville Transit Master Plan, 2017

Commuter Rail, p. 28

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

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit

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

Implementation Measures (Policy 36):

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

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

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

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

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

Wilsonville City Council 2017-2018 Work Plan

Council Goals

16. Promote farm and forest land protection.

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

Wilsonville Comprehensive Plan, 2013

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

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

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

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

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

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

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

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

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

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

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

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

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

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

Wilsonville Comprehensive Plan, 2013

Citizen Involvement, p. A-4

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

Urban Growth Management, p. B-1

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

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

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

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

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

Public Facilities and Services, p. C-28

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

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

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

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

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

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

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

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

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

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

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

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

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

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

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

Wilsonville Comprehensive Plan, 2013

Economic Development, p. D-3

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Emerging Regional Planning Issues, p. 11

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

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

Wilsonville Economic Development Strategy, 2012

4.3 Next Steps, p. 26

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

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

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

Equitable Housing Strategic Plan, 2020

Overview of Housing Needs, Pages 7 to 8

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

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

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

Policy Objectives, Page 12

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

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

Wilsonville Comprehensive Plan, 2018

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

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

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

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

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

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

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

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

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

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

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

Wilsonville Residential Land Study, 2015

Factors Affecting Housing Need, Page 17

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

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

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

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

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

■ Workforce Development

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

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

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

Wilsonville Economic Development Strategy, 2012

Table 4-1. Summary of Actions

Action 4.2. Adopt a policy demonstrating support for Oregon Tech

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

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

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

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

What is the action?

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

Why is the City doing it?

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, p. 1

Goal 2

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

Emerging Regional Planning Issues, p. 10

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

Quality of Life, p. 13

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

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

Industry Clusters Analysis: Target Industries, p. 26

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

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

NOW, THEREFORE THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

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

4. ENVIRONMENTAL IMPACT

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

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

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Page Intro – 2

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

Storm Drainage Plan, p. C-8

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

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

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

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

* * * * *

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

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

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

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

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

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

Land Use and Development, p. D-1

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

General Development, p. D-5

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

Commercial Development, p. D-12

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

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

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

* * * * *

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

* * * * *

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

* * * * *

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

* * * * *

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

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

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

* * * * *

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

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

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

* * * * *

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

83rd OREGON LEGISLATIVE ASSEMBLY--2025 Regular Session

Senate Bill 418

Sponsored by Senator WOODS, Representative NERON (at the request of City of Wilsonville) (Presession filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**. The statement includes a measure digest written in compliance with applicable readability standards.

Digest: TriMet has to change its district boundaries and leave out certain areas. This rule will not go to a vote. People living in those areas should check if the change will mean new taxes for them. (Flesch Readability Score: 86.5).

Requires the mass transit district known as TriMet to adopt an ordinance to modify district boundaries to exclude a specified territory. Provides that the ordinance may not be referred to or by electors. Requires persons in the specified territory to assess whether the boundary change results in any changes to tax liability.

A BILL FOR AN ACT

1
2 Relating to TriMet.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1. (1) As soon as practicable after the effective date of this 2025 Act, TriMet**
5 **shall adopt an ordinance to modify its district boundaries to exclude from the district the**
6 **territory described in section 2 of this 2025 Act. Notwithstanding ORS 267.170, the ordinance**
7 **adopted under this section may not be referred to or by electors.**

8 **(2) Persons located in the areas described in section 2 of this 2025 Act shall assess**
9 **whether the mass transit district boundary change required under this section results in any**
10 **new liability for taxes imposed by a local government and, if so, shall commence paying any**
11 **such taxes.**

12 **(3) As used in this section:**

13 **(a) "Local government" has the meaning given that term in ORS 174.116.**

14 **(b) "TriMet" means the Tri-County Metropolitan Transportation District of Oregon, a**
15 **mass transit district created under ORS chapter 267.**

16 **SECTION 2. The boundaries of the territory to be excluded under section 1 of this 2025**
17 **Act are as follows:**

18 **(1) A 1,652 acre tract of land, more or less, situated in the Southerly Half of Sections 34,**
19 **35, and 36 of Township 2 South, Range 1 West; the Southwesterly One-Quarter of Section 31**
20 **of Township 2 South, Range 1 East; Section 6, Township 3 South, Range 1 East; and Section**
21 **1, the North Half of Section 2, Section 3, the Northeast One-Quarter of Section 4, and the**
22 **Northeast One-Quarter of Section 10, of Township 2 South, Range 1 West, all of the**
23 **Willamette Meridian, Washington and Clackamas Counties, State of Oregon, being more**
24 **particularly described as follows: beginning at the section corner common to Sections 34 and**
25 **35, T2S, R1W, and Sections 2 and 3, T3S, R1W, W.M., being at the intersection of SW**
26 **Grahams Ferry Road (County Road (C.R.) 844) and SW Basalt Creek Road; thence, in an**
27 **easterly direction along the common line of Section 35, T2S, R1W and Section 2, T3S, R1W,**
28 **W.M., for a distance of 2,495 feet, more or less, to the westerly right-of-way line of SW**

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

1 Boones Ferry Road (Market Road 24); thence, in a northerly direction along the westerly
2 right-of-way line of SW Boones Ferry Road, for a distance of 231 feet, more or less, to the
3 apparent intersection of said right-of-way and the northerly right-of-way line of SW Greenhill
4 Lane; thence, in an easterly direction along the northerly right-of-way line of SW Greenhill
5 Lane, for a distance of 1,840 feet, more or less, to the westerly right-of-way line of Interstate
6 5; thence, in a northeasterly direction along the said westerly right-of-way of Interstate 5,
7 for a distance of 436 feet, more or less, to the northerly line of the plat "Tualatin Orchard
8 Tract," a duly recorded subdivision in Washington County; thence, in an easterly direction
9 along the north line of the plat "Tualatin Orchard Tract," for a distance of 838 feet, more
10 or less, to the common line of Sections 35 and 36, T2S, R1W, W.M.; thence, in a northerly
11 direction along said common line for a distance of 137 feet, more or less, to the
12 northwesterly corner of Lot 24 of the plat "Comte & Kohlman's Little Homes No. 1," a duly
13 recorded subdivision in Washington County; thence, in an easterly direction along the
14 northerly line of said Lot 24, for a distance of 773 feet, more or less, to the apparent
15 northerly return of the northerly right-of-way line of Frobase Road (C.R. 932); thence, con-
16 tinuing in an easterly direction along the northerly right-of-way line of Fromase Road, for
17 a distance of 4,536 feet, more or less, to the easterly line of Section 36, T2S, R1W, W.M.,
18 being the westerly line of Section 31, T2S, R1E, W.M., the centerline of SW 65th Avenue (C.R.
19 131), and a county line between Washington and Clackamas Counties; thence, in a southerly
20 direction along said common line, for a distance of 58 feet to the projection of the
21 southwesterly corner of Parcel 5, Partition Plat No. 1994-19, Clackamas County; thence, in
22 an easterly direction along the southerly lines of Parcel 5 and 6, of PP No. 1994-19, Parcel 3
23 of PP No. 1992-130, and Document Number 1993-002364, for a distance of 2,813 feet, more or
24 less, to the center section line of Section 31, T2S, R1E, W.M.; thence, in a southerly direction
25 along the center section line of Section 31, T2S, R1E, W.M., continuing along the center
26 section line of Section 6, T3S, R1E, W.M., passing at a distance of 3,379 feet, more or less,
27 the southerly right-of-way line of Eastgate Drive, and continuing for a total distance of 3,418
28 feet, more or less, to a northwesterly corner of Lot 13 of the plat "Quarry at Stafford," a
29 duly recorded subdivision in Clackamas County; thence, in an easterly direction along a
30 northwesterly line of said Lot 13, for a distance of 72 feet, more or less, to a point for corner;
31 thence, in a southerly direction along a westerly line of said Lot 13, for a distance of 1,199
32 feet, more or less, to the southwesterly corner of said Lot 13, being on the southerly line of
33 the northerly one-half of the southwesterly one-quarter of Section 6, T3S, R1E, W.M.;
34 thence, in a westerly direction along said line, for a distance of 2,853 feet, more or less, to
35 the east line of Section 1, T3S, R1W, W.M., being the westerly line of Section 6, T3S, R1E,
36 W.M., the centerline of aforementioned SW 65th Avenue, and aforementioned county line;
37 thence, in a northerly direction along said common line, for a distance of 261 feet, more or
38 less, to the centerline intersection of said SW 65th Avenue and SW Elligsen Road (C.R. 2649);
39 thence, in a westerly direction along the centerline of SW Elligsen Road, for a distance of
40 1.0 mile, more or less, to the common line of Sections 1 and 2, T3S, R1W, W.M.; thence, in
41 a northerly direction along said common line, for a distance of 1,783 feet, more or less, to
42 the northeasterly corner of the plat of "Stafford Park No. 2," a duly recorded subdivision in
43 Washington County; thence, in a westerly direction along the northerly line of said "Stafford
44 Park No. 2," for a distance of 1,018 feet, more or less, to the easterly right-of-way of afore-
45 mentioned Interstate 5; thence, continuing in a westerly direction, for a distance of 1,348

1 feet, more or less, to the centerline intersection of aforementioned SW Boones Ferry Road
2 and SW Day Road (C.R. 470); thence, continuing in a westerly direction with the centerline
3 of SW DAY Road, for a distance of 2,917 feet, more or less, to the common line of Sections
4 2 and 3, T3S, R1W, W.M., and intersection of SW Day Road and SW Grahams Ferry Road;
5 thence, in a southwesterly direction along the easterly right-of-way line of SW Grahams
6 Ferry Road, for a distance of 4,270 feet, more or less to the centerline of a ditch (Coffee Lake
7 Creek); thence, in a northwesterly direction along the centerline of a ditch per PS4745 filled
8 in Clackamas County Survey Records, Survey Number 9081 filled in Washington County
9 Survey Records, and Partition Plat No. 1999-101 Washington County Survey Records, for a
10 distance of 3,210 feet, more or less, to the westerly interior et al corner of Parcel 2 of said
11 PP No. 1999-001; thence, in a northwesterly direction along the northerly line of the North
12 Coffee Lake Creek Wetlands (Book 527, Page 226), for a distance of 1,290 feet, more or less,
13 to the one-quarter line of Section 3, T3S, R1W, W.M.; thence, in a westerly direction along
14 said one-quarter line, passing at 745 feet, more or less, the common section line of Sections
15 3 and 4, T3S, R1W, W.M., same being a county line between Washington and Clackamas
16 Counties, continuing for a total distance of 893 feet, more or less, to the centerline of SW
17 Morgan Road (C.R. 699); thence, in a northerly direction along the centerline of SW Morgan
18 Road, for a distance of 2,460 feet, more or less, to the centerline intersection of said SW
19 Morgan Road and SW Tonquin Road; thence, in a northeasterly direction along the centerline
20 of SW Tonquin Road, for a distance of 2,120 feet, more or less, to the centerline intersection
21 of said SW Tonquin Road and aforementioned SW Basalt Creek Road; thence, in an easterly
22 direction along the centerline of SW Basalt Creek Road, for a distance of 3,612 feet, more
23 or less, to the point of beginning.

24 (2) A 313 acre tract of land, more or less, situated in the Southwesterly Quarter of Sec-
25 tion 7 and Northwesterly Quarter of Section 18, Township 3 South, Range 1 East of the
26 Willamette Meridian, Clackamas County, State of Oregon, being more particularly described
27 as follows: beginning at the section corner at the Southeast corner of Section 12 and the said
28 Northeast corner of Section 13 in Range 1 West of the Willamette Meridian which is also the
29 Southwest corner of said Section 7 and Northwest corner of said Section 18, said point being
30 the intersection of Boeckman Road (County Road 80), SW Stafford Road (Market Road 12),
31 SW Advance Road (County Road 140(X-24)), and SW Wilsonville Road; thence, in a northerly
32 direction along the common line of said Section 12 and said Section 7 with the centerline of
33 SW Stafford Road a distance of 2,681 feet, more or less, to the intersection of the northerly
34 right-of-way line of SW Kahle Rd (County Road 2393); thence, in an easterly direction along
35 the northerly right-of-way line of SW Kahle Rd for a distance of 2,600 feet, more or less, to
36 the westerly line of Lot 14 of the plat of "TURNER LITTLE FARMS," a duly recorded sub-
37 division in Clackamas County; thence, in a southerly direction along the westerly line of said
38 Lot 14 a distance of 33 feet, more or less, to the southwesterly corner of said Lot 14; thence,
39 in an easterly direction along the southerly line of said Lot 14, same being the northerly line
40 of a tract of land described in deed recorded under Document Number (Doc. No.) 2022-008589
41 of the Clackamas County Deed Records (CCDR), for a distance of 585 feet, more or less, to
42 a point for corner; thence, in a southwesterly direction over and across said Doc. No.
43 2022-008589 for a distance of 1381 feet, more or less, to the southerly line of said Doc. No.
44 2022-008589 and the northerly line of a tract of land described in deed recorded under Doc.
45 No. 2011-074240 CCDR; thence, in a westerly direction along said common line for a distance

1 of 139 feet, more or less, to the northwesterly corner of said Doc. No. 2011-074240; thence,
2 in a southerly direction along the westerly line of said Doc. No. 2011-074240 for a distance
3 of 1,325 feet, more or less, to the southerly right of way line of aforementioned SW Advance
4 Road; thence, in a westerly direction along the southerly right of way line of SW Advance
5 Road, a distance of 440 feet, more or less, to a point being 440.2 feet west of the quarter
6 section corner of aforementioned Sections 7 and 18; thence, in a southerly direction along a
7 line called to be 440.2 feet west of, and parallel to, the quarter section line of said Section
8 18, for a distance of 2,300 feet, more or less, to the southerly right- of-way line of SW Kruse
9 Road (County Road 2359); thence, in a westerly direction along the southerly right-of-way line
10 of SW Kruse Road, for a distance of 873 feet, more or less, to the center line of SW 60th
11 Avenue (County Road 2359); thence, in a southerly direction along the centerline of SW
12 Kruse Road, for a distance of 304 feet, more or less, to the northeasterly corner of the Heirs
13 of D.S. Minkler, Dec'd, DLC No. 48; thence, in a westerly direction along the northerly line
14 of said DLC No. 48, for a distance of 1,435 feet, more or less, to the easterly line of afore-
15 mentioned Section 13; thence, in a northerly direction along the easterly line of said Section
16 13, same being the westerly line of aforementioned Section 18, for a distance of 2633 feet,
17 more or less, to the point of beginning.

18

83rd OREGON LEGISLATIVE ASSEMBLY--2025 Regular Session

House Bill 2795

Sponsored by Representative NERON, Senator WOODS (Presession filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**. The statement includes a measure digest written in compliance with applicable readability standards.

Digest: The Act makes changes to the STIF program. (Flesch Readability Score: 92.0).
 Modifies the definition of "qualified entity" for purposes of the Statewide Transportation Improvement Fund distributions for public transit.
 Takes effect on the 91st day following adjournment sine die.

A BILL FOR AN ACT

1
2 Relating to public transportation service providers; creating new provisions; amending ORS 184.752
3 and 184.758; and prescribing an effective date.

4 **Be It Enacted by the People of the State of Oregon:**

5 **SECTION 1.** ORS 184.752 is amended to read:

6 184.752. As used in ORS 184.752 to 184.766:

7 (1) "Public transportation service provider" includes a qualified entity and a city, county, special
8 district, intergovernmental entity or any other political subdivision or municipal or public corpo-
9 ration that provides public transportation services and is not otherwise described in subsection (2)
10 of this section.

11 (2) "Qualified entity" means the following:

12 (a) Counties in which no part of a mass transit district or transportation district exists **or**
13 **counties in which a mass transit district or transportation district does exist and that have**
14 **opted to be designated as a qualified entity in the manner provided by the Oregon Trans-**
15 **portation Commission by rule;**

16 (b) Mass transit districts organized under ORS 267.010 to 267.394;

17 (c) Transportation districts organized under ORS 267.510 to 267.650; and

18 (d) Federally recognized Indian tribes.

19 **SECTION 2.** ORS 184.758 is amended to read:

20 184.758. (1) The Oregon Transportation Commission shall distribute the moneys in the Statewide
21 Transportation Improvement Fund established under ORS 184.751 to the Department of Transporta-
22 tion to pay for:

23 (a) Program administration; and

24 (b) Projects of statewide significance that support the transit network and manage the operation
25 of public transportation services.

26 (2) The moneys described in subsection (1) of this section that remain after the distribution of
27 moneys described in subsection (1) of this section shall be distributed as follows:

28 (a) Conditioned upon the commission's approval of a public transportation improvement plan, 90
29 percent to qualified entities;

30 (b) Five percent to public transportation service providers based on a competitive grant program

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted.
New sections are in **boldfaced** type.

1 adopted by the commission by rule;

2 (c) Four percent to public transportation service providers to provide funding assistance to
3 cover the costs of improving public transportation services between two or more communities; and

4 (d) One percent to the Department of Transportation to establish a statewide public transpor-
5 tation technical resource center, the purpose of which is to assist public transportation service
6 providers in rural areas with technical assistance, training, transportation planning and information
7 technology.

8 (3) A portion of the 90 percent distribution under subsection (2)(a) of this section shall be dedi-
9 cated to transit services for older adults and individuals with disabilities. Each biennium the com-
10 mission shall first distribute the moneys transferred to the fund under ORS 184.751 as needed to
11 maintain funding that benefits older adults and individuals with disabilities in the amount distrib-
12 uted during the 2019-2021 biennium. Each biennium thereafter, the commission shall adjust this
13 amount upward or downward based on the rate of growth or decline of the Statewide Transportation
14 Improvement Fund. Moneys dedicated to transit services for older adults and individuals with disa-
15 bilities under this subsection shall be distributed as follows:

16 (a) Each transportation district and mass transit district shall receive that share of the moneys
17 as the population of the counties in which the district is situated, determined under ORS 190.510 to
18 190.610 last preceding apportionment of the moneys, bears to the total population of this state.
19 However, if two or more districts are situated in a single county, distribution of moneys under this
20 subsection shall be determined as though only the mass transit district is located in that county or,
21 if there are two or more transportation districts in the county, as though only the transportation
22 district with the highest population is located in that county.

23 (b) Each county in which no part of a mass transit district or transportation district is located
24 shall receive that share of the moneys as its population, determined under ORS 190.510 to 190.610
25 last preceding apportionment of the moneys, bears to the total population of this state.

26 (c) Each federally recognized Indian tribe shall receive that share of the moneys as the popu-
27 lation of the tribe residing in Oregon, determined by the commission by rule, bears to the total
28 population of this state.

29 (4) Each qualified entity under subsection (3) of this section shall receive an annual target
30 amount of \$67,700. Each biennium, the commission shall adjust this amount upward or downward
31 based on the rate of growth or decline of the Statewide Transportation Improvement Fund.

32 (5) After a portion of the 90 percent distribution under subsection (2)(a) of this section is dis-
33 tributed to transit services for older adults and individuals with disabilities under subsection (3) of
34 this section, the commission shall distribute the remaining amount to qualified entities as follows:

35 (a) Each distribution must be in such shares that the amount of tax paid, as required under ORS
36 320.550, in the area of each qualified entity bears to the total amount of the tax paid statewide,
37 provided that each qualified entity receives an annual target amount of \$100,000. Each biennium, the
38 commission shall adjust this amount upward or downward based on the rate of growth or decline
39 of the Statewide Transportation Improvement Fund.

40 (b) **Unless a county opts to be designated as a qualified entity**, if more than one mass transit
41 district or transportation district is located within a single county, the commission shall distribute
42 the moneys to the larger district. **If a county opts to be designated as a qualified entity, the**
43 **commission shall distribute to the county the moneys for the county and all public trans-**
44 **portation service providers that have jurisdictional boundaries wholly within the county's**
45 **jurisdictional boundaries or that have jurisdictional boundaries partially within the county's**

1 **jurisdictional boundaries and not within any other mass transit district's or transportation**
2 **district's jurisdictional boundaries.**

3 (6) The commission shall adopt by rule:

4 (a) A competitive grant program, by which a public transportation service provider may apply
5 for a percentage distribution under subsection (2)(b) of this section, and the terms and conditions
6 of grants.

7 (b) A competitive grant program, by which a public transportation service provider may apply
8 for a percentage distribution under subsection (2)(c) of this section, and the terms and conditions
9 of grants.

10 (c) A process to review and approve a public transportation improvement plan submitted under
11 subsection (7) of this section.

12 (d) Procedures for appealing a rejection of a public transportation improvement plan submitted
13 under subsection (7) of this section.

14 (e) Any other provisions or procedures that are necessary for the commission to carry out the
15 provisions of ORS 184.758 to 184.766.

16 (7) To be eligible to receive a percentage distribution under subsection (2)(a) of this section, a
17 qualified entity shall prepare and submit a public transportation improvement plan to the commis-
18 sion. The commission must approve the plan submitted by the qualified entity before the commission
19 may make a percentage distribution to the qualified entity.

20 (8) At a minimum, a public transportation improvement plan submitted under this section must
21 include:

22 (a) For each proposed project, the amount of moneys from the percentage distribution that would
23 be allocated to the project to fund the following:

24 (A) Increased frequency of bus service schedules in communities with a high percentage of
25 low-income households;

26 (B) Procurement of buses that are powered by natural gas or electricity for use in areas with
27 a population of 200,000 or more;

28 (C) Implementation of programs to reduce fares for public transportation in communities with
29 a high percentage of low-income households;

30 (D) Expansion of bus routes and bus services to reach communities with a high percentage of
31 low-income households;

32 (E) Improvement in the frequency and reliability of service connections between communities
33 inside and outside of the qualified entity's service area;

34 (F) Coordination between public transportation service providers to reduce fragmentation in the
35 provision of transportation services;

36 (G) Implementation of programs to provide student transit services for students in grades 9
37 through 12; and

38 (H) Services for older adults and people with disabilities;

39 (b) For the current fiscal year, a summary of any plans and project proposals approved by an
40 advisory committee under ORS 184.761; and

41 (c) If a qualified entity was a recipient of a percentage distribution in the preceding fiscal year,
42 the amount of moneys received from the distribution that were allocated to a project for the pur-
43 poses described under paragraph (a) of this subsection.

44 (9) If practicable, as determined by the commission by rule each qualified entity shall spend at
45 least one percent of the amount received each year under subsection (2)(a) of this section to imple-

1 ment programs to provide student transit services for students in grades 9 through 12.

2 (10) After the commission makes a distribution under subsection (2) of this section, qualified
3 entities may enter into intergovernmental agreements under ORS chapter 190 to combine the mon-
4 eys received for public transportation improvements.

5 (11) If the commission rejects a public transportation improvement plan or a grant application
6 submitted under this section, the commission shall notify the entity or provider in writing and state
7 the reasons for the rejection.

8 (12) The Department of Transportation shall make all grant applications submitted under this
9 section available to the public.

10 **SECTION 3. On or before December 31, 2026, the Oregon Transportation Commission**
11 **shall adopt or update rules in conformance with the amendments to ORS 184.752 and 184.758**
12 **by sections 1 and 2 of this 2025 Act.**

13 **SECTION 4. Section 3 of this 2025 Act is repealed on January 2, 2027.**

14 **SECTION 5. This 2025 Act takes effect on the 91st day after the date on which the 2025**
15 **regular session of the Eighty-third Legislative Assembly adjourns sine die.**

16

2025-26 Legislative Priorities



The League of Oregon Cities' (LOC) Board of Directors unanimously adopted eight legislative priorities for cities for the 2025 and 2026 sessions. The priorities were identified through a committee process and a vote by the LOC's 241 member cities. The following nine issues received the most votes from members, and were adopted by the LOC Board:

1 **Infrastructure Funding**

The LOC will advocate for a comprehensive infrastructure package to support increased water, sewer, stormwater, and road investments. The LOC will advocate to maintain and increase state investments to support the development and preservation of a range of needed housing types and affordability.

2 **2025 Transportation Package**

The LOC will support a robust, long-term, multimodal transportation package focused on stabilizing funding for operations and maintenance for local governments and ODOT, continued investment in transit and bike/ped programs, safety, congestion management, and completion of projects from HB 2017. This objective includes support for a transition from gas tax to road user fee and improved community safety and livability.

3 **Recreational Immunity**

The LOC will introduce legislation to protect cities and other landowners who open their property for recreational purposes from tort liability claims.

4 **Behavioral Health Enhancements**

The LOC will support legislation to expand access to behavioral health treatment beds and allow courts greater ability to direct persons unable to care for themselves into treatment through the civil commitment process.

CONTINUED ON BACK

5 Lodging Tax Flexibility

The LOC will advocate for legislation that will increase the flexibility to use locally administered and collected lodging tax revenue to support tourism-impacted services. These services include public safety, infrastructure, and housing-related investment.

6 Shelter Funding and Homeless Response

The LOC will support a comprehensive homeless response package to fund the needs of homeless shelters, homeless response efforts statewide, and capital projects. 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.

7 Address Energy Affordability Challenges from Rising Utility Costs

The LOC will support actions to maintain affordable, reliable, and resilient energy resources and invest in programs and new technology that support energy efficiency, renewable energy, and resilient communities. These efforts will help address members' concerns about increased costs associated with energy usage.

8 Operator-In-Training Apprenticeships

The LOC will advocate for funding apprenticeship training programs and expanding bilingual training opportunities to promote the workforce development of qualified wastewater and drinking water operators.

9 ORS 195.530

The LOC will advocate public policy that allows cities to respond to the unique needs of their community's housed and unhoused members. This advocacy will include adjustments to ORS 195.530 to provide cities with the necessary tools to address unsafe camping conditions, safeguard public spaces, and protect the health, safety, and wellness of all community members.



A MEMBERSHIP ORGANIZATION FOR LEADERS IN TRANSPORTATION

- 1000 Friends of Oregon
- AAA Oregon/Idaho
- Alta Planning + Design, Inc.
- American Council of Engineering Companies
- American Society of Civil Engineers (Oregon Section)
- Associated General Contractors
- Association of Oregon Counties
- BNSF Railway
- Central Oregon Intergovernmental Council / CET
- CFM Advocates
- City of Beaverton
- City of Bend
- City of Gresham
- City of Hillsboro
- City of Portland
- City of Vancouver
- City of Wilsonville / South Metro Area Regional Transit (SMART)
- Clackamas County
- Espousal Strategies
- Fehr & Peers
- Forth
- Jacobs
- Lane Council of Governments
- Lane Transit District
- League of Oregon Cities
- Metro
- Mid-Willamette Valley Council of Governments
- Mohlis Consulting, LLC
- Multnomah County Transportation Division
- NGrC for City of West Linn / The Central Oregon Cities Organization
- Northwest Cement Council
- Oregon Business & Industry
- Oregon Department of Land Conservation & Development
- Oregon Department of Transportation
- Oregon Environmental Council
- Oregon Fuels Association
- Oregon Public Ports Association
- Oregon Refuse and Recycling Assoc.
- Oregon State Building & Construction Trades Council
- Oregon Transit Association
- Oregon Travel Information Council
- Oregon Trucking Association
- Parametrix
- PointNorth Consulting
- Portland Business Alliance
- Portland General Electric (PGE)
- Port of Portland
- Summit Strategies
- The Street Trust
- Thorn Run Partners
- TriMet
- Union Pacific Railroad
- Washington County
- Willamette Intermodal Group
- Western States Petroleum Association

INVESTMENT FRAMEWORK

A HEALTHY TRANSPORTATION SYSTEM FOR ALL IS FUNDAMENTAL TO A HEALTHY ECONOMY & ENVIRONMENT

Members of the Oregon Transportation Forum recognize the importance of a well-funded, maintained, safe, reliable, and resilient multimodal transportation system that supports Oregon’s economy, environment, and people. We are committed to fostering collaboration, innovation, and sustainability in transportation practices across the state and advocate for equitable, accessible, and efficient transportation solutions that enhance the economy and quality of life for all Oregonians while preserving the environment. Through meaningful dialogue, research-driven insights, and inclusive engagement, we strive to shape a resilient and forward-thinking transportation system that serves both current and future generations.

FRAMEWORK ELEMENTS

REVENUE & INVESTMENT

A broader and more equitable mix of funding sources is needed to provide long-term, dependable funding for a robust, equitable, and environmentally sustainable multimodal transportation system, including for maintenance, operations, and replacement. In all modes, leverage state and local resources to take advantage of federal grants and other funding opportunities.



Roads and Bridges

- Oregon should start now to transition away from the gas tax to a user fee(s).
- The legislature should explore a broader mix of funding sources to ensure a dependable source of funding for Oregon's roads and bridges.
- The legislature should consider indexing revenues to inflation.
- Increase funding for maintenance and operations.
- Maintain the 50/30/20 formula for allocation of statewide highway trust fund revenues among ODOT, counties, and cities, and refrain from preempting local governments' ability to raise revenue for transportation.

Transit

- Establish a fund to assist transit providers in matching federal grants.
- Provide state financed funding to help maintain and expand transit capital investments, including but not limited to buses, bus rapid transit, streetcars, and light rail, prioritizing based on equity, geographic coverage, and increasing ridership.
- Increase funding for transit operations.

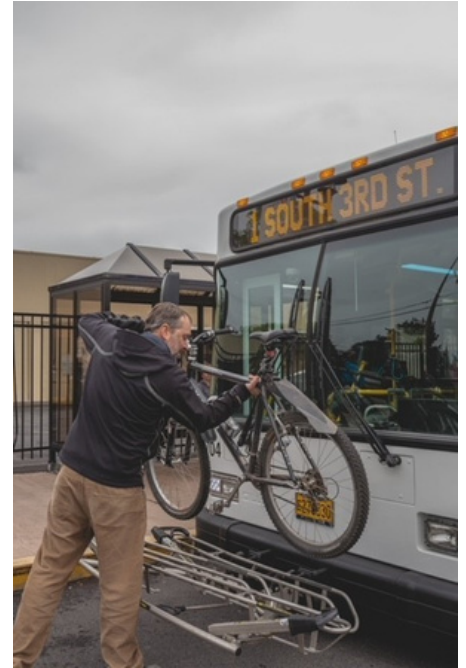
Other Modes

- Restore ConnectOregon to a minimum \$100 million funding level per biennium.
- Restore Class 1 railways status.
- Provide state general fund dollars and/or a dedicated funding source sufficient to operate and maintain Amtrak Cascades service.
- Recognize the importance of intercity commuter rail, including extending WES to Salem to connect the Portland and Salem metropolitan areas.
- Ensure pedestrian and bicycle networks have ongoing and dependable funding by identifying new revenues for biking and walking safety projects inside and outside the highway right of way.
- Improve youth-focused transit service to expand youth access to schools, jobs, and other opportunities.
- Dedicate funding specifically to improve transportation services for disabled persons and older adults, such as paratransit.

FRAMEWORK ELEMENTS

POLICY

- Prioritize the maintenance, rehabilitation, and operations of existing transportation facilities.
- Complete projects from the 2017 transportation package.
- Increase funding for the many programs that are over-subscribed and reach the transportation needs of many and diverse Oregonians, including: Safe Routes to Schools; road safety audits; pedestrian crossings; wildlife passage; speed limit reductions; completing bicycle and pedestrian network; and jurisdictional transfers.
- Integrate transportation investments and programs into other state policy goals, including housing and climate change, both mitigation and adaptation.



Environmental Stewardship

- Support the purchase of zero emission electric vehicles.
- Increase state funding for planning and projects that achieve greenhouse gas emissions reduction goals.



Emergency Resilience

- Prioritize investment in infrastructure to allow for evacuation, rescue, and recovery following a major earthquake, wildfire, flooding, and other natural disasters.
- Retrofit transportation infrastructure to enhance safety during major seismic, wildfire, flooding, and other natural disaster events.



Governance & Accountability

- Ensure ODOT management structure and spending decisions are transparent and accountable to Oregonians.
- Utilize principles from project prioritization, least cost planning, and practical design.

Safety



- Set a statutory goal of zero serious traffic and work zone injuries and fatalities by 2035; establish a task force to define shared safety goals focused on policy, roadway improvements, outreach, and enforcement.
- Expand Safe Routes to School program to build safe places to walk, bike, roll, and access transit to school; prioritize completion of Safe Routes to School Plans.
- Invest in Great Streets program and other approaches to safety improvements to major streets that function as main streets.



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: January 23, 2025	Subject: 2025 State Legislative Session Priorities Staff Member: Mark Ottenad, Public/Government Affairs Director Department: Administration
Action Required	Advisory Board/Commission Recommendation
<input checked="" 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 Information or Direction <input type="checkbox"/> Information Only <input checked="" 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: City Council is scheduled to consider re-adoption of a modified set of 2025 State Legislative Session Priorities and the 2025-26 State Legislative Agenda during January 23 Mayor’s Business agenda item.
Staff Recommendations: Staff recommends Council adopt the 2025 State Legislative Session Priorities.	
Recommended Language for Motion: I move to adopt the 2025 State Legislative Session Priorities.	
PROJECT / ISSUE RELATES TO:	
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)
<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

City Administration seeks re-adoption by the City Council of a modified set of 2025 State Legislative Session Priorities, which would complement a more general prospective 2025-26 State Legislative Agenda, for specific public-policy priorities that advance key City objectives and guide how the City reacts to legislative proposals that may arise during the regular 2025 session of the 83rd Oregon Legislative Assembly.

The prior City Council adopted an initial set of 2025 State Legislative Session Priorities on September 16, 2024, in order to timely provide recommendations to Wilsonville’s legislative delegation, composed of the offices of Senator Aaron Woods and Representative Courtney Neron. The one modification made to the 2025 State Legislative Session Priorities pertains to legislative concept for changes to the State Transportation Improvement Fund (STIF) transit-funding distribution option.

EXECUTIVE SUMMARY:

Starting in 2023 the City Council adopted a set of specific State Legislative Session Priorities that details particular issues of concern, as well as to reflect ad-hoc issues of the day for which long-term City policies may not address adequately but for which the City Council considers important.

The City’s draft set of 2025 State Legislative Session Priorities reflect current topical issues and various issues that have been raised over the past few years. Some of the priorities below with an asterisk (*) are a repeat of 2024 legislative session priorities advanced by the City last year:

- 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
- 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

Attachment A, draft 2025 State Legislative Session Priorities, provides more details on the above-listed priorities. Most of the City’s 2024 “short” session legislative priorities were either not dealt with or only partially addressed, and therefore are still ripe for the 2025 regular session. Representative Courtney Neron and Senator Aaron Woods of Wilsonville requested receiving during September the City’s 2025 legislative session priorities and potential earmark grant requests. Adoption of the 2025 Legislative Session Priorities on Sept. 16 allowed City to timely communicate priorities to our legislators who may then introduce bills on our behalf:

SB 418 – SMART Service Territory Alignment with City Boundaries; Adjustment of TriMet District Boundary.

“Relating to TriMet.

“Digest: TriMet has to change its district boundaries and leave out certain areas. This rule will not go to a vote. People living in those areas should check if the change will mean new taxes for them. (Flesch Readability Score: 86.5).

“Requires the mass transit district known as TriMet to adopt an ordinance to modify district boundaries to exclude a specified territory. Provides that the ordinance may not be referred to or by electors. Requires persons in the specified territory to assess whether the boundary change results in any changes to tax liability.”

HB 2795 – Modifies the Statewide Transportation Improvement Fund (STIF) program to allow counties to elect to become a Qualified Entity that distributes state funds to local public-transit operators.

“Relating to public transportation service providers; creating new provisions; amending ORS 184.752.

“Digest: The Act makes changes to the STIF program. (Flesch Readability Score: 92.0).

“Modifies the definition of ‘qualified entity’ for purposes of the Statewide Transportation Improvement Fund distributions for public transit. Takes effect on the 91st day following adjournment sine die.”

Background Information

At the start of each two-year-long session of the Oregon legislature, the City Council adopts a State Legislative Agenda that guides how City staff and consultants evaluate proposed legislation in terms of opposing, supporting or remaining neutral. The City’s State Legislative Agenda is grounded in long-term City Council-adopted policies embodied in the Comprehensive Plan and other master plans or specific strategy documents and highlights current Council goals and known issues under consideration.

Over the past three legislative sessions, however, unique opportunities have arisen for the City for which the City did not have specific legislative policy guidance. Subjects or issues that City master plans, Comprehensive Plan or strategic plans do not address that the City Council has expressed interest in or support for or opposition to. Additionally, new issues arise that require the City to advance specific legislative priorities in a timely manner at the legislature. Thus, starting in 2023 the City Council began to adopt a more timely, current and specific set of Legislative Session Priorities.

For example, the City did not have an IT strategy in 2021, but was able to secure a \$1.665 million earmark for the “Sherwood Broadband-Wilsonville/GovRing Expansion Project.” The City won a \$1.9 million grant in 2022 for the Wilsonville Transit Center Transit-Oriented Development (TOD) affordable-housing project.

The City first developed a written State Legislative Agenda in 2011 with citations to specific sources of City authority for each agenda item. All of the legislative agenda items are based on policies established by the City Council over time through the Comprehensive Plan, Goal 9 Economic Opportunities Analysis and other City master plans/strategies and Council direction. Thus, the City's State Legislative Agenda is grounded in long-term City Council-adopted policies that embrace core community values as expressed by the community's elected officials.

In developing the City's legislative agenda and priorities list, staff review existing and prior city policies and practices, examine the legislative agendas and priorities of other metro-area jurisdictions and affiliated organizations such as League of Oregon Cities (LOC), and gather information from lobbyists and other public-affairs professionals about primary issues of concern in the 2025 legislative session.

City's State Legislators

After the 2020 Decennial Census, the Oregon legislature re-drew House and Senate district boundaries based on population changes. Most areas of the City of Wilsonville community are now in one House District and Senate District, whereas for the prior 10 years Charbonneau was segmented into a separate set of districts; the one exception is Frog Pond East and South, which are in the West Linn district.

- **House District 26: Representative Courtney Neron of Wilsonville** (Democrat) is listed on the Oregon Legislative Website (OLIS) as serving on the following committees:
 - House Committee On Education - Chair
 - House Committee On Climate, Energy, and Environment
 - House Committee On Commerce and Consumer Protection
- **Senate District 13: Senator Aaron Woods of Wilsonville** (Democrat), is listed on the Oregon Legislative Website (OLIS) as serving on the following committees:
 - Joint Committee On Information Management and Technology - Co-Chair
 - Joint Committee On Ways and Means Subcommittee On Transportation and Economic Development - Co-Chair
 - Senate Committee On Veterans, Emergency Management, Federal and World Affairs
 - Senate Committee On Labor and Business
 - Joint Committee On Ways and Means

Each of Wilsonville's legislators may be appointed to different committees when the 2025 legislative session commences on January 21. Both of Wilsonville's legislators have indicated in the past support for public-policy positions that the City has endorsed.

EXPECTED RESULTS:

N/A

TIMELINE:

The 160-day-long 2025 regular legislative session convenes on January 21, 2025, and is scheduled to conclude by June 30, 2025.

CURRENT YEAR BUDGET IMPACTS:

No budget impacts are anticipated based solely on adoption of the 2025 State Legislative Session Priorities. Other legislative-related expenses are currently budgeted.

Actions that the legislature takes can impact the City's budget directly or indirectly in a favorable or detrimental manner.

COMMUNITY INVOLVEMENT PROCESS:

N/A

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

N/A

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

The proposed 2025 State Legislative Session Priorities is in accord with Council's direction for City priorities and policies.

ATTACHMENTS:

- A. Draft City of Wilsonville/SMART 2025 State Legislative Session Priorities, Jan. 23, 2025
- B. SB 418 - SMART Service Territory Alignment with City Boundaries; Adjustment of TriMet District Boundary
- C. HB 2795 - Modifies the Statewide Transportation Improvement Fund (STIF) program to allow counties to elect to become a Qualified Entity that distributes state funds to local public-transit operators.
- D. City of Wilsonville/SMART 2025 State Legislative Session Priorities, Sept. 16, 2024 (*initial version of Priorities list produced at request of legislators for production of legislative concepts to become bills*)
- E. City of Wilsonville/SMART 2024 State Legislative Session Priorities, Jan. 18, 2024
- F. City of Wilsonville-SMART 2023 State Legislative Session Priorities, Jan. 19, 2023



DRAFT 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.

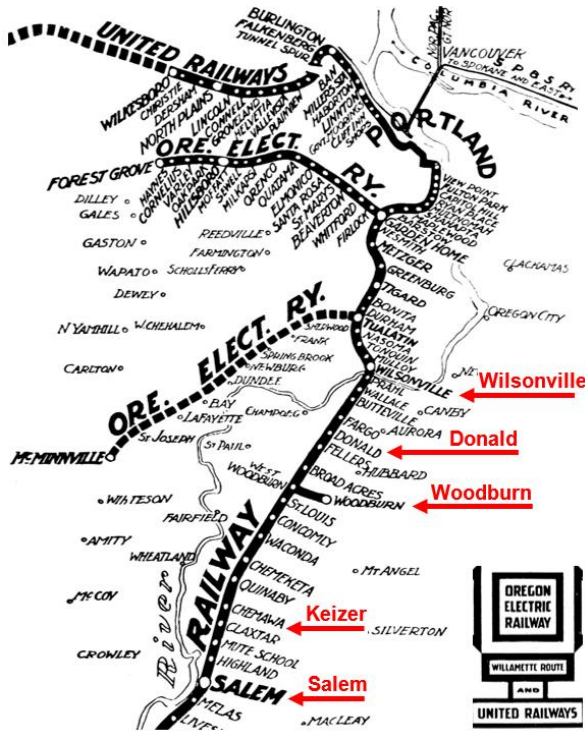


The City’s top ODOT transportation priority is to advance the I-5 Boone Bridge and Seismic Improvement Project, aka as the I-5 Boone Bridge Replacement Project, with a southbound auxiliary lane and the French Prairie Bridge as the required bike/ped facility. As part of phase 1 study of the I-5 Boone 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.*

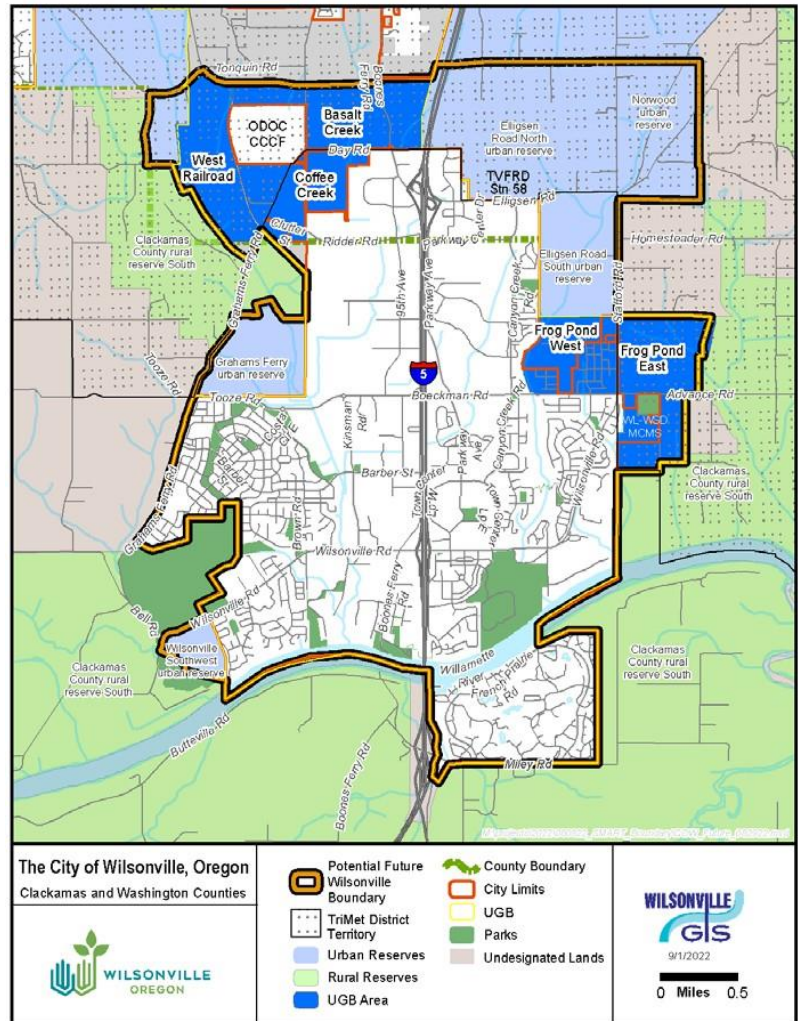
While TriMet could modify the district boundary on its own to accommodate Wilsonville’s current and future urban areas, TriMet refuses to do so. TriMet concedes that current statutory routes to modify district territory are not available to Wilsonville.

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

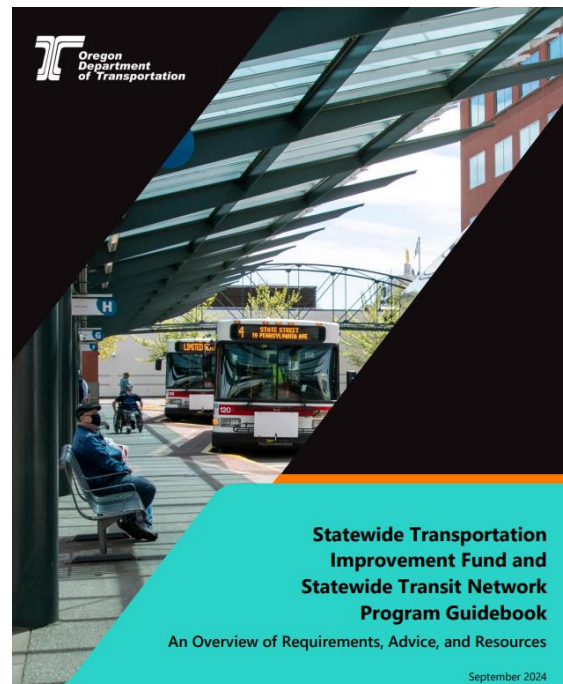
SMART and the four other rural public-transit operators of Clackamas County have had difficulty timely accessing their State Transportation Improvement Funds (STIF) transit funding allocations from the Qualified Entity that distributes these funds: *viz* TriMet. The proposed legislation, sponsored by 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.



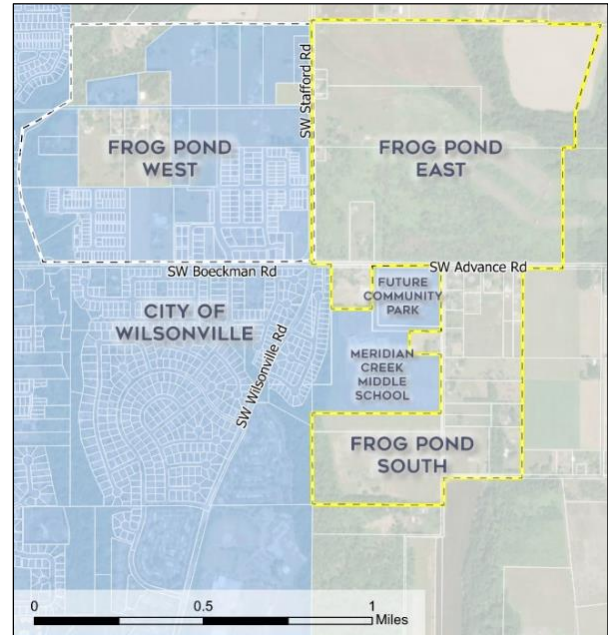
The amounts provided for both direct allocations for shovel-ready housing infrastructure projects and Revolving Loans Program are insufficient to meaningfully assist cities to fund costly public infrastructure projects serving primarily private-sector development. A significantly capitalized program 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).

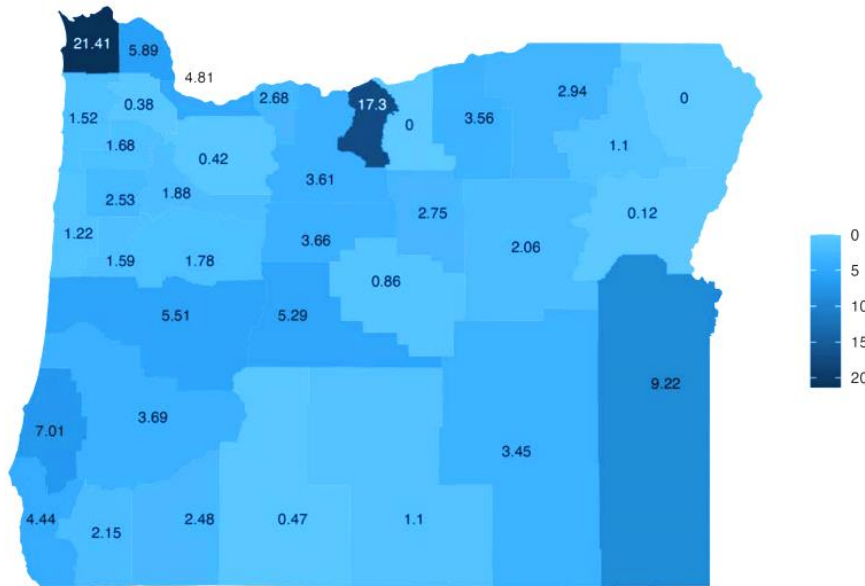
The City should consider supporting legislation that supports child care providers and families, especially any bill that creates a workgroup to develop potential new programs to improve childcare resources during subsequent legislative sessions.

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.

83rd OREGON LEGISLATIVE ASSEMBLY--2025 Regular Session

Senate Bill 418

Sponsored by Senator WOODS, Representative NERON (at the request of City of Wilsonville) (Presession filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**. The statement includes a measure digest written in compliance with applicable readability standards.

Digest: TriMet has to change its district boundaries and leave out certain areas. This rule will not go to a vote. People living in those areas should check if the change will mean new taxes for them. (Flesch Readability Score: 86.5).

Requires the mass transit district known as TriMet to adopt an ordinance to modify district boundaries to exclude a specified territory. Provides that the ordinance may not be referred to or by electors. Requires persons in the specified territory to assess whether the boundary change results in any changes to tax liability.

A BILL FOR AN ACT

1
2 Relating to TriMet.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1. (1) As soon as practicable after the effective date of this 2025 Act, TriMet**
5 **shall adopt an ordinance to modify its district boundaries to exclude from the district the**
6 **territory described in section 2 of this 2025 Act. Notwithstanding ORS 267.170, the ordinance**
7 **adopted under this section may not be referred to or by electors.**

8 **(2) Persons located in the areas described in section 2 of this 2025 Act shall assess**
9 **whether the mass transit district boundary change required under this section results in any**
10 **new liability for taxes imposed by a local government and, if so, shall commence paying any**
11 **such taxes.**

12 **(3) As used in this section:**

13 **(a) "Local government" has the meaning given that term in ORS 174.116.**

14 **(b) "TriMet" means the Tri-County Metropolitan Transportation District of Oregon, a**
15 **mass transit district created under ORS chapter 267.**

16 **SECTION 2. The boundaries of the territory to be excluded under section 1 of this 2025**
17 **Act are as follows:**

18 **(1) A 1,652 acre tract of land, more or less, situated in the Southerly Half of Sections 34,**
19 **35, and 36 of Township 2 South, Range 1 West; the Southwesterly One-Quarter of Section 31**
20 **of Township 2 South, Range 1 East; Section 6, Township 3 South, Range 1 East; and Section**
21 **1, the North Half of Section 2, Section 3, the Northeast One-Quarter of Section 4, and the**
22 **Northeast One-Quarter of Section 10, of Township 2 South, Range 1 West, all of the**
23 **Willamette Meridian, Washington and Clackamas Counties, State of Oregon, being more**
24 **particularly described as follows: beginning at the section corner common to Sections 34 and**
25 **35, T2S, R1W, and Sections 2 and 3, T3S, R1W, W.M., being at the intersection of SW**
26 **Grahams Ferry Road (County Road (C.R.) 844) and SW Basalt Creek Road; thence, in an**
27 **easterly direction along the common line of Section 35, T2S, R1W and Section 2, T3S, R1W,**
28 **W.M., for a distance of 2,495 feet, more or less, to the westerly right-of-way line of SW**

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

1 Boones Ferry Road (Market Road 24); thence, in a northerly direction along the westerly
2 right-of-way line of SW Boones Ferry Road, for a distance of 231 feet, more or less, to the
3 apparent intersection of said right-of-way and the northerly right-of-way line of SW Greenhill
4 Lane; thence, in an easterly direction along the northerly right-of-way line of SW Greenhill
5 Lane, for a distance of 1,840 feet, more or less, to the westerly right-of-way line of Interstate
6 5; thence, in a northeasterly direction along the said westerly right-of-way of Interstate 5,
7 for a distance of 436 feet, more or less, to the northerly line of the plat "Tualatin Orchard
8 Tract," a duly recorded subdivision in Washington County; thence, in an easterly direction
9 along the north line of the plat "Tualatin Orchard Tract," for a distance of 838 feet, more
10 or less, to the common line of Sections 35 and 36, T2S, R1W, W.M.; thence, in a northerly
11 direction along said common line for a distance of 137 feet, more or less, to the
12 northwesterly corner of Lot 24 of the plat "Comte & Kohlman's Little Homes No. 1," a duly
13 recorded subdivision in Washington County; thence, in an easterly direction along the
14 northerly line of said Lot 24, for a distance of 773 feet, more or less, to the apparent
15 northerly return of the northerly right-of-way line of Frobase Road (C.R. 932); thence, con-
16 tinuing in an easterly direction along the northerly right-of-way line of Fromase Road, for
17 a distance of 4,536 feet, more or less, to the easterly line of Section 36, T2S, R1W, W.M.,
18 being the westerly line of Section 31, T2S, R1E, W.M., the centerline of SW 65th Avenue (C.R.
19 131), and a county line between Washington and Clackamas Counties; thence, in a southerly
20 direction along said common line, for a distance of 58 feet to the projection of the
21 southwesterly corner of Parcel 5, Partition Plat No. 1994-19, Clackamas County; thence, in
22 an easterly direction along the southerly lines of Parcel 5 and 6, of PP No. 1994-19, Parcel 3
23 of PP No. 1992-130, and Document Number 1993-002364, for a distance of 2,813 feet, more or
24 less, to the center section line of Section 31, T2S, R1E, W.M.; thence, in a southerly direction
25 along the center section line of Section 31, T2S, R1E, W.M., continuing along the center
26 section line of Section 6, T3S, R1E, W.M., passing at a distance of 3,379 feet, more or less,
27 the southerly right-of-way line of Eastgate Drive, and continuing for a total distance of 3,418
28 feet, more or less, to a northwesterly corner of Lot 13 of the plat "Quarry at Stafford," a
29 duly recorded subdivision in Clackamas County; thence, in an easterly direction along a
30 northwesterly line of said Lot 13, for a distance of 72 feet, more or less, to a point for corner;
31 thence, in a southerly direction along a westerly line of said Lot 13, for a distance of 1,199
32 feet, more or less, to the southwesterly corner of said Lot 13, being on the southerly line of
33 the northerly one-half of the southwesterly one-quarter of Section 6, T3S, R1E, W.M.;
34 thence, in a westerly direction along said line, for a distance of 2,853 feet, more or less, to
35 the east line of Section 1, T3S, R1W, W.M., being the westerly line of Section 6, T3S, R1E,
36 W.M., the centerline of aforementioned SW 65th Avenue, and aforementioned county line;
37 thence, in a northerly direction along said common line, for a distance of 261 feet, more or
38 less, to the centerline intersection of said SW 65th Avenue and SW Elligsen Road (C.R. 2649);
39 thence, in a westerly direction along the centerline of SW Elligsen Road, for a distance of
40 1.0 mile, more or less, to the common line of Sections 1 and 2, T3S, R1W, W.M.; thence, in
41 a northerly direction along said common line, for a distance of 1,783 feet, more or less, to
42 the northeasterly corner of the plat of "Stafford Park No. 2," a duly recorded subdivision in
43 Washington County; thence, in a westerly direction along the northerly line of said "Stafford
44 Park No. 2," for a distance of 1,018 feet, more or less, to the easterly right-of-way of afore-
45 mentioned Interstate 5; thence, continuing in a westerly direction, for a distance of 1,348

1 feet, more or less, to the centerline intersection of aforementioned SW Boones Ferry Road
2 and SW Day Road (C.R. 470); thence, continuing in a westerly direction with the centerline
3 of SW DAY Road, for a distance of 2,917 feet, more or less, to the common line of Sections
4 2 and 3, T3S, R1W, W.M., and intersection of SW Day Road and SW Grahams Ferry Road;
5 thence, in a southwesterly direction along the easterly right-of-way line of SW Grahams
6 Ferry Road, for a distance of 4,270 feet, more or less to the centerline of a ditch (Coffee Lake
7 Creek); thence, in a northwesterly direction along the centerline of a ditch per PS4745 filled
8 in Clackamas County Survey Records, Survey Number 9081 filled in Washington County
9 Survey Records, and Partition Plat No. 1999-101 Washington County Survey Records, for a
10 distance of 3,210 feet, more or less, to the westerly interior et al corner of Parcel 2 of said
11 PP No. 1999-001; thence, in a northwesterly direction along the northerly line of the North
12 Coffee Lake Creek Wetlands (Book 527, Page 226), for a distance of 1,290 feet, more or less,
13 to the one-quarter line of Section 3, T3S, R1W, W.M.; thence, in a westerly direction along
14 said one-quarter line, passing at 745 feet, more or less, the common section line of Sections
15 3 and 4, T3S, R1W, W.M., same being a county line between Washington and Clackamas
16 Counties, continuing for a total distance of 893 feet, more or less, to the centerline of SW
17 Morgan Road (C.R. 699); thence, in a northerly direction along the centerline of SW Morgan
18 Road, for a distance of 2,460 feet, more or less, to the centerline intersection of said SW
19 Morgan Road and SW Tonquin Road; thence, in a northeasterly direction along the centerline
20 of SW Tonquin Road, for a distance of 2,120 feet, more or less, to the centerline intersection
21 of said SW Tonquin Road and aforementioned SW Basalt Creek Road; thence, in an easterly
22 direction along the centerline of SW Basalt Creek Road, for a distance of 3,612 feet, more
23 or less, to the point of beginning.

24 (2) A 313 acre tract of land, more or less, situated in the Southwesterly Quarter of Sec-
25 tion 7 and Northwesterly Quarter of Section 18, Township 3 South, Range 1 East of the
26 Willamette Meridian, Clackamas County, State of Oregon, being more particularly described
27 as follows: beginning at the section corner at the Southeast corner of Section 12 and the said
28 Northeast corner of Section 13 in Range 1 West of the Willamette Meridian which is also the
29 Southwest corner of said Section 7 and Northwest corner of said Section 18, said point being
30 the intersection of Boeckman Road (County Road 80), SW Stafford Road (Market Road 12),
31 SW Advance Road (County Road 140(X-24)), and SW Wilsonville Road; thence, in a northerly
32 direction along the common line of said Section 12 and said Section 7 with the centerline of
33 SW Stafford Road a distance of 2,681 feet, more or less, to the intersection of the northerly
34 right-of-way line of SW Kahle Rd (County Road 2393); thence, in an easterly direction along
35 the northerly right-of-way line of SW Kahle Rd for a distance of 2,600 feet, more or less, to
36 the westerly line of Lot 14 of the plat of "TURNER LITTLE FARMS," a duly recorded sub-
37 division in Clackamas County; thence, in a southerly direction along the westerly line of said
38 Lot 14 a distance of 33 feet, more or less, to the southwesterly corner of said Lot 14; thence,
39 in an easterly direction along the southerly line of said Lot 14, same being the northerly line
40 of a tract of land described in deed recorded under Document Number (Doc. No.) 2022-008589
41 of the Clackamas County Deed Records (CCDR), for a distance of 585 feet, more or less, to
42 a point for corner; thence, in a southwesterly direction over and across said Doc. No.
43 2022-008589 for a distance of 1381 feet, more or less, to the southerly line of said Doc. No.
44 2022-008589 and the northerly line of a tract of land described in deed recorded under Doc.
45 No. 2011-074240 CCDR; thence, in a westerly direction along said common line for a distance

1 of 139 feet, more or less, to the northwesterly corner of said Doc. No. 2011-074240; thence,
2 in a southerly direction along the westerly line of said Doc. No. 2011-074240 for a distance
3 of 1,325 feet, more or less, to the southerly right of way line of aforementioned SW Advance
4 Road; thence, in a westerly direction along the southerly right of way line of SW Advance
5 Road, a distance of 440 feet, more or less, to a point being 440.2 feet west of the quarter
6 section corner of aforementioned Sections 7 and 18; thence, in a southerly direction along a
7 line called to be 440.2 feet west of, and parallel to, the quarter section line of said Section
8 18, for a distance of 2,300 feet, more or less, to the southerly right- of-way line of SW Kruse
9 Road (County Road 2359); thence, in a westerly direction along the southerly right-of-way line
10 of SW Kruse Road, for a distance of 873 feet, more or less, to the center line of SW 60th
11 Avenue (County Road 2359); thence, in a southerly direction along the centerline of SW
12 Kruse Road, for a distance of 304 feet, more or less, to the northeasterly corner of the Heirs
13 of D.S. Minkler, Dec'd, DLC No. 48; thence, in a westerly direction along the northerly line
14 of said DLC No. 48, for a distance of 1,435 feet, more or less, to the easterly line of afore-
15 mentioned Section 13; thence, in a northerly direction along the easterly line of said Section
16 13, same being the westerly line of aforementioned Section 18, for a distance of 2633 feet,
17 more or less, to the point of beginning.

18

83rd OREGON LEGISLATIVE ASSEMBLY--2025 Regular Session

House Bill 2795

Sponsored by Representative NERON, Senator WOODS (Presession filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**. The statement includes a measure digest written in compliance with applicable readability standards.

Digest: The Act makes changes to the STIF program. (Flesch Readability Score: 92.0).
 Modifies the definition of "qualified entity" for purposes of the Statewide Transportation Improvement Fund distributions for public transit.
 Takes effect on the 91st day following adjournment sine die.

A BILL FOR AN ACT

1
2 Relating to public transportation service providers; creating new provisions; amending ORS 184.752
3 and 184.758; and prescribing an effective date.

4 **Be It Enacted by the People of the State of Oregon:**

5 **SECTION 1.** ORS 184.752 is amended to read:

6 184.752. As used in ORS 184.752 to 184.766:

7 (1) "Public transportation service provider" includes a qualified entity and a city, county, special
8 district, intergovernmental entity or any other political subdivision or municipal or public corpo-
9 ration that provides public transportation services and is not otherwise described in subsection (2)
10 of this section.

11 (2) "Qualified entity" means the following:

12 (a) Counties in which no part of a mass transit district or transportation district exists **or**
13 **counties in which a mass transit district or transportation district does exist and that have**
14 **opted to be designated as a qualified entity in the manner provided by the Oregon Trans-**
15 **portation Commission by rule;**

16 (b) Mass transit districts organized under ORS 267.010 to 267.394;

17 (c) Transportation districts organized under ORS 267.510 to 267.650; and

18 (d) Federally recognized Indian tribes.

19 **SECTION 2.** ORS 184.758 is amended to read:

20 184.758. (1) The Oregon Transportation Commission shall distribute the moneys in the Statewide
21 Transportation Improvement Fund established under ORS 184.751 to the Department of Transporta-
22 tion to pay for:

23 (a) Program administration; and

24 (b) Projects of statewide significance that support the transit network and manage the operation
25 of public transportation services.

26 (2) The moneys described in subsection (1) of this section that remain after the distribution of
27 moneys described in subsection (1) of this section shall be distributed as follows:

28 (a) Conditioned upon the commission's approval of a public transportation improvement plan, 90
29 percent to qualified entities;

30 (b) Five percent to public transportation service providers based on a competitive grant program

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted.
New sections are in **boldfaced** type.

1 adopted by the commission by rule;

2 (c) Four percent to public transportation service providers to provide funding assistance to
3 cover the costs of improving public transportation services between two or more communities; and

4 (d) One percent to the Department of Transportation to establish a statewide public transpor-
5 tation technical resource center, the purpose of which is to assist public transportation service
6 providers in rural areas with technical assistance, training, transportation planning and information
7 technology.

8 (3) A portion of the 90 percent distribution under subsection (2)(a) of this section shall be dedi-
9 cated to transit services for older adults and individuals with disabilities. Each biennium the com-
10 mission shall first distribute the moneys transferred to the fund under ORS 184.751 as needed to
11 maintain funding that benefits older adults and individuals with disabilities in the amount distrib-
12 uted during the 2019-2021 biennium. Each biennium thereafter, the commission shall adjust this
13 amount upward or downward based on the rate of growth or decline of the Statewide Transportation
14 Improvement Fund. Moneys dedicated to transit services for older adults and individuals with disa-
15 bilities under this subsection shall be distributed as follows:

16 (a) Each transportation district and mass transit district shall receive that share of the moneys
17 as the population of the counties in which the district is situated, determined under ORS 190.510 to
18 190.610 last preceding apportionment of the moneys, bears to the total population of this state.
19 However, if two or more districts are situated in a single county, distribution of moneys under this
20 subsection shall be determined as though only the mass transit district is located in that county or,
21 if there are two or more transportation districts in the county, as though only the transportation
22 district with the highest population is located in that county.

23 (b) Each county in which no part of a mass transit district or transportation district is located
24 shall receive that share of the moneys as its population, determined under ORS 190.510 to 190.610
25 last preceding apportionment of the moneys, bears to the total population of this state.

26 (c) Each federally recognized Indian tribe shall receive that share of the moneys as the popu-
27 lation of the tribe residing in Oregon, determined by the commission by rule, bears to the total
28 population of this state.

29 (4) Each qualified entity under subsection (3) of this section shall receive an annual target
30 amount of \$67,700. Each biennium, the commission shall adjust this amount upward or downward
31 based on the rate of growth or decline of the Statewide Transportation Improvement Fund.

32 (5) After a portion of the 90 percent distribution under subsection (2)(a) of this section is dis-
33 tributed to transit services for older adults and individuals with disabilities under subsection (3) of
34 this section, the commission shall distribute the remaining amount to qualified entities as follows:

35 (a) Each distribution must be in such shares that the amount of tax paid, as required under ORS
36 320.550, in the area of each qualified entity bears to the total amount of the tax paid statewide,
37 provided that each qualified entity receives an annual target amount of \$100,000. Each biennium, the
38 commission shall adjust this amount upward or downward based on the rate of growth or decline
39 of the Statewide Transportation Improvement Fund.

40 (b) **Unless a county opts to be designated as a qualified entity**, if more than one mass transit
41 district or transportation district is located within a single county, the commission shall distribute
42 the moneys to the larger district. **If a county opts to be designated as a qualified entity, the**
43 **commission shall distribute to the county the moneys for the county and all public trans-**
44 **portation service providers that have jurisdictional boundaries wholly within the county's**
45 **jurisdictional boundaries or that have jurisdictional boundaries partially within the county's**

1 **jurisdictional boundaries and not within any other mass transit district's or transportation**
2 **district's jurisdictional boundaries.**

3 (6) The commission shall adopt by rule:

4 (a) A competitive grant program, by which a public transportation service provider may apply
5 for a percentage distribution under subsection (2)(b) of this section, and the terms and conditions
6 of grants.

7 (b) A competitive grant program, by which a public transportation service provider may apply
8 for a percentage distribution under subsection (2)(c) of this section, and the terms and conditions
9 of grants.

10 (c) A process to review and approve a public transportation improvement plan submitted under
11 subsection (7) of this section.

12 (d) Procedures for appealing a rejection of a public transportation improvement plan submitted
13 under subsection (7) of this section.

14 (e) Any other provisions or procedures that are necessary for the commission to carry out the
15 provisions of ORS 184.758 to 184.766.

16 (7) To be eligible to receive a percentage distribution under subsection (2)(a) of this section, a
17 qualified entity shall prepare and submit a public transportation improvement plan to the commis-
18 sion. The commission must approve the plan submitted by the qualified entity before the commission
19 may make a percentage distribution to the qualified entity.

20 (8) At a minimum, a public transportation improvement plan submitted under this section must
21 include:

22 (a) For each proposed project, the amount of moneys from the percentage distribution that would
23 be allocated to the project to fund the following:

24 (A) Increased frequency of bus service schedules in communities with a high percentage of
25 low-income households;

26 (B) Procurement of buses that are powered by natural gas or electricity for use in areas with
27 a population of 200,000 or more;

28 (C) Implementation of programs to reduce fares for public transportation in communities with
29 a high percentage of low-income households;

30 (D) Expansion of bus routes and bus services to reach communities with a high percentage of
31 low-income households;

32 (E) Improvement in the frequency and reliability of service connections between communities
33 inside and outside of the qualified entity's service area;

34 (F) Coordination between public transportation service providers to reduce fragmentation in the
35 provision of transportation services;

36 (G) Implementation of programs to provide student transit services for students in grades 9
37 through 12; and

38 (H) Services for older adults and people with disabilities;

39 (b) For the current fiscal year, a summary of any plans and project proposals approved by an
40 advisory committee under ORS 184.761; and

41 (c) If a qualified entity was a recipient of a percentage distribution in the preceding fiscal year,
42 the amount of moneys received from the distribution that were allocated to a project for the pur-
43 poses described under paragraph (a) of this subsection.

44 (9) If practicable, as determined by the commission by rule each qualified entity shall spend at
45 least one percent of the amount received each year under subsection (2)(a) of this section to imple-

1 ment programs to provide student transit services for students in grades 9 through 12.

2 (10) After the commission makes a distribution under subsection (2) of this section, qualified
3 entities may enter into intergovernmental agreements under ORS chapter 190 to combine the mon-
4 eys received for public transportation improvements.

5 (11) If the commission rejects a public transportation improvement plan or a grant application
6 submitted under this section, the commission shall notify the entity or provider in writing and state
7 the reasons for the rejection.

8 (12) The Department of Transportation shall make all grant applications submitted under this
9 section available to the public.

10 **SECTION 3. On or before December 31, 2026, the Oregon Transportation Commission**
11 **shall adopt or update rules in conformance with the amendments to ORS 184.752 and 184.758**
12 **by sections 1 and 2 of this 2025 Act.**

13 **SECTION 4. Section 3 of this 2025 Act is repealed on January 2, 2027.**

14 **SECTION 5. This 2025 Act takes effect on the 91st day after the date on which the 2025**
15 **regular session of the Eighty-third Legislative Assembly adjourns sine die.**

16



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 list 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 regular 2025 session of the 83rd Oregon Legislative Assembly.

Wilsonville City Council, September 16, 2024

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. Restore Permanent Recreational Immunity for Public Use of Trails
4. Create a \$2 Billion State Residential Housing Infrastructure Fund:
 - Potential legislative grant requests for City infrastructure projects that support housing development and community improvement
5. Fund the Business Oregon Regionally Significant Industrial Sites (RSIS) Program
6. Extend the Sunset on Vertical Housing Development Zone (VHDZ) Incentive
7. Improve Childcare Resources to Benefit Families/Workers and Employers
8. 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.

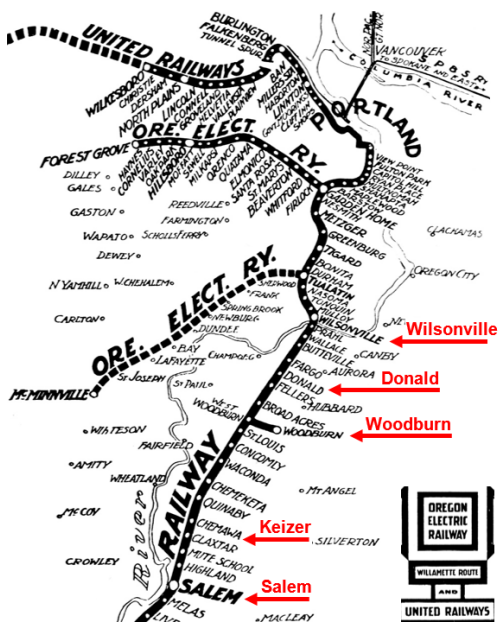
The last such transportation funding package in 2017 was HB 2017, which increased gas tax and vehicle registration fees for road funding, and created a new employee-paid tax program to support transit called STIF, or Statewide Transportation Improvement Fund. HB 2017 also initiated the Portland “Mega” 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 by HB 3065 in 2021.)



The City’s top ODOT transportation priority is to advance the I-5 Boone Bridge and Seismic Improvement Project with a southbound auxiliary lane and the French Prairie Bridge as the bike/ped facility. The total cost of the project is now estimated at \$800 million. The Oregon Transportation Commission, however, reallocated \$3 million during

2024 from the I-5 Boone Bridge project to fund the I-205 Abernathy Bridge project currently underway for which ODOT is paying with currently available resources. Therefore the City seeks to help ODOT obtain an earmark 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, TriMet arranged for the hearing to be cancelled and the bill to die. 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?**

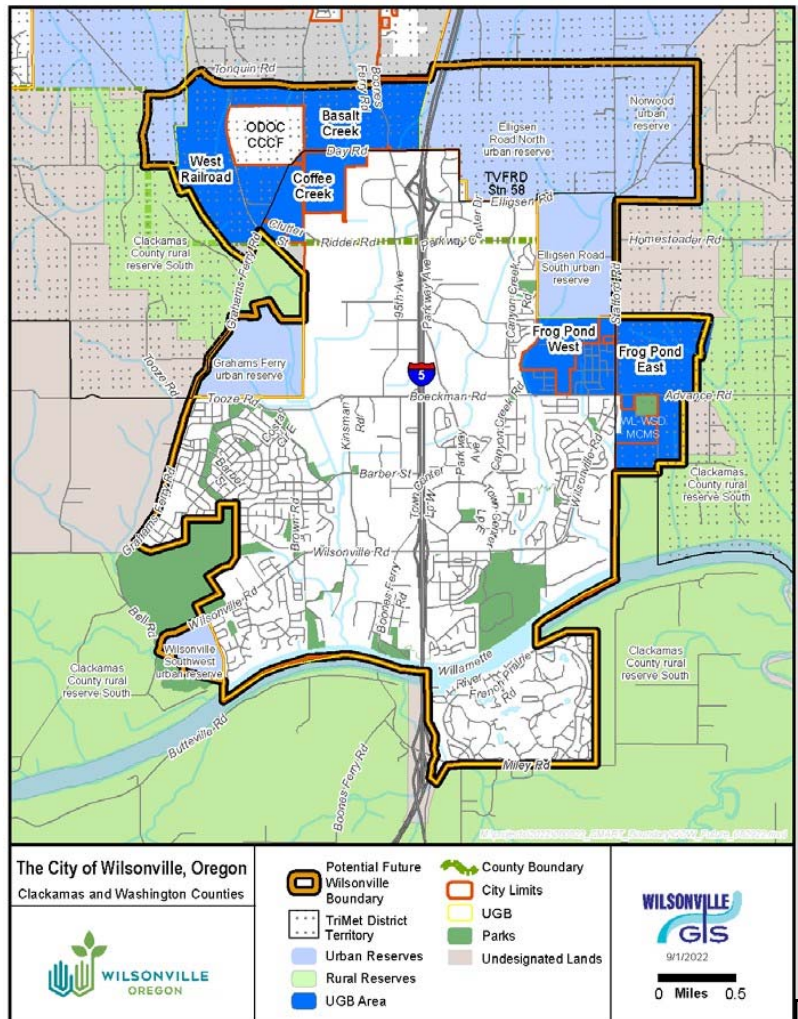
The City of Wilsonville is spending millions of dollars of taxpayer funds to plan and build infrastructure to serve future urbanizing areas located in TriMet district territory that will be within Wilsonville city limits. ***Without a modification of the TriMet district boundary, TriMet will continue 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. 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.

4. 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 “Housing Production Bill” SB 1537, and SB 1530, the primary housing appropriations bill, together allocated \$1.36 billion to various housing and homelessness programs.

Of this amount, 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.

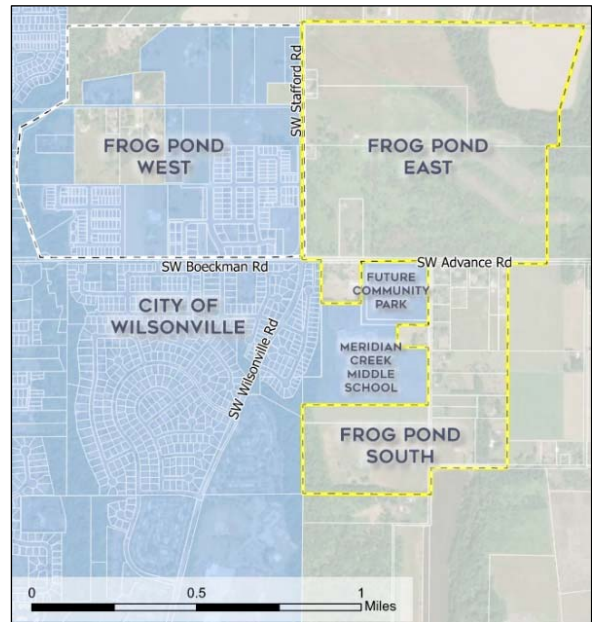
New State resources could include outright grants as well as low-interest loans to cities to advance planning and infrastructure for development of new residential housing.

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.



5. 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, 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 Coffee Creek Regionally Significant Industrial Area. 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. Due-diligence grants are available for eligible projects that have a public sponsor in order to create better understanding of constraints on regionally significant industrial sites.

Additionally, the program offers direct site-preparation assistance by authorizing forgivable loans, low- or no-interest loans and/or a tax-sharing arrangement to local governments and property owners with a public sector partner. The program allows State loans to local governments to be forgiven up to 50% of the site preparation cost, based on

performance. A tax-sharing arrangement where 50% of the annual corporate and personal income tax revenues from the site reimburse the public investment up to the total site preparation cost.

The City has identified the cost of infrastructure development as an impediment to advancing “shovel-ready” industrial sites that host family-wage jobs and has actively sought funding sources. The City can work again with LOC, Metro and Oregon Economic Development Association to support funding the RSIS program in order to advance high-wage industrial occupations that benefit local economies and state income-tax collections.

6. 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.

7. 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 Childcare For All (CC4A) Coalition, sponsored by the Clackamas Workforce Partnership, the local workforce development board implementing the federal Workforce Innovation and Opportunity Act.

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. Extra ordinary 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.

CC4A has proposed a set of legislative concepts for consideration in developing a potential bill. CC4A’s “Building a Strong Child Care Sector: Proposed Legislative Concept” 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 the Oregon Business Development Department to be deposited into the fund to build new childcare infrastructure and provide funding for those in construction apprentice programs to pay for childcare. Leveraging federal funds from the Creating Helpful Incentives to Produce Semiconductors (CHIPS) Act, HB 4098 seeks 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 considered, but did not pass, HB 4158, which would have appropriated moneys from the General Fund to the Oregon Business Development Department for deposit in the Child Care Infrastructure Fund to provide financial assistance to certain child care providers or organizations that support those child care providers.

The City should consider supporting a bill that creates a legislative interim multi-organizational workgroup to develop potential new programs to improve childcare resources during subsequent legislative sessions.

8. 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.

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.

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.



City of Wilsonville / SMART 2024 State Legislative Session Priorities

Acting on behalf of the residents and businesses of the City of Wilsonville and SMART, the City Council adopts this list of 2024 State Legislative Session Priorities, which accompanies the 2023-24 State Legislative Agenda, 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 “short” 2024 session of the 82nd Oregon Legislative Assembly.

Wilsonville City Council, January 18, 2024

SUMMARY OF PRIORITIES

1. Restore Recreational Immunity for Public Use of Trails
2. Fund WES Commuter Rail Extension Study
3. Create a State Residential Housing Infrastructure Fund; Oppose Efforts to Override Land-Use Laws for UGB Expansion
4. Reauthorize and Fund the Business Oregon Regionally Significant Industrial Sites (RSIS) Program
5. Provide Charbonneau/Wilsonville I-5 Boone Bridge Tolling Waiver/Exemption
6. Extend Sunset on Vertical Housing Development Zone (VHDZ) Incentive
7. Improve Childcare Resources to Benefit Families/Workers and Employers

DETAILED INFORMATION ON PRIORITIES

1. Restore Recreational Immunity for Public Use of Trails

On July 6, 2023, the Oregon Court of Appeals issued an opinion effectively ending recreational immunity for any Oregon jurisdictions’ improved trails. Public and private landowners of improved trails are no longer protected from liability lawsuits; see *Fields v. City of Newport*, 326 Or. App. 764.

While the Cities of Newport and Medford, League of Oregon Cities, Association of Oregon Counties, Special Districts Association of Oregon, and the Oregon Recreation

and Park Association sought review by the Supreme Court, the Court declined to review the Court of Appeals' decision in *Fields* on Oct. 5, 2023.

At the heart of the dispute is whether a trial court can decide at the beginning of a case whether or not a plaintiff's "primary purpose" when entering land was recreational or not recreational. The key, according to the Oregon Court of Appeals, is the plaintiff's subjective intent, not her objective activities at the time.

CIS (Citycounty Insurance Services), which provides comprehensive property and liability insurance for most Oregon cities that includes Wilsonville, has recommended that cities and counties close trails to the public. At this time, the City has declined to close parks and trails to the public.

Unless the Legislature steps in, from now on when a person using the city's path claims that their subjective intent was not primarily to recreate, then recreational immunity does not apply at the beginning of a suit. Instead, the municipality (or private landowner) will have to defend the lawsuit all the way through a jury trial, so the jury can decide what the plaintiff was thinking about their "primary intent."

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 2024 to restore recreational immunity.

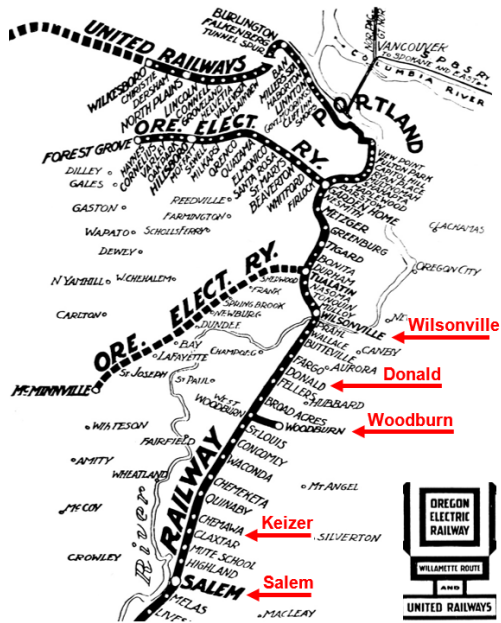
2. Fund WES Commuter Rail Extension Study

During the 2023 regular session, the legislature considered HB 2662-A, which 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. While the bill passed unanimously by the Joint Transportation Committee in May 2023, the legislature was unable to consider advancing the bill along with 400 other bills that stalled during a legislative walk-out boycott.

HB 2662-A was 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. WES sponsor, TriMet, was neutral on the bill.



Popular Ice Age Tonquin Trail in Graham Oaks Nature Park: Villebois neighborhood entry sign, Wilsonville.



Working with these jurisdictions, Sen. Woods (D-Wilsonville), Rep. Mannix (R-Keizer) and Rep. Neron (D-Wilsonville) have prepared a legislative concept to be introduced as a bill in the 2024 session. This bipartisan and bicameral bill would create a multi-jurisdictional task force composed of local governments, metropolitan planning organizations, transit agencies and railroad interests to study extending the current rush-hour-only WES commuter train from the current southern terminus in Wilsonville for 31 miles to Salem, with stops in Donald, Woodburn and Keizer. The bill allocates \$500,000 to ODOT for conducting the study and working with the Mid-Willamette Valley Council of Governments. The proposed legislation calls for the

Willamette Valley Commuter Rail Task Force to report back to the legislature in September 2024 with study findings and recommendations.

A significant transportation-funding package is anticipated to be advanced in the 2025 legislative session. Prospective State “match” funding for advancing the WES Commuter Rail extension would allow ODOT to leverage substantial federal transportation infrastructure funding.

3. Create a State Residential Housing Infrastructure Fund; Oppose Efforts to Override Land-Use Laws for UGB Expansion

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. Local governments, however, generally do not build housing, and rather provide the infrastructure that supports new residential development.

Unfortunately the Governor’s Housing Production Advisory Council has no representatives of cities that provide the planning and infrastructure that support the development of new homes. The Governor’s Office has relied on real-estate interests advocating for simplistic solutions that upend local standards and just add new undeveloped land to cities’ Urban Growth Boundaries that does



Wilsonville’s Villebois “urban village” development: Extensive infrastructure—including water, sewer, storm-water, roads, sidewalks, parks and other amenities—were funded with a combination of urban renewal (tax increment financing) and system development charges.

nothing to actually advance new residential development — especially affordable housing options that provide homebuilders with substantially less profit than market-rate housing. Efforts to override state land-use laws for UGB expansion should be opposed as ineffective for advancing affordable housing options.

The Governor’s Office appears be recognizing that the greatest impediment to advancing more housing is the overall high cost of infrastructure to support new housing development. The private-sector has consistently shied away from sinking capital into the ground for housing infrastructure due to the speculative nature of the investment and high costs with a long pay-back period.

Thus, new State resources that can include outright grants as well as low-interest loans to cities to advance planning and infrastructure for development of new residential housing is needed. Additional ideas to consider include to expand and incentivize housing production on underused parking lots and commercial lands and buildings; subsidize housing for those making 60 percent and under area median income; and focus efforts on building housing for people with moderate and lower incomes.

4. Reauthorize and Fund the Business Oregon Regionally Significant Industrial Sites (RSIS) 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 Industrial Site Readiness Program. Several technical issues were identified subsequently by Business Oregon preventing implementation of the program, and SB 333 legislation of 2017 remedied those defects.

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

Contact for Program Questions: Contact Industrial Lands Specialist Jason Harris (503) 505-4968 or jason.harris@biz.oregon.gov

The RSIS program offers various financing mechanisms to advance industrial sites to a “shovel-ready” status. Due-diligence grants are available for eligible projects that have a public sponsor in order to create better understanding of constraints on regionally significant industrial sites.

Additionally, the program offers direct site preparation

assistance by authorizing forgivable loans, low- or no-interest loans and/or a tax-sharing arrangement to local governments and property owners with a public sector partner. The program allows State loans to local governments to be forgiven up to 50% of the site preparation cost, based on performance. A tax-sharing arrangement where 50% of the

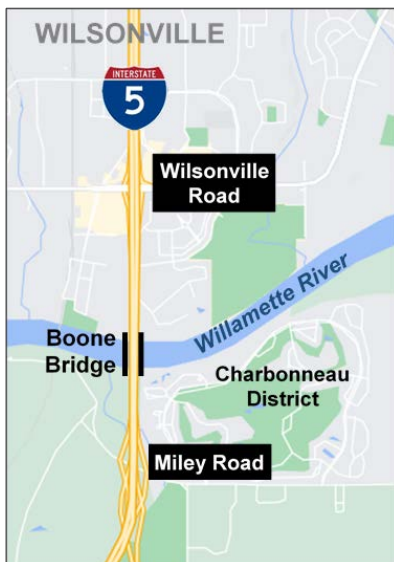
annual corporate and personal income tax revenues from the site reimburse the public investment up to the total site preparation cost.

While authorized, the program has never been funded and sunset in 2023. Over 11 local governments across the state have been accepted into the program—including the City of Wilsonville—but no funding decisions made. The City has identified the cost of infrastructure development as an impediment to advancing “shovel-ready” industrial sites that host family-wage jobs and has actively sought funding sources.

Currently LOC, OEDA, Oregon Business and Industry, Metro and others have discussed working together to reauthorize the RSIS program and provide a \$40 million appropriation. Business Oregon and the Employment Department have identified a couple of technical issues for resolution. A similar effort was made during the 2023 legislative session to reauthorize and fund the RSIS program, but like many bills, did not advance during a prolonged legislative boycott/walk-out.

5. Provide Charbonneau/Wilsonville I-5 Boone Bridge Tolling Waiver/Exemption

The City of Wilsonville will experience significant adverse effects if the current proposals to toll I-5 are enacted due to historical Oregon Department of Transportation (ODOT) policies that allowed for the use of the interstate freeway to provide local community access—a circumstance that Wilsonville and our south Charbonneau District neighborhood find ourselves in today.



That is, ODOT policy in the 1960s and '70s either allowed or did not address the issue of a city's use of an interstate highway to serve as local access for urban development. In our case, the Charbonneau District of Wilsonville has since its inception in 1971 been continuously dependent upon use of the I-5 Boone Bridge for local access to the remainder of Wilsonville for shopping, medical appointments, entertainment and more.

While policies developed 50+ years ago may not be beneficial to the efficient operation of today's interstate highways, the resulting mobility infrastructure needs of dependent populations should be accommodated when newer policies are considered. That is, the older senior residents of the Charbonneau District live in a residential community with no other route to access the remainder of Wilsonville other than over the I-5 Boone Bridge. In a similar manner, Wilsonville residents, workers and businesses north of the I-5 Boone Bridge/Willamette River who visit or serve Charbonneau are also in the same situation.

ODOT's current tolling policies do *not* address the situation of a community's dependence upon the interstate highway to provide local access when there is no alternate route, as in the case of the Charbonneau District of Wilsonville.

The legislature should provide for a waiver or an exemption from tolling when crossing the I-5 Boone Bridge for Wilsonville residents and businesses would allow ODOT to deal equitably with the residential population dependent historically upon the interstate for local access to essential goods and services, including medical appointments, and other amenities. Such action provides for ODOT's accommodation of those instances where prior ODOT policy or lack thereof helped to create the condition of highway dependency for local access without penalizing those residents and the businesses that serve those residents.

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

The Vertical Housing Development Zone (VHDZ) incentive program is currently 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.

Individual projects within a duly established VHDZ must be approved and under construction no later than Jan. 1, 2026. Projects that are not under construction by that



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.

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.

The Wilsonville City Council has approved two VHDZ programs for Villebois Village Center and for the Town Center area, 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 to 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.

7. 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 an multi-organizational taskforce known as Clackamas County Childcare For All (CC4A) Coalition, sponsored by the Clackamas Workforce Partnership, the local workforce development board implementing the federal Workforce Innovation and Opportunity Act.

Since 1999, the total 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. Extra ordinary Pandemic-era federal support for childcare is scheduled to stop in February 2024.



On July 1, 2023, Oregon inaugurated the new Department of Early Learning (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.

CC4A has proposed a set of legislative concepts for consideration in developing a potential bill. CC4A's "Building a Strong Child Care Sector: Proposed Legislative Concept" 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 City's Public and Government Affairs Division does not see sufficient support in the upcoming 2024 short session to advance substantive legislation that requires General Fund support or new business or personal taxes to support childcare improvement proposals. Rather, the City should consider supporting a bill that creates a legislative interim multi-organizational workgroup to develop potential new programs to improve childcare resources for consideration during the 2025 regular long session.



2023 State Legislative Session Priorities

Acting on behalf of the residents and businesses of the City of Wilsonville and SMART, the City Council adopts this list of 2023 State Legislative Session Priorities, which accompanies the 2023-24 State Legislative Agenda, 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 in the 2023 session of the 82nd Oregon Legislative Assembly.

Wilsonville City Council, January 19, 2023

Top 2023 Legislative Session Priorities

The City has worked during 2022 with the Office of Representative Neron, Senator-elect Woods and Legislative Counsel to advance four City Council priority legislative concepts for 2023:

1. Aurora State Airport Coordinated Intergovernmental Planning Between Relevant State Agencies and Affected Local Governments with Land-Use Planning Sideboards

HB 2668 – Relating to transportation; creating new provisions; and amending ORS 197.732, 836.608 and 836.642. Establishes Aurora State Airport Advisory Council for purpose of developing intergovernmental planning agreement among its members. Requires land use decisions to be compatible with agreement. Sunsets January 2, 2037. Amends regulations regarding through the fence airports and use of transportation facilities as basis for land use goal exceptions.

2. SMART Service Territory Alignment with City Boundaries; Adjustment of TriMet District Boundary

HB 2666 – Relating to TriMet Requires the mass transit district known as TriMet to adopt ordinance to modify district boundaries to exclude specified territory. Provides that ordinance may not be referred to or by electors. Requires persons in specified territory to assess whether boundary change results in new tax liability.

3. ODOT Public Transportation Division Study of WES North Willamette Valley Extension to Salem from Wilsonville, with Stops in Donald, Woodburn and Keizer

HB 2662 – Relating to a study on extending the Westside Express Service commuter line to Salem; and declaring an emergency. Requires Department of Transportation, in collaboration with Tri-Met and Portland & Western Railroad to study extending Westside Express Service commuter line to Salem. Directs department to submit findings to interim committees of Legislative Assembly related to transportation not later than September 15, 2024.

Appropriates moneys from General Fund to Department of Transportation for study. Declares emergency, effective July 1, 2023.

4. **Reauthorize and Fund the Business Oregon Regionally Significant Industrial Sites (RSIS) Program**

HB 2663 – Relating to industrial site readiness; creating new provisions; amending ORS 285B.627; and declaring an emergency. Extends sunset of Oregon Industrial Site Readiness Program. Appropriates moneys for deposit in Oregon Industrial Site Readiness Program Fund. Declares emergency, effective on passage.

Additional 2023 Legislative Session Priorities

The City of Wilsonville City Council also supports an additional set of four 2023 Legislative Session Priorities, including:

5. **Increase High-Speed Broadband Access and Distribution:** The COVID pandemic demonstrated the importance of access to high-speed Internet broadband for communications, education and other purposes. State support that leverages federal funds is key to increasing access to broadband Internet, especially for lower-income households.
6. **Develop New Funding Programs to Subsidize Childcare Resources that Improve Workforce Availability:** The COVID pandemic demonstrated the key role that access to childcare provides for parents to participate in the workforce. A City survey of businesses and workers found a lack of childcare options that is severely limiting workforce participation, which is detrimental to our economy.
7. **Oregon Mayors Association (OMA) Taskforce on Homelessness proposal** to humanely and timely address the homelessness crisis in Oregon as a partnership between the State of Oregon and its 241 cities. This partnership will allow for the establishment and expansion of local, community-based responses that provide immediate shelter, needed services, and secure safety for unhoused Oregonians.

During the 2023 legislative session, OMA proposes two separate, yet parallel, budget proposals for 1) a budget package that provides direct allocation to cities for homelessness response and prevention services; and 2) a budget package that provides capital improvement funding for cities.

8. **League of Oregon Cities (LOC) 2023 legislative session priorities:**
 - Infrastructure Financing and Resilience and Funding for Critical Infrastructure for Needed Housing
 - Local Funding to Address Homelessness
 - Address Measure 110 Shortcomings
 - Economic Development Incentives
 - Community Resiliency and Wildfire Planning
 - Transportation Safety Enhancement
 - Full Funding and Alignment for State Land Use Initiatives
 - Lodging Tax Flexibility

**Joint Values and Outcomes
for the 2025 State Legislative Transportation Package
by the Communities of Clackamas County**

Approved on August 1, 2024

The jurisdictions named here support a seamless, functional transportation system that prioritizes safety and the reliable movement of people and goods.

We acknowledge that without adequate transportation funding to address maintenance and capital projects in our communities, our collective transportation system will continue to struggle, maintenance projects will become capital projects, and our transportation systems will fail to meet public expectations and uses. As the state legislature considers funding solutions to address state and local needs, the values and outcomes named here will be the foundation of our advocacy.

These values are not an endorsement of any collective or particular funding proposal.

To ensure an equitable, balanced, and seamless system for all, a transportation package should...

- Develop in collaboration with local voices and jurisdictions
- Protect and retain the 50/30/20 revenue formula from the State Highway Fund
- Secure operations and maintenance funding for state and local partners
- Increase safety for all travel modes and reduce diversion from highways onto local roads

To ensure maximum and efficient utilization of public dollars, a transportation package should...

- Provide local jurisdictions with the resources to implement state requirements
- Build trust through budget transparency, implement cost saving measures, and limit administrative costs
- Maximize our opportunity to leverage federal funds for local and state projects of significance
- Secure varied revenue sources to diversify funding tools for local and state agencies

To advance projects that build public trust and accountability, a transportation package should...

- Finish what was promised in HB 2017 and HB 3055, including the I-205 widening and bridge improvements between Stafford Rd and Abernethy Bridge.
- Formulate a list of additional, high-priority projects for future funding, such as Sunrise Corridor and other investments addressing growth in urban, suburban, and rural communities

To provide accessibility and funding to multimodal facilities and services, a transportation package should...

- Complete gaps in transit service, sidewalks, and bike lanes
- Improve transit operations, including regional coordination and equitable access to transit
- Invest in transit and paratransit so that it is a convenient, reliable, and safe travel option
- Provide sustainable long-term funding for first- and last-mile transit solutions
- Consider investments that improve safety for commuters reliant on bicycles, scooters, and other non-traditional transportation options

To support housing production and economic opportunities, a transportation package should...

- Accelerate transportation networks supporting developing areas
- Improve the operations of regional freight routes, bridges and arterials
- Improve safety and reduce congestion on roads that connect urban and rural communities

Supporting Logos for the Clackamas Joint Values and Outcomes



CITY COUNCIL ROLLING SCHEDULE
Board and Commission Meetings
Items known as of 12/31/2024

January

1/27	Monday	6:30 pm	DRB-B	Council Chambers
1/29	Wednesday	10:00 am	Tourism Promotion Committee	Council Chambers

February

2/3	Monday	5:00 pm	City Council	Council Chambers
2/10	Monday	6:30 pm	DRB-A	Council Chambers
2/11	Tuesday	6:00 pm	Diversity, Equity & Inclusion Committee	Council Chambers
2/12	Wednesday	6:00 pm	Planning Commission	Council Chambers
2/12	Wednesday	6:00 pm	Kitakata Sister City Advisory Board	Parks & Rec Admin.
2/20	Thursday	5:00 pm	City Council	Council Chambers
2/24	Monday	6:30 pm	DRB-B	Council Chambers
2/26	Wednesday	6:30 pm	Library Board	Library

Community Events:**January**

- 1/24 Healthy Bones and Balance, 8:30 am, Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Community Center
 WIC Pop-Up Clinic, 10:00 am, Library
 Play Group, 10:30 am, Library
 Conversational Spanish Group, 10:30 am, Community Center
 Sit, Stand, and Be Fit, 11:00 am, Community Center
 Bridge Group Play, 11:30 am, Community Center
 Lunch at the Community Center, 12:00 pm, Community Center
 Mexican Train Dominoes, 1:00 pm, Community Center
 WIC Pop-Up Clinic, 1:00 pm, Library
- 1/25 Soccer Shots, 9:00 am, Wilsonville Memorial Park (outdoors), Community Center (indoors)
- 1/26 Meditative Watercolor, 12:00 pm, Parks & Rec Admin Bldg.

All dates and times are tentative; check the City's online calendar for schedule changes at www.ci.wilsonville.or.us.

- 1/27 Healthy Bones and Balance, 8:30 am, Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Community Center
 Life 101 Lecture Series: Estate Planning, 10:30 am, Community Center
 Sit, Stand and Be Fit, 11:00 am, Community Center
 Lunch at the Community Center, 12:00 pm, Community Center
 Mexican Train Dominoes, 1:00 pm, Community Center
 Creative Corner, 2:00 pm, Library
 TAB meeting, 6:30 pm, Library
 Body Sculpt, 6:00 pm, Community Center
 Parenting the Love & Logic Way, 7:00 pm, Parks & Rec Admin. Bldg.
- 1/28 Piecemakers Quilters, 9:00 am, Tauchman House
 Ukulele Jam, 9:30 am, Parks & Rec Admin. Bldg
 Intermediate English, 10:00 am, Library
 ODHS Drop-In Assistance, 10:00 am, Library
 Baby & Toddler Time, 10:30 am, Library
 Baby & Toddler Time, 11:15 am, Library
 Lunch at the Community Center, 12:00 pm, Community Center
 Partners Bridge, 12:30 pm, Community Center
 ODHS Drop-In Assistance, 1:00 pm, Library
 Virtual Reality Fitness, 1:00 pm, Community Center
- 1/28 Beginning Tai Chi, 2:00 pm, Community Center
 Tai Chi Continued, 3:00 pm, Community Center
 Barre Tone, 5:45 pm, Community Center
 Soul Flow Yoga, 7:15 pm, Community Center
- 1/29 Lunar New Year (all day)
 Core, Floor & More+Stretch, 5:45 pm, Community Center
 Healthy Bones and Balance, 8:30 am, Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Community Center
 Digital Photography Club, 10:00 am, Community Center
 Family Storytime, 10:30 am, Library
 Sit, Stand and Be Fit, 11:00 am, Community Center
 Lunch at the Community Center, 12:00 pm, Community Center
 Pinochle/Cribbage, 1:00 pm, Community Center
 Teen Afterschool Drop-In Activities, 3:00 pm, Library
- 1/30 1-5 Connection Chorus Group, 10:00 pm, Community Center
 Improving Your Bridge, 10:00 am, Community Center
 Family Storytime, 10:30 am, Library
 Ladies Afternoon Out, 1:00 pm, Community Center
 Beginning Tai Chi, 2:00 pm, Community Center
 Tai Chi Continuing, 3:00 pm, Community Center
 Prenatal and Postpartum Yoga, 7:15 pm, Community Center

All dates and times are tentative; check the City's online calendar for schedule changes at www.ci.wilsonville.or.us.

- 1/31 Healthy Bones and Balance, 8:30 am, Community Center
- Advanced Healthy Bones and Balance, 9:30 am, Community Center
- WIC Pop-Up Clinic, 10:00 am, Library
- Play Group, 10:30 am, Library
- Conversational Spanish Group, 10:30 am, Community Center
- Sit, Stand, and Be Fit, 11:00 am, Community Center
- Bridge Group Play, 11:30 am, Community Center
- Lunch at the Community Center, 12:00 pm, Community Center
- Mexican Train Dominoes, 1:00 pm, Community Center
- WIC Pop-Up Clinic, 1:00 pm, Library



CITY COUNCIL MINUTES

January 06, 2025 at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

The City Manager announced at 7:01 p.m. the meeting would begin with the ceremonial swearing-in of the new Mayor and City Council members.

SWEARING IN CEREMONY

1. Oath of office administered by Judge Fred Weinhouse to newly elected Mayor Shawn O'Neil, Councilor Anne Shevlin and Councilor Adam Cunningham.

CALL TO ORDER

2. Roll Call
3. 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, January 6, 2025. The Mayor called the meeting to order at 7:06 p.m. followed by roll call and the Pledge of Allegiance.

PRESENT:

Mayor O'Neil
 Councilor President Berry
 Councilor Cunningham
 Councilor Dunwell
 Councilor Shevlin

STAFF PRESENT:

Amanda Guile-Hinman, City Attorney
 Andrea Villagrana, Human Resource Manager
 Andrew Barrett, Capital Projects Engineering Manager
 Bill Evans, Communications & Marketing Manager
 Bryan Cosgrove, City Manager
 Dan Pauly, Planning Manager
 Fred Weinhouse, Municipal Court Judge
 Jeanna Troha, Assistant City Manager

Kimberly Veliz, City Recorder
 Robert Wurpes, Chief of Police
 Zach Weigel, City Engineer
 Zoe Mombert, Assistant to the City Manager

4. Motion to approve the following order of the agenda.

Motion: Moved to approve the following order of the agenda.

Motion made by Councilor Berry, Seconded by Councilor Dunwell.

Voting Yea:

Mayor O'Neil, Councilor Berry, Councilor Cunningham, Councilor Dunwell, Councilor Shevlin

Vote: Motion carried 5-0.

MAYOR'S BUSINESS

5. Brief Remarks from Newly Elected Officials

The recently seated Mayor O'Neil, along with Councilors Cunningham and Shevlin had the chance to discuss their new roles. The Mayor submitted his written speech that has been added to the record.

6. Break for Refreshments

The Mayor recessed the meeting at 7:21 p.m.

After the brief break the Mayor reconvened the meeting at 7:42 p.m.

The Mayor proceeded to outline the activities and meetings he has participated in since his election. This list has been included in the official record.

7. Vote for Council President

The Mayor announced consistent with Chapter 4 Section 18 of the City Charter the City Council was required to elect a President of the Council. In the Mayor's absence from a Council meeting, the President shall preside over the meeting. Further, whenever the Council determines that the Mayor is unable to perform the functions of the office, the President shall act as Mayor.

The City Attorney then explained the rules for the nomination process of the Council President.

The Mayor asked for nominations for the position of Council President.

Nomination: Councilor Berry was nominated as Council President.

Nomination made by Councilor Dunwell.

Hearing no further nominations the Mayor declared the nominations closed at 7:50 p.m.

Councilor Dunwell expressed satisfaction in nominating Councilor Berry, emphasizing her experience as a tenured Councilor.

Councilor Berry was pleased to accept the nomination and noted her past experience as a board chair.

The City Recorder then took a roll call vote on the nomination of Councilor Berry as Council President.

Voting Yea:

Mayor O’Neil, Councilor Berry, Councilor Cunningham, Councilor Dunwell, Councilor Shevlin

Vote: Nomination carried 5-0.

8. Upcoming Meetings

The Mayor recognized current and former elected officials in the audience. In addition, the Mayor reported on the following upcoming events:

- City of Wilsonville Lunar New Year's celebration on January 11, 2025
- Screening of “Selma” at the Library in honor of Martin Luther King’s birthday on January 17, 2025
- City Hall and Library closed in observance of Martin Luther King’s birthday on January 20, 2025
- City Council meeting on January 23, 2025
- Vietnamese Community of Oregon Vietnamese Lunar New Year celebration on February 1, 2025
- Wilsonville Family Formal: Once Upon A Time on February 21, 2025.

COMMUNICATIONS

There was none.

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:

- | | | | |
|-----------------|------------------|---------------|--------------|
| Odessa Akervall | Kristi Corno | Rick Wallace | Eric Winters |
| Tim Knapp | Elizabeth Peters | Dwight Sims | John Ludlow |
| Rick Peters | Owen Bridge | Lee Barckmann | |

The Mayor shared Council would set goals during their upcoming retreat. Moreover, each Council member may have different views on mandates, but the Council's main obligation was to lead and make decisions for the community, even if they do not always, please everyone. Much like a jury trial, outcomes are uncertain, but the Mayor assured that all Councilors genuinely care about the community and strive to make the best decisions possible.

Council President Berry appreciated those in attendance and the speakers for their testimony and insights regarding various topics.

Councilor Cunningham acknowledged that the Town Center was a critical concern and recognized that three minutes was insufficient for comprehensive discussion. He also reiterated points from his inaugural speech, emphasizing his willingness to engage with community members on differing perspectives regarding the Town Center. Additionally, Councilor Cunningham expressed his openness to changing his mind based on solid facts and constructive conversation. In conclusion, he assured everyone that his door is always open for dialogue.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

9. Councilor President Berry

Councilor Berry reported on the following items:

- New musical chimes at Murase Park funded by a Community Enhancement grant
- Highlighted the City Manager's Report on the activity of the Municipal Court

10. Councilor Dunwell

Councilor Dunwell expressed her commitment to serving the citizens of Wilsonville. She emphasized her role was to listen to all citizens and affirmed that she works for the Wilsonville residents. Councilor Dunwell highlighted the equal voting power of all Council members and the importance of unity in serving the community. She acknowledged past divisiveness during the election but believed the new Council could work collaboratively. While recognizing diverse perspectives, she remained dedicated to her role and expressed excitement about continuing to serve Wilsonville.

11. Councilor Cunningham

Councilor Cunningham reflected on recent events, including a meeting about the rent burden, and emphasized the importance of the Council being aware of existing resources to help citizens in need. He expressed a desire for more citizen engagement and proposed hosting open Town Hall meetings for direct communication. Councilor Cunningham acknowledged differing opinions about local projects and stressed the need for the Council to prioritize fiscal responsibility, recognizing taxpayer money as citizens' hard-earned income. Being a responsible steward of these funds was a key priority for him as a Councilor.

12. Councilor Shevlin

Councilor Shevlin noted that some events she attended had been referenced by others. The newly elected Councilor had yet to participate in any meetings in an official capacity other than the City Council meeting. However, Councilor Shevlin planned to attend the following upcoming meetings:

- Clackamas County Business Alliance meeting on January 8, 2025
- Civics Academy on January 9, 2025

In conclusion, Councilor Shevlin expressed her gratitude for the comments made during citizen input, as well as those shared during her campaign. Additionally, Councilor Shevlin shared her passion for uniting people to address sometimes challenging issues. She mentioned that throughout her career, she had successfully fostered collaboration to reach common ground and agreements. As such, Councilor Shevlin eagerly anticipated the opportunity to do this during the Council Retreat and to establish shared goals for the Council to work on together.

CONSENT AGENDA

The City Attorney read the titles of the Consent Agenda items into the record.

The City Attorney stated that there was no requirement that Councilors attend a City Council meeting to vote on the minutes.

13. Resolution No. 3184

A Resolution to Allocate Community Cultural Events and Programs Grant Funds for Fiscal Year 2024/2025.

14. Minutes of the December 2, 2024 City Council Meeting.

Councilor Shevlin disclosed that she is currently the President of the Charbonneau Country Club Board of Directors. However, Councilor Shevlin had no affiliation with the Charbonneau Arts Association Board of Directors as it was a separate not for profit entity.

The Mayor then requested a vote on the Consent Agenda.

Motion: Moved to approve the Consent Agenda.

Motion made by Councilor Berry, Seconded by Councilor Cunningham.

Voting Yea:

Mayor O'Neil, Councilor Berry, Councilor Cunningham, Councilor Dunwell, Councilor Shevlin

Vote: Motion carried 5-0.

NEW BUSINESS

15. Resolution No. 3167

A Resolution Of The City Of Wilsonville Authorizing Acquisition Of Property And Property Interests Related To Construction Of The Boeckman Creek Flow Mitigation Project (CIP #7068).

The City Attorney read the title of Resolution No. 3167 into the record.

Due to technical difficulties the Mayor recessed the meeting for a brief break at 8:48 p.m.

The Mayor reconvened the meeting at 8:53 p.m.

Andrew Barrett, Capital Projects Engineering Manager, provided the staff report and PowerPoint, which had been incorporated into the record.

The Council provided comments and asked clarifying questions.

The Mayor requested a motion.

Motion: Moved to adopt Resolution No. 3167.

Motion made by Councilor Berry, Seconded by Councilor Shevlin.

Voting Yea:

Mayor O'Neil, Councilor Berry, Councilor Cunningham, Councilor Dunwell, Councilor Shevlin

Vote: Motion carried 5-0.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

The City Attorney read the title of Ordinance Nos. 896 and 897 into the record on first reading.

The Mayor provided the public hearing format and opened the public hearing at 9:12 p.m.

No Councilor declared a conflict of interest, bias, or conclusion from information gained outside the hearing. No member of the audience challenged any of the Councilor's participation.

Dan Pauly, Planning Manager presented on behalf of the project manager Cindy Luxhoj, Associate Planner who was out of the office. The Planning Manager provided the staff report and PowerPoint, which has been incorporated into the record.

The Council asked clarifying questions.

The City Attorney had no comments to add.

Glen Southerland of AKS Engineering & Forestry, LLC and the representative for the applicant introduced himself and thanked Council for their work on the application. The representative skipped a presentation to avoid lengthening the meeting as the Planning Manager had already summarized the issues well.

The Mayor invited public testimony, seeing none the Mayor closed the public hearing on Ordinance Nos. 896 and 897 at 9:26 p.m.

The City Attorney stated that each ordinance would require their own separate motions.

The Mayor then requested a motion on Ordinance No. 896.

16. Ordinance No. 896 - 1st Reading (Quasi-Judicial Land Use Hearing)

An Ordinance Of The City Of Wilsonville Annexing Approximately 9.00 Acres Of Property Located At 7400 SW Frog Pond Lane For Development Of A 28-Lot Residential Subdivision.

Motion: Moved to adopt Ordinance No. 896 on first reading.

Motion made by Councilor Berry, Seconded by Councilor Shevlin.

There was no further discussion.

Voting Yea:

Mayor O'Neil, Councilor Berry, Councilor Cunningham, Councilor Dunwell, Councilor Shevlin

Vote: Motion carried 5-0.

The Mayor then requested a motion on Ordinance No. 897.

17. Ordinance No. 897 - 1st Reading (Quasi-Judicial Land Use Hearing)

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone To The Residential Neighborhood (RN) Zone On Approximately 9.00 Acres Located At 7400 SW Frog Pond Lane For Development Of A 28-Lot Residential Subdivision.

Motion: Moved to adopt Ordinance No. 897 on first reading.

Motion made by Councilor Berry, Seconded by Councilor Shevlin.

There was no further discussion.

Voting Yea:

Mayor O’Neil, Councilor Berry, Councilor Cunningham, Councilor Dunwell, Councilor Shevlin

Vote: Motion carried 5-0.

CITY MANAGER’S BUSINESS

The Council was reminded that the City Manager’s reports were included in the City Council packet.

The City Manager welcomed the new Mayor and Councilors and shared he looked forward to working with them.

LEGAL BUSINESS

The City Attorney reported on Thursday January 2, 2025, the Court of Appeals issued its decision without opinion in the appeal filed by Home Depot against the City of Wilsonville. The Court of Appeals affirmed the Land Use Board of Appeals (LUBA) decision. This meant LUBA’s decision affirmed the City Council’s decision. Furthermore, the Court of Appels checked the box for allowing for a cost bill.

ADJOURN

The Mayor adjourned the meeting at 9:30 p.m.

Respectfully submitted,

Kimberly Veliz, City Recorder

ATTEST:

Shawn O’Neil, Mayor



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: January 23, 2025		Subject: Ordinance Nos. 896 and 897 Annexation and Zone Map Amendment for Frog Pond Ridgecrest Subdivision	
		Staff Member: Cindy Luxhoj, AICP, Associate Planner	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: January 6, 2025, continued from November 18, 2024 <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: January 6, 2025 <input checked="" type="checkbox"/> Ordinance 2 nd Reading Date: January 23, 2025 <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments: During a public hearing on December 9, 2024, Development Review Board Panel 'A' reviewed and recommended adoption of the Annexation and Zone Map Amendment to City Council and approved the associated Frog Pond Ridgecrest subdivision.	
Staff Recommendation: Council adoption of Ordinance Nos. 896 and 897 on 1 st Reading.			
Recommended Language for Motion: In two separate motions, I move to adopt Ordinance Nos. 896 and 897 on 2nd Reading.			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input checked="" type="checkbox"/> Adopted Master Plan(s): Frog Pond West	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Approve, modify, or deny Ordinance Nos. 896 and 897 to annex and rezone approximately 9.00 acres at 7400 SW Frog Pond Lane within the Frog Pond West Master Plan area, enabling development of a 28-lot residential subdivision.

EXECUTIVE SUMMARY:

The proposed 28-lot Frog Pond Ridgecrest subdivision is the thirteenth development proposal in Frog Pond West. The subdivision will connect to the previously approved Frog Pond Terrace to the west, Frog Pond Overlook to the north, Frog Pond Cottage Park Place to the east, and Morgan Farm to the south, blending together as one cohesive neighborhood consistent with the Frog Pond West Master Plan. Concurrent with the adoption of the Frog Pond West Master Plan, the City added a new zoning district, Residential Neighborhood (RN), intended for application to the Master Plan area.

On December 9, 2024, Development Review Board Panel 'A' approved seven (7) of the requests comprising the Frog Pond Ridgecrest subdivision application that are within their review authority: a Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review of Parks and Open Space, Tentative Subdivision Plan, Type C Tree Removal Plan, Middle Housing Land Division, and Waivers. The Development Review Board also recommended to City Council approval of two (2) additional requests outside their approval authority: the proposed Annexation and Zone Map Amendment, which are the subject of Ordinance Nos. 896 and 897. Approval by the Development Review Board of the rest of the application requests is contingent upon City Council approval of the Annexation and Zone Map Amendment.

The requested Zone Map Amendment proposes applying the Residential Neighborhood (RN) Zone to the Frog Pond Ridgecrest subdivision consistent with the Frog Pond West Master Plan and the Comprehensive Plan designation of Residential Neighborhood. As outlined in the findings attached to both Ordinances, the Annexation and Zone Map Amendment requests meet all applicable review criteria leading staff to recommend the Council adopt Ordinance Nos. 896 and 897.

EXPECTED RESULTS:

Adoption of Ordinance Nos. 896 and 897 will bring this portion of the Frog Pond West Master Plan area into the City and zone it for development consistent with the Master Plan.

TIMELINE:

The Annexation and Zone Map Amendment will be in effect 30 days after ordinance adoption on second reading and upon filing the annexation records with the Secretary of State as provided by ORS 222.180.

CURRENT YEAR BUDGET IMPACTS:

The project will result in income and expenditures consistent with the infrastructure financing plan of the Frog Pond West Master Plan.

COMMUNITY INVOLVEMENT PROCESS:

Staff sent the required public hearing notices. In addition, significant public involvement occurred during development and approval of the Frog Pond Area Plan and Frog Pond West Master Plan, with which the proposed actions are consistent.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Annexation and development of the subject land will provide additional housing choices and continued development of quality neighborhoods.

ALTERNATIVES:

The alternatives are to modify, approve, or deny the annexation and Zone Map amendment requests.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Ordinance No. 896
 - A. Legal Description and Sketch Depicting Land/Territory to be Annexed
 - B. Petition for Annexation
 - C. Annexation Findings
 - D. Development Review Board Panel 'A' Resolution No. 438 Recommending Approval of Annexation
2. Ordinance No. 897
 - A. Zoning Order ZONE24-0002 Including Legal Description and Sketch Depicting Zone Map Amendment
 - B. Zone Map Amendment Findings
 - C. Development Review Board Panel 'A' Resolution No. 438 Recommending Approval of Zone Map Amendment

ORDINANCE NO. 896**AN ORDINANCE OF THE CITY OF WILSONVILLE ANNEXING APPROXIMATELY 9.00 ACRES OF PROPERTY LOCATED AT 7400 SW FROG POND LANE FOR DEVELOPMENT OF A 28-LOT RESIDENTIAL SUBDIVISION.**

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted by West Hills Land Development LLC – Applicant, for O’Hogan Living Trust – Owner, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code; and

WHEREAS, the subject site is located at 7400 SW Frog Pond Lane, on Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; and

WHEREAS, a petition submitted to the City requests annexation of certain real property legally described and depicted in Exhibit A; and

WHEREAS, Maureen O’Hogan Trustee for O’Hogan Living Trust, representing 100 percent of the property ownership within the annexation area, signed the petition; and

WHEREAS, Eric J. Moreland, representing a majority of the electors located within the annexation area, signed the petition; and

WHEREAS, ORS 227.125 authorizes the annexation of territory based on consent of all owners of land and a majority of electors within the territory and enables the City Council to dispense with submitting the questions of the proposed annexation to the electors of the City for their approval or rejection; and

WHEREAS, the land to be annexed is within the Urban Growth Boundary and has been master planned as part of the Frog Pond West Neighborhood; and

WHEREAS, the land to be annexed is contiguous to the City and can be served by City services; and

WHEREAS, the Development Review Board Panel ‘A’, on October 14, 2024, opened and, at the applicant’s request, continued the public hearing on the Frog Pond Ridgecrest subdivision to a date and time certain of November 14, 2024, at 6:30 p.m.; and

WHEREAS, the Development Review Board Panel 'A', on November 14, 2024, at the applicant's and City staff's request, continued the public hearing on this item for a second time to a date and time certain of December 9, 2024, at 6:30 p.m.; and

WHEREAS, the Development Review Board Panel 'A' considered the annexation and after a duly advertised public hearing held on December 9, 2024, unanimously recommended City Council approve the annexation; and

WHEREAS, on November 18, 2024, the City Council, due to lack of a Development Review Board Recommendation, continued the public hearing on Ordinance No. 896 to a date and time certain of January 6, 2025, at 7:00 p.m.; and

WHEREAS, on January 6, 2025, the City Council held a public hearing as required by Metro Code 3.09.050; and

WHEREAS, reports were prepared and considered as required by law; and because the annexation is not contested by any party, the City Council chooses not to submit the matter to the voters and does hereby favor annexation of the subject tract of land based on findings and conclusions, and the Development Review Board's recommendation to City Council.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

- Section 1. Findings. The tract of land, described and depicted in Exhibit A, is declared annexed to the City of Wilsonville.
- Section 2. Determination. The findings and conclusions incorporated in Exhibit C are adopted. The City Recorder shall immediately file a certified copy of this ordinance with Metro and other agencies required by Metro Code Chapter 3.09.050(g) and ORS 222.005. The annexation shall become effective upon filing of the annexation records with the Secretary of State as provided by ORS 222.180.
- Section 3. Effective Date. This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED by the Wilsonville City Council and read for the first time at a regular meeting thereof this 6th day of January, 2025, and scheduled the second reading on the 23rd day of January, 2025, commencing at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the 23rd day of January, 2025, by the following votes:

Yes: _____ No: _____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this 23rd day of January, 2025.

Shawn O’Neil, Mayor

SUMMARY OF VOTES:

Mayor O’Neil

Councilor Berry

Councilor Dunwell

Councilor Shevlin

Councilor Cunningham

EXHIBITS:

- A. Legal Description and Sketch Depicting Land/Territory to be Annexed
- B. Petition for Annexation
- C. Annexation Findings
- D. Development Review Board Panel 'A' Resolution No. 438 Recommending Approval of Annexation



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #10411

EXHIBIT A
City Annexation

A tract of land located in the Southeast One-Quarter of Section 12, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

Commencing at the northeast corner of the plat "Morgan Farm No. 2", Plat No. 4610, Clackamas County Plat Records, also being on the north right-of-way line of SW Brisbane Street (11.00 feet from centerline) and the City of Wilsonville city limits line; thence along said north right-of-way line and said city limits line, North 88°36'21" West 30.96 feet to the southeast corner of Document Number 2003-083133, Clackamas County Deed Records, and the Point of Beginning; thence continuing along said north right-of-way line and said city limits line, North 88°36'21" West 508.13 feet to the southwest corner of said Deed; thence along the west line of said Deed and said city limits line, North 01°40'32" East 832.32 feet to the south corner of Book 191, Page 426, Clackamas County Deed Records; thence along the southeast line of said Deed and said city limits line, North 46°32'34" East 36.85 feet to the south right-of-way line of SW Frog Pond Lane (16.50 feet from centerline); thence along said south right-of-way line and said city limits line, South 88°35'24" East 331.55 feet to the northwest corner of Document Number 2018-028153, Clackamas County Deed Records; thence leaving said city limits line along the west line of said Deed, South 01°38'13" West 290.58 feet to the southwest corner of said Deed; thence along the south line of said Deed, South 88°35'24" East 150.00 feet to the southeast corner of said Deed, also being on the east line of said Document Number 2003-083133; thence along said east line, South 01°38'13" West 567.59 feet to the Point of Beginning.

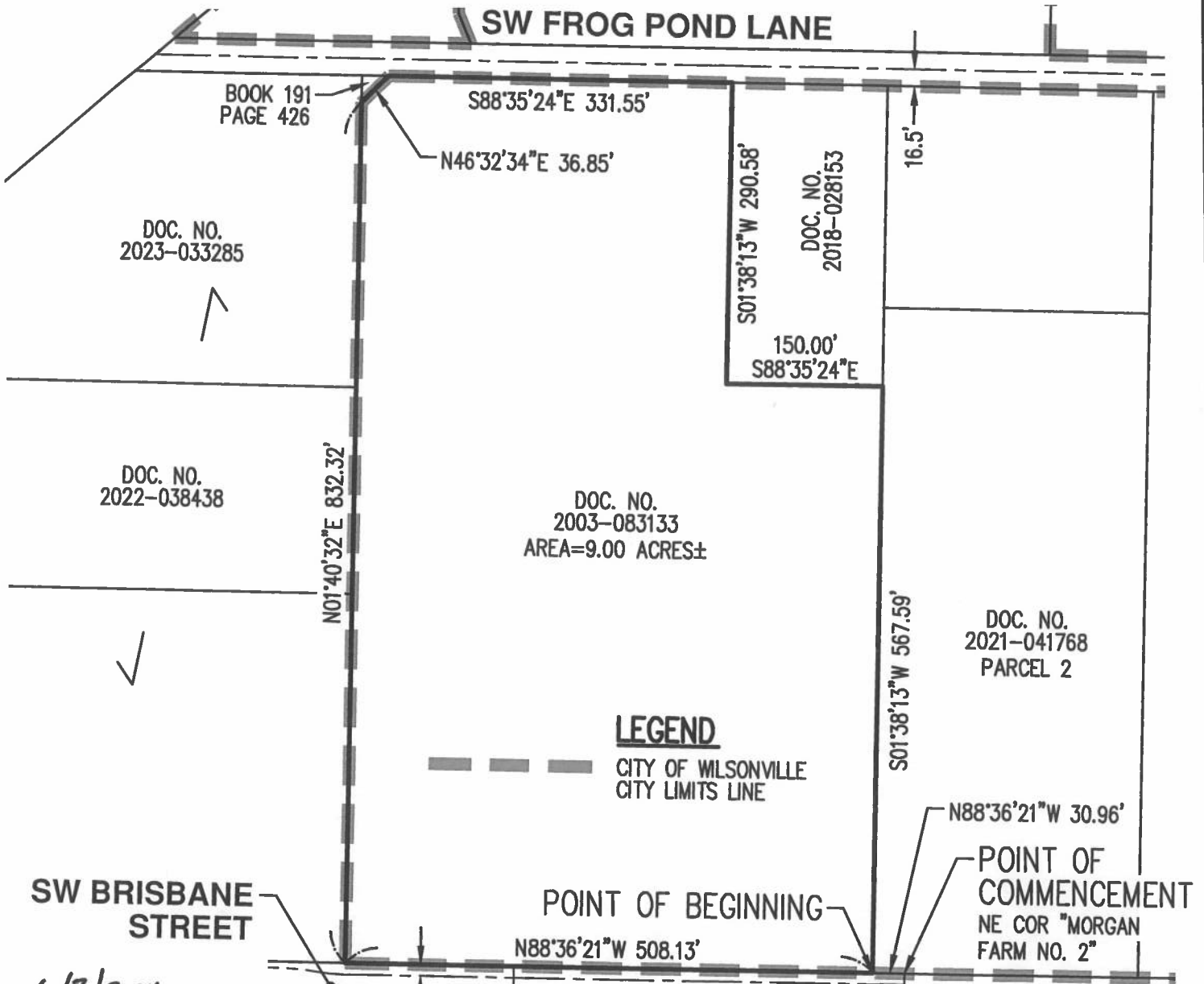
The above described tract of land contains 9.00 acres, more or less.

6/3/2024
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/25

EXHIBIT B

A TRACT OF LAND LOCATED IN THE SOUTHEAST 1/4 OF SECTION 12,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN,
CLACKAMAS COUNTY, OREGON



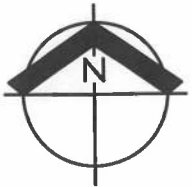
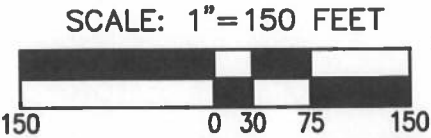
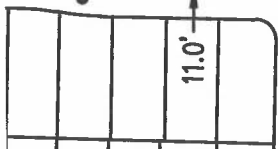
6/3/2024

REGISTERED PROFESSIONAL LAND SURVEYOR

Michael S. Kalina

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/25



AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM



CITY ANNEXATION

TL 31W12D 01100	
DRWN: WCB	CHKD: MSK
AKS JOB: 10411	E 151

PETITION FOR ANNEXATION

We, the undersigned owner(s) of the property described in **Exhibit A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Wilsonville:

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

SIGNATURE	PRINTED NAME	I AM A: *			PROPERTY ADDRESS	PROPERTY DESCRIPTION				PRECINCT #	DATE
		PO	RV	OV		LOT #	¼ SEC	T	R		
<i>Maureen O'Hagan</i>	<i>Maureen O'Hagan Trust</i>	X			7400 SW Frog Pond Lane Wilsonville, OR 97070	1100	12	3S	1W	323	6-10-24 ✓
<i>Eric J. Moreland</i>	<i>Eric J. Moreland</i>		X		7400 SW Frog Pond Lane Wilsonville, OR 97070						6-12-2024

* PO - Property Owner
 RV - Registered Voter
 OV - Property Owner & Registered Voter

**Metro District Annexation
 Annexation Petition For Property Owners**

We the undersigned owner(s) of property described below and or elector(s) residing at the referenced location hereby petition for and give consent to, annexation of said property to the Metro District. We understand that the Metro Council will review this request in accordance with Chapter 3.09 of the Metro Code and the Oregon Revised Statutes to determine whether to approve or deny this request.

Signature	Printed Name	I am a			Address	Property Description			Date
		PO	RV	OV		Township/Range & Section Map Number	Tax lot	Precinct Number	
<i>Maureen O'Hagan</i>	<i>Maureen O'Hagan Trustee O'Hagan Living Trust</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7400 SW Frog Pond Lane	3S 1W 12D	1100	323	<i>6-10-24</i>
<i>Eric J. Moreland</i>	<i>Eric J. Moreland</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7400 SW Frog Pond Ln Wilsonville, OR 97070				<i>6-12-2024</i>

PO: Property Owner, RV: Registered Voter, OV: Property Owner and Registered Voter

CERTIFICATION OF REGISTERED VOTERS

I hereby certify that the attached petition contains the names of at least 50% of the electors registered in the territory proposed for annexation as described in the attached petition.

NAME: Tiffany Clark
TITLE: Elections Analyst / Deputy Clerk
DEPARTMENT: Elections
COUNTY OF: Clackamas
DATE: 6-14-2024



CERTIFICATION OF LEGAL DESCRIPTION AND MAP

I hereby certify that the description of the property included within the attached petition (located on Assessor's Map 31W12D) has been checked by me and it is a true and exact description of the property under consideration, and the description corresponds to the attached map indicating the property under consideration.

NAME: Mary Neigel
TITLE: GIS Cartographer 2
DEPARTMENT: Assessment + Tax
COUNTY OF: Clackamas
DATE: 06.11.24



CERTIFICATION OF PROPERTY OWNERSHIP

I hereby certify that the attached petition for annexation contains the names of the owners¹ (as shown on the last available complete assessment roll) of 100% of the land area of the territory proposed for annexation as described in the attached petition.

NAME: Mary Neigel
TITLE: GIS Cartographer 2
DEPARTMENT: Assessment & Tax
COUNTY OF: Clackamas
DATE: 06.11.24



¹“Owner” means the legal owner of record or, where there is a recorded a land contract which is in force, the purchaser thereunder. If there is a multiple ownership in a parcel of land each consenting owner shall be counted as a fraction to the same extent as the interest of the owner in the land bears in relation to the interest of the other owners and the same fraction shall be applied to the parcel's land mass and assessed value for purposes the consent petition. If a corporation owns land in territory proposed to be annexed, the corporation shall be considered the individual owner of that land.

Item 15.

700
4.07 Ac.
7315

7115
7117

3500
0.01 Ac.
1100
9.00 Ac.
7400

1101
1.00 Ac.
7320

1200
1.25 Ac.
7252

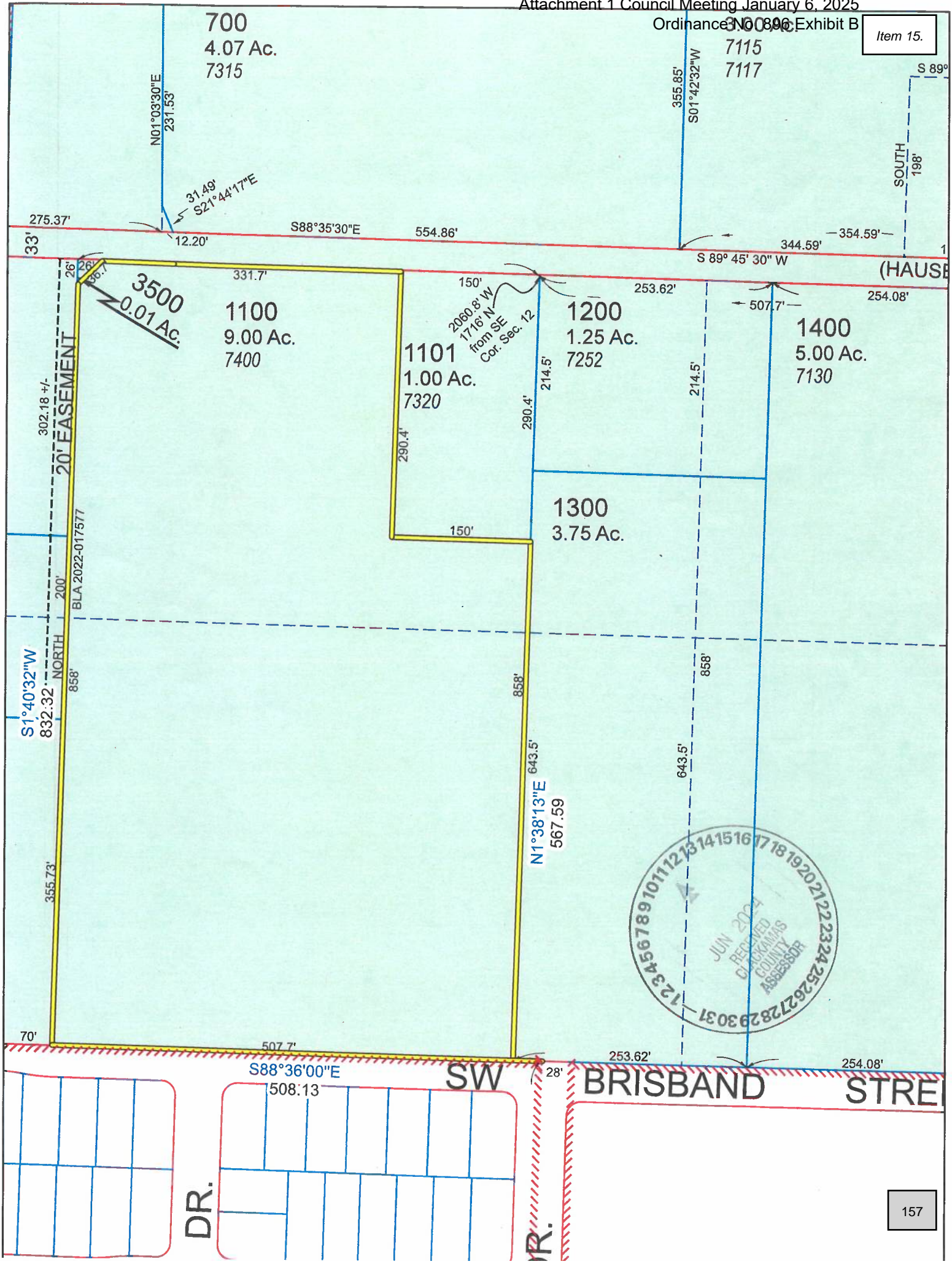
1400
5.00 Ac.
7130

1300
3.75 Ac.



DR.

DR.



Item 15.

700
4.07 Ac.
7315

7115
7117

N01°03'30"E
231.53'

S01°42'32"W
355.85'

SOUTH
198'

275.37' S88°35'30"E 554.86'

S 89° 45' 30" W 344.59' -354.59'

(HOUSE)

3500
0.01 Ac.

1100
9.00 Ac.
7400

1101
1.00 Ac.
7320

1200
1.25 Ac.
7252

1400
5.00 Ac.
7130

2060.8' W
1716' N
from SE
Cor. Sec. 12

1300
3.75 Ac.

302.18 +/-
20' EASEMENT

BLA 2022-017577

S1°40'32"W
832.32'

355.73'

70'

S88°36'00"E
508.13'

SW

BRISBAND STREET

DR.

DR.





Ordinance No. 896 Exhibit C
Annexation Findings

Frog Pond Ridgecrest 28-Lot Subdivision

City Council
Quasi-Judicial Public Hearing

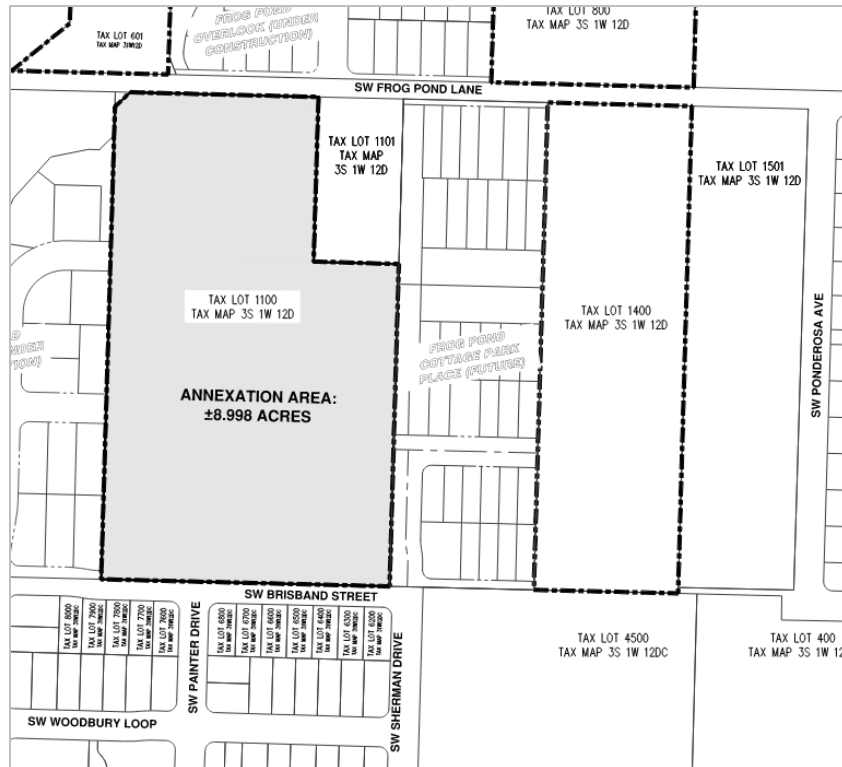
Hearing Date:	November 18, 2024
Continued Public Hearing:	January 6, 2025
Date of Report:	December 11, 2024

Application No.:	DB24-0008 Frog Pond Ridgecrest Subdivision (ANNX24-0001 Annexation)
Request/Summary:	City Council approval of a quasi-judicial annexation of approximately 9.00 acres for a 28-lot residential subdivision concurrently with proposed development consistent with the Frog Pond West Master Plan.
Location:	7400 SW Frog Pond Lane. The property is specifically known as Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon.
Owner:	O'Hogan Living Trust (Contact: Applicant's Representative)
Applicant:	West Hills Land Development LLC (Contact: Applicant's Representative)
Petitioners:	Maureen O'Hogan Trustee and Eric J. Moreland
Applicant's Representative:	AKS Engineering & Forestry, LLC (Contact: Glen Southerland, AICP)
Comprehensive Plan Designation:	Residential Neighborhood
Zone Map Classification (Current):	Rural Residential Farm Forest 5-Acre (RRFF-5)
Zone Map Classification (Proposed):	Residential Neighborhood (RN)
Staff Reviewer:	Cindy Luxhoj AICP, Associate Planner
Staff Recommendation:	<u>Approve</u> the requested annexation.

Applicable Review Criteria:

Development Code:	
Section 4.700	Annexation
Comprehensive Plan and Sub-elements:	
Citizen Involvement	
Urban Growth Management	
Public Facilities and Services	
Land Use and Development	
Plan Map	
Transportation Systems Plan	
Coffee Creek Master Plan	
Regional and State Law and Planning Documents:	
Metro Code Chapter 3.09	Local Government Boundary Changes
ORS 222.111	Authority and Procedures for Annexation
ORS 222.125	Annexation by Consent of All Land Owners and Majority of Electors
ORS 222.170	Annexation by Consent Before Public Hearing or Order for Election
Statewide Planning Goals	

Vicinity Map



Background / Summary:

The subject property has long been rural/semi-rural, adjacent to the growing City of Wilsonville. Metro added the 181-acre area now known as Frog Pond West to the Urban Growth Boundary in 2002 to accommodate future residential growth. To guide development of the area and the urban reserve areas to the east and southeast, the City of Wilsonville adopted the Frog Pond Area Plan in November 2015. The Frog Pond Area Plan envisions that: "The Frog Pond Area in 2035 is an integral part of the Wilsonville community, with attractive and connected neighborhoods. The community's hallmarks are the variety of quality homes; open spaces for gathering; nearby services, shops and restaurants; excellent schools; and vibrant parks and trails. The Frog Pond Area is a convenient bike, walk, drive, or bus trip to all parts of Wilsonville."

As a follow up to the Area Plan and in anticipation of forthcoming development, in July 2017 the City of Wilsonville adopted the Frog Pond West Master Plan for the area within the UGB. To guide development and implement the vision of the Area Plan, the Master Plan includes details on land use (including residential types and unit count ranges), residential and community design, transportation, parks and open space, and community elements such as lighting, street trees, gateways, and signs. The Master Plan also lays out the infrastructure financing plan.

The proposed 28-lot subdivision is the thirteenth development proposal in Frog Pond West. It will connect to the previously approved subdivisions of Frog Pond Terrace to the west, Frog Pond Overlook to the north, Frog Pond Cottage Park Place to the east, and Morgan Farm to the south, resulting in one cohesive neighborhood consistent with the Frog Pond West Master Plan.

All property owners and a majority of electors located within the annexation area have consented in writing to the annexation.

Conclusion and Conditions of Approval:

Staff recommends the City Council annex the subject property with the following condition:

Request: Annexation (ANNX24-0001)

<p>PDA 1. <u>Prior to Issuance of any Public Works Permits by the City within the Annexation Area:</u> The developer shall be subject to a Development and Annexation Agreement with the City of Wilsonville as required by the Frog Pond West Master Plan. The developer shall enter into the Development and Annexation Agreement prior to issuance of any public works permits by the City within the annexation area.</p>
--

Findings of Fact:

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General Section 4.008

The City's processing of the application is in accordance with the applicable general procedures of this Section.

Initiating Application Section 4.009

The owners of all property included in the application signed the application forms and initiated the application.

Request: Annexation (ANNX23-0001)

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Comprehensive Plan-Annexation and Boundary Changes

Consistent with Future Planned Public Services Implementation Measure 2.2.1.a.

1. The Frog Pond West Master Plan establishes the future planned public services and funding plan for the subject property. The development of public services and funding will be consistent with the Frog Pond West Master Plan thus allowing the annexation to proceed. West Hills Land Development LLC and the City will enter into a Development and Annexation Agreement detailing provision and development of public services as required by Conditions of Approval.

Demonstrated Need for Immediate Urban Growth Implementation Measure 2.2.1.a.

2. Metro brought the subject area into the Urban Growth Boundary (UGB) in 2002 to meet demonstrated regional housing needs. With adoption for the Frog Pond West Master Plan the subject area is now primed for development to help meet regional housing needs.

Adherence to State and Metro Annexation Laws and Standards Implementation Measure 2.2.1.e.

3. This review applies all applicable Metro and State rules, regulations, and statutes as seen in findings below.

Orderly, Economic Provision of Public Facilities and Services
Implementation Measure 2.2.1.e. 1.

4. The Frog Pond Area Plan includes implementation measures to ensure the orderly and economic provision of public facilities and services for the Frog Pond Area, including Frog Pond West. The applicant proposes site development with concurrent applications for Stage 1 and Stage 2 Planned Unit Development and Land Division, which proposes the extension of public facilities and services to the subject site. These proposed services are generally consistent with the Frog Pond Area Plan and Frog Pond West Master Plan, and the City's Finance Plan and Capital Improvements Plan.

Availability of Sufficient Land for Uses to Insure Choices over 3-5 Years
Implementation Measure 2.2.1.e. 2.

5. The inclusion of the Frog Pond area within the UGB and the adoption of the Frog Pond Area Plan demonstrate the need for residential development in the Frog Pond area. Annexation of the subject site will allow development of the uses envisioned by the adopted Frog Pond West Master Plan.

Wilsonville Development Code-Annexation

Authority to Review Quasi-Judicial Annexation Requests
Subsections 4.030 (.01) A. 11., 4.031 (.01) K, 4.033 (.01) F., and 4.700 (.02)

6. Review of the quasi-judicial annexation request by DRB and City Council is consistent with the authority established in the Development Code.

Procedure for Review, Etc.
Subsections 4.700 (.01). and (.04)

7. The submission materials from the applicant include an annexation petition signed by the necessary parties, a legal description and map of the land to be annexed, and a narrative describing conformance with applicable criteria. City Council, upon recommendation from the DRB, will declare the subject property annexed.

Adoption of Development Agreement with Annexation
Subsection 4.700 (.05)

8. Subject to requirements in this subsection and the Frog Pond West Master Plan, Conditions of Approval require the necessary parties enter into a Development and Annexation Agreement with the City covering the annexed land.

Metro Code

Local Government Boundary Changes Chapter 3.09

9. The request is within the UGB, meets the definition of a minor boundary change, satisfies the requirements for boundary change petitions, and is consistent with both the Comprehensive Plan and the Frog Pond West Master Plan.

Oregon Revised Statutes (ORS)

Authority and Procedure for Annexation ORS 222.111

10. The request meets the applicable requirements in State statute including the facts that the subject property is within the UGB and is contiguous to the City, the request has been initiated by the property owners of the land being annexed, and all property owners and a majority of electors within the annexed area consent in writing to the annexation.

Procedure Without Election by City Electors ORS 222.120

11. The City charter does not require elections for annexation, the City is following a public hearing process defined in the Development Code, and the request meets the applicable requirements in State statute including the facts that all property owners and a majority of electors within the annexed area consent in writing to the annexation. Annexation of the subject property thus does not require an election.

Annexation by Consent of All Owners and Majority of Electors ORS 222.125

12. All property owners and a majority of electors within the annexed area have provided their consent in writing. However, the City is following a public hearing process as prescribed in the City's Development Code concurrent with a Zone Map amendment request and other quasi-judicial land use applications.

Oregon Statewide Planning Goals

Planning Goals – Generally Goals 1, 2, 5, 6, 8, 9, 11, 12, 13, 14

13. The area proposed for annexation will be developed consistent with the City's Comprehensive Plan and the Frog Pond West Master Plan, both of which have been found to meet the Statewide Planning Goals.

Housing
Goal 10

14. The proposed Comprehensive Plan map amendments will continue to allow the City to meet its housing goals and obligations reflected in the Comprehensive Plan. Specifically:

- The City has an existing Housing Needs Analysis and Buildable Lands Inventory adopted in 2014 collectively known as the Wilsonville Residential Land Study. The key conclusions of this study are that Wilsonville: (1) may not have a 20-year supply of residential land and (2) the City's residential policies meet Statewide Planning Goal 10 requirements.
- Under the Metro forecast, Wilsonville is very close to having enough residential land to accommodate expected growth. Wilsonville could run out of residential land by 2032.
- If Wilsonville grows faster than the Metro forecast, based on historic City growth rates, the City will run out of residential land before 2030.
- Getting residential land ready for development is a complex process that involves decisions by Metro, City decision makers, landowners, the Wilsonville community, and others. The City has completed the master planning process for the Frog Pond East and South neighborhoods to ensure that additional residential land is available within the City. The City also adopted a new plan and development standards for more multi-family units in the Wilsonville Town Center. Finally, the City provides infill opportunities, allowing properties with existing development at more rural densities to be re-zoned for more housing, which this application falls under.
- Wilsonville is meeting Statewide Planning Goal 10 requirements to "provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing" and to "provide for an overall density of 8 or more dwelling units per net buildable acre."
- Wilsonville uses a two-map system, with a Comprehensive Plan Map designating a density for all residential land and Zone Map with zoning to implement the Comprehensive Plan designation. Rezoning the subject property to a higher density zone consistent with the Comprehensive Plan will ensure related Zone Map Amendment and development approvals support the Comprehensive Plan and Goal 10.
- The proposal increases density allowed and development capacity within the existing urban growth boundary and improving the capacity identified in the 2014 study. The type of housing is anticipated to be a mix of attached and detached units, and the approval will allow middle housing consistent with House Bill 2001 and newly implemented City code to allow middle housing types.

- The proposal directly impacts approximately 2.0% of the developable residential land identified in the 2014 Wilsonville Residential Land Study (approximately 9.00 of 477 acres).

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 438**

A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF ANNEXATION AND ZONE MAP AMENDMENT FROM RURAL RESIDENTIAL FARM FOREST 5-ACRE (RRFF-5) TO RESIDENTIAL NEIGHBORHOOD (RN) OF APPROXIMATELY 9.00 ACRES, AND ADOPTING FINDINGS AND CONDITIONS APPROVING A STAGE 1 PRELIMINARY PLAN, STAGE 2 FINAL PLAN, SITE DESIGN REVIEW OF PARKS AND OPEN SPACE, TENTATIVE SUBDIVISION PLAT, TYPE C TREE REMOVAL PLAN, MIDDLE HOUSING LAND DIVISION, AND WAIVERS FOR A 28-LOT RESIDENTIAL SUBDIVISION.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted by West Hills Land Development LLC – Applicant, for O’Hogan Living Trust – Owner, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code; and

WHEREAS, the subject site is located at 7400 SW Frog Pond Lane on Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; and

WHEREAS, the Planning Staff has prepared the staff report on the above-captioned subject dated October 7, 2024; and

WHEREAS, the Development Review Board Panel ‘A’, on October 14, 2024, opened and, at the request of the applicant, continued the public hearing to a date and time certain of November 14, 2024, at 6:30 p.m.; and

WHEREAS, the Development Review Board Panel ‘A’, on November 14, 2024, at the request of the applicant and City staff, continued the public hearing for a second time to a date and time certain of December 9, 2024, at 6:30 p.m., to allow time for City Council action on November 18, 2024, on Resolution No. 3180, to approve a funding plan forecast for SW Stafford Road improvements – Phase I Project (CIP Nos. 1158, 2111, and 4219), and for staff to revise the Development Review Board staff report to reflect this action; and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel ‘A’ at a scheduled meeting conducted on December 9, 2024, at which time exhibits, together with findings and public testimony were entered into the public record; and

WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report; and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby incorporate as part of this resolution, as if fully set forth herein, the staff report, as adopted with any amendments and attached hereto, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations for:

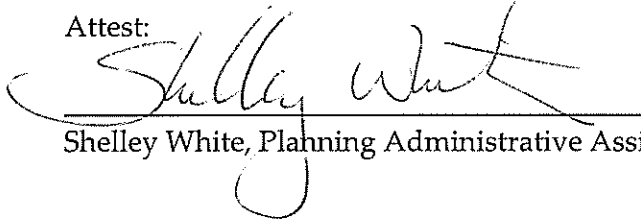
DB24-0008 Frog Pond Ridgecrest: Annexation (ANNX24-0001), Zone Map Amendment (ZONE24-0002), Stage 1 Preliminary Plan (STG124-0003), Stage 2 Final Plan (STG224-0004), Site Design Review of Parks and Open Space (SDR24-0005), Tentative Subdivision Plat (SUBD24-0001), Type C Tree Removal Plan (TPLN24-0005), Middle Housing Land Division (MHL24-0001), and Waivers (WAIV24-0002).

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 9th day of December, 2024, and filed with the Planning Administrative Assistant on 19 Dec 2024. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the Council in accordance with *WC Sec 4.022(.03)*.



Rob Candrian, Vice-Chair - Panel A
Wilsonville Development Review Board

Attest:



Shelley White, Planning Administrative Assistant

ORDINANCE NO. 897**AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT FROM THE CLACKAMAS COUNTY RURAL RESIDENTIAL FARM FOREST 5-ACRE (RRFF-5) ZONE TO THE RESIDENTIAL NEIGHBORHOOD (RN) ZONE ON APPROXIMATELY 9.00 ACRES LOCATED AT 7400 SW FROG POND LANE FOR DEVELOPMENT OF A 28-LOT RESIDENTIAL SUBDIVISION.**

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted West Hills Land Development LLC – Applicant, for O’Hogan Living Trust – Owner, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code; and

WHEREAS, the subject site is located at 7400 SW Frog Pond Lane, on Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; and

WHEREAS, certain real property within the Frog Pond West Master Plan is being annexed into the City; and

WHEREAS, the City of Wilsonville desires to have the properties zoned consistent with their Wilsonville Comprehensive Plan Map designation of “Residential Neighborhood” rather than maintain the current Clackamas County zoning designation; and

WHEREAS, concurrent with the adoption of the Frog Pond West Master Plan and designating the subject property as “Residential Neighborhood” in the Comprehensive Plan Map, the City added a new zoning district Residential Neighborhood (RN) intended for application to the Master Plan area; and

WHEREAS, the Zone Map Amendment is contingent on annexation of the property to the City of Wilsonville, which annexation has been petitioned for concurrently with the Zone Map Amendment request; and

WHEREAS, the City of Wilsonville Planning Staff analyzed the Zone Map Amendment request and prepared a staff report for the Development Review Board, finding that the application met the requirements for a Zone Map Amendment and recommending approval of the Zone Map Amendment, which staff report was presented to the Development Review Board on October 14, 2024; and

WHEREAS, the Development Review Board Panel 'A', on October 14, 2024, opened and, at the applicant's request, continued the public hearing on the Frog Pond Ridgecrest subdivision to a date and time certain of November 14, 2024, at 6:30 p.m.; and

WHEREAS, the Development Review Board Panel 'A', on November 14, 2024, at the applicant's and City staff's request, continued the public hearing on this item for a second time to a date and time certain of December 9, 2024, at 6:30 p.m.; and

WHEREAS, the Development Review Board Panel 'A' held a duly advertised public hearing on the application for a Zone Map Amendment on December 9, 2024, and after taking public testimony and giving full consideration to the matter, adopted Resolution No. 438, which adopts the staff report with findings and recommendation, recommending City Council approval of the Zone Map Amendment request (Case File No. ZONE24-0002; see DB24-0008), all as placed on the record at the hearing; and

WHEREAS, on November 18, 2024, the Wilsonville City Council, due to lack of a Development Review Board Recommendation, continued the public hearing on Ordinance No. 897 to a date and time certain of January 6, 2025, at 7:00 p.m.; and

WHEREAS, on January 6, 2025, the City Council held a public hearing regarding the above described matter, wherein the City Council considered the full public record made before the Development Review Board, including the Development Review Board and City Council staff reports; took public testimony; and, upon deliberation, concluded that the proposed Zone Map Amendment meets the applicable approval criteria under the City of Wilsonville Development Code.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

- Section 1. Findings. The City Council adopts, as findings and conclusions, the forgoing Recitals and the Zone Map Amendment Findings in Exhibit B, as if fully set forth herein.
- Section 2. Determination. The official City of Wilsonville Zone Map is hereby amended, upon finalization of the annexation of the property to the City, by Zoning Order ZONE24-0002, attached hereto as Exhibit A, from the

Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone to the Residential Neighborhood (RN) Zone.

Section 3. Effective Date. This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED by the Wilsonville City Council and read for the first time at a regular meeting thereof this 6th day of January, 2025, and scheduled the second reading on the 23rd day of January, 2025, commencing at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the 23rd day of January, 2025, by the following votes:

Yes: _____ No: _____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this 23rd day of January, 2025.

Shawn O’Neil, Mayor

SUMMARY OF VOTES:

Mayor O’Neil

Council President _____

Councilor Berry

Councilor Dunwell

Councilor Shevlin

Councilor Cunningham

EXHIBITS:

- A. Zoning Order ZONE24-0002 Including Legal Description and Sketch Depicting Zone Map Amendment
- B. Zone Map Amendment Findings
- C. Development Review Board Panel 'A' Resolution No. 438 Recommending Approval of Zone Map Amendment

**BEFORE THE CITY COUNCIL OF THE CITY
OF WILSONVILLE, OREGON**

In the Matter of the Application of)
West Hills Land Development LLC,)
for a Rezoning of Land and Amendment) **ZONING ORDER ZONE24-0002**
of the City of Wilsonville Zoning Map)
Incorporated in Section 4.102 of the)
Wilsonville Code.)

The above-entitled matter is before the Council to consider the application of ZONE24-0002, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property (“Property”), legally described and shown on the attached legal description and sketch, has heretofore appeared on the Clackamas County zoning map Rural Residential Farm Forest 5-Acre (RRFF-5).

The Council having heard and considered all matters relevant to the application for a Zone Map Amendment, including the Development Review Board record and recommendation, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that the Property, consisting of approximately 9.00 acres located at 7400 SW Frog Pond Lane comprising Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, as more particularly shown and described in the attached legal description and sketch, is hereby rezoned to Residential Neighborhood (RN), subject to conditions detailed in this Order’s adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This 6th day of January, 2025.

SHAWN O’NEIL, MAYOR

APPROVED AS TO FORM:

Amanda Guile-Hinman, City Attorney

ATTEST:

Kimberly Veliz, City Recorder

Attachment: Legal Description and Sketch Depicting Land/Territory to be Rezoned



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #10411

EXHIBIT A
City Annexation

A tract of land located in the Southeast One-Quarter of Section 12, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

Commencing at the northeast corner of the plat "Morgan Farm No. 2", Plat No. 4610, Clackamas County Plat Records, also being on the north right-of-way line of SW Brisbane Street (11.00 feet from centerline) and the City of Wilsonville city limits line; thence along said north right-of-way line and said city limits line, North 88°36'21" West 30.96 feet to the southeast corner of Document Number 2003-083133, Clackamas County Deed Records, and the Point of Beginning; thence continuing along said north right-of-way line and said city limits line, North 88°36'21" West 508.13 feet to the southwest corner of said Deed; thence along the west line of said Deed and said city limits line, North 01°40'32" East 832.32 feet to the south corner of Book 191, Page 426, Clackamas County Deed Records; thence along the southeast line of said Deed and said city limits line, North 46°32'34" East 36.85 feet to the south right-of-way line of SW Frog Pond Lane (16.50 feet from centerline); thence along said south right-of-way line and said city limits line, South 88°35'24" East 331.55 feet to the northwest corner of Document Number 2018-028153, Clackamas County Deed Records; thence leaving said city limits line along the west line of said Deed, South 01°38'13" West 290.58 feet to the southwest corner of said Deed; thence along the south line of said Deed, South 88°35'24" East 150.00 feet to the southeast corner of said Deed, also being on the east line of said Document Number 2003-083133; thence along said east line, South 01°38'13" West 567.59 feet to the Point of Beginning.

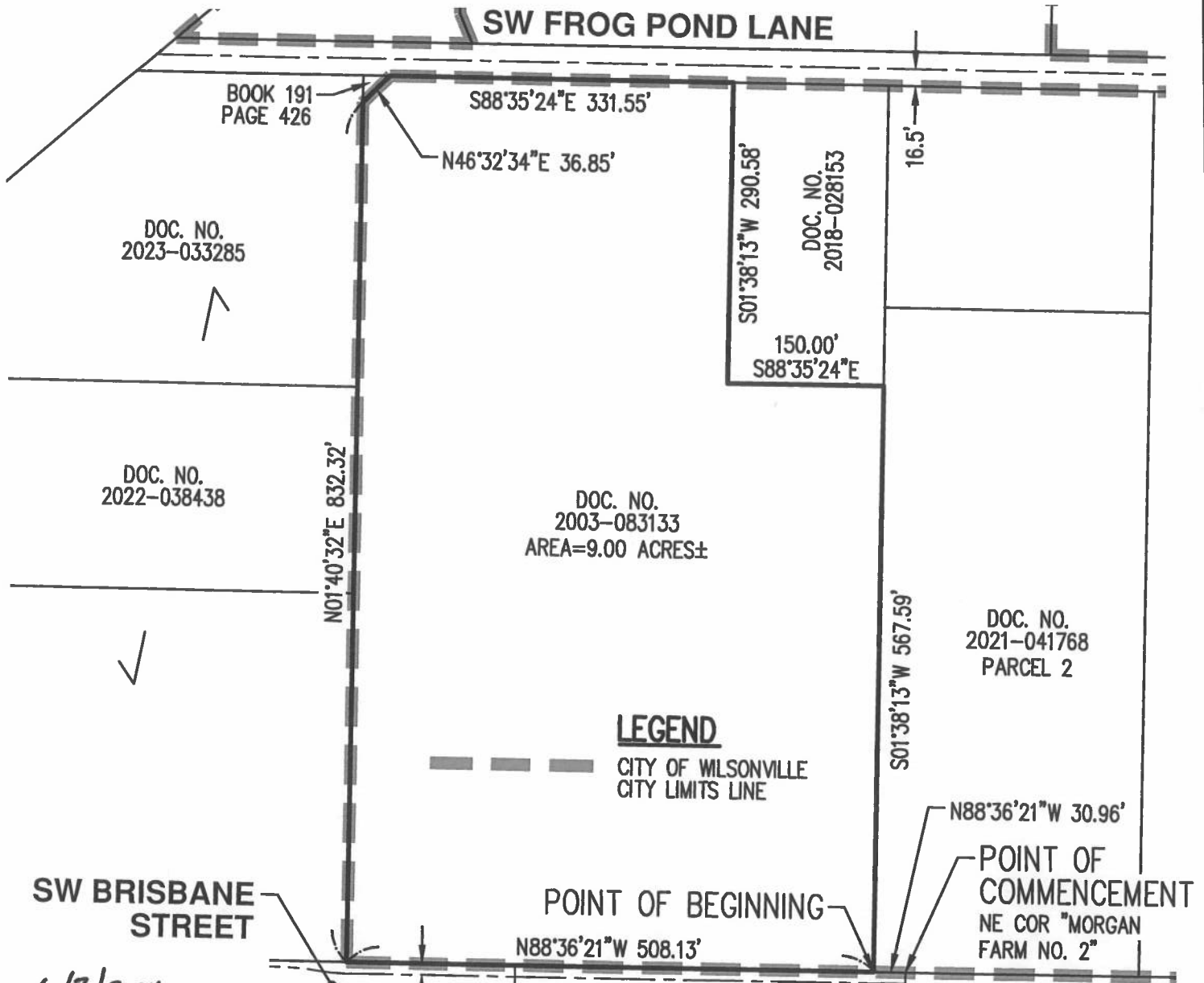
The above described tract of land contains 9.00 acres, more or less.

6/3/2024
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/25

EXHIBIT B

A TRACT OF LAND LOCATED IN THE SOUTHEAST 1/4 OF SECTION 12,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN,
CLACKAMAS COUNTY, OREGON

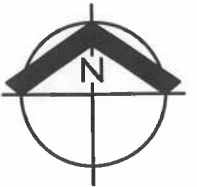
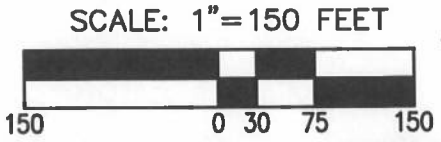
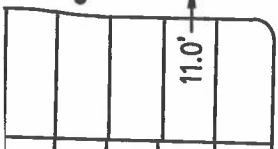


6/3/2024

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael S. Kalina

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/25



AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM



CITY ANNEXATION

TL 31W12D 01100	
DRWN: WCB	CHKD: MSK
AKS JOB: 10411	E 176



Ordinance No. 897 Exhibit B
Zone Map Amendment Findings

Frog Pond Ridgecrest 28-Lot Subdivision

City Council
Quasi-Judicial Public Hearing

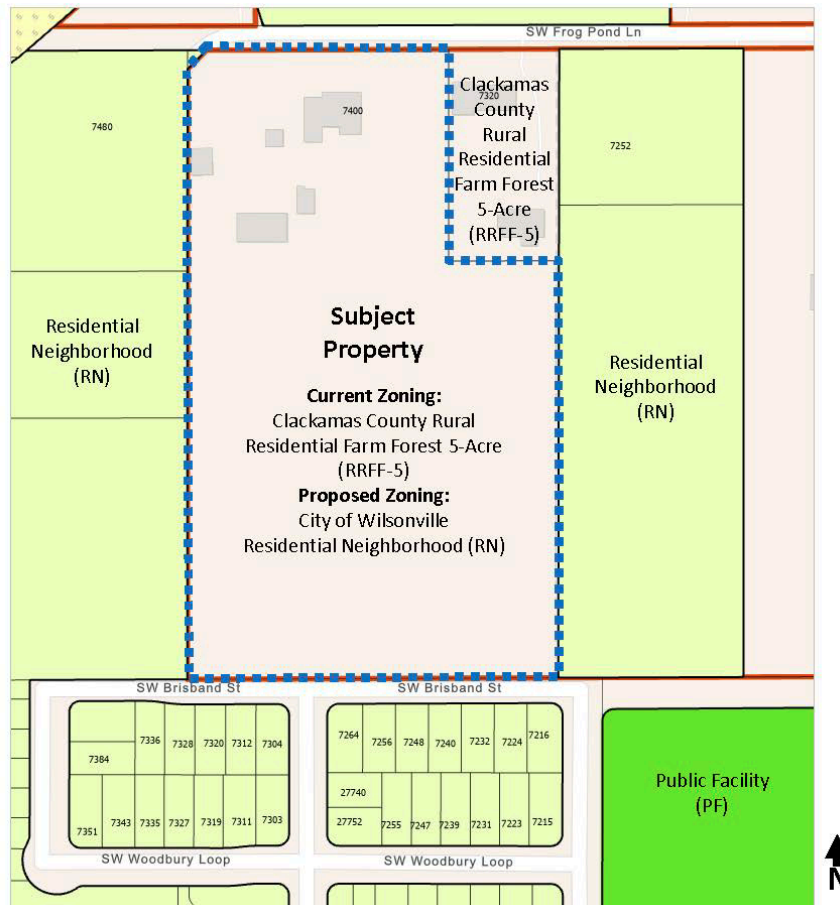
Hearing Date:	November 18, 2024
Continued Hearing Date:	January 6, 2025
Date of Report:	December 11, 2024

Application Nos.:	DB24-0008 Frog Pond Ridgecrest Subdivision (ZONE24-0002 Zone Map Amendment)
Request/Summary:	City Council approval of a quasi-judicial Zone Map amendment of approximately 9.00 acres.
Location:	7400 SW Frog Pond Lane. The property is specifically known as Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon.
Owner:	O’Hogan Living Trust (Contact: Applicant’s Representative)
Applicant:	West Hills Land Development LLC (Contact: Applicant’s Representative)
Applicant’s Representative:	AKS Engineering & Forestry, LLC (Contact: Glen Southerland, AICP)
Comprehensive Plan Designation:	Residential Neighborhood
Zone Map Classification (Current):	Rural Residential Farm Forest 5-Acre (RRFF-5)
Zone Map Classification (Proposed):	Residential Neighborhood (RN)
Staff Reviewer:	Cindy Luxhoj AICP, Associate Planner
Staff Recommendation:	<u>Adopt</u> the requested Zone Map Amendment.

Applicable Review Criteria:

<u>Development Code:</u>	
Section 4.110	Zones
Section 4.127	Residential Neighborhood (RN) Zone
Section 4.197	Zone Changes
<u>Comprehensive Plan and Sub-elements:</u>	
Citizen Involvement	
Urban Growth Management	
Public Facilities and Services	
Land Use and Development	
Plan Map	
Transportation Systems Plan	
Coffee Creek Master Plan	
<u>Regional and State Law and Planning Documents</u>	
Statewide Planning Goals	

Vicinity Map



Summary:

Zone Map Amendment (ZONE24-0002)

Concurrent with the adoption of the Frog Pond West Master Plan, the City added a new zoning district, Residential Neighborhood (RN), intended for application to the Master Plan area. The applicant proposes applying the RN Zone to the annexed area consistent with this intention.

Conclusion and Conditions of Approval:

Staff recommends approval with the following conditions:

Request: Zone Map Amendment (ZONE24-0002)

This action is contingent upon annexation of the subject property to the City of Wilsonville (ANNX24-0001).

No conditions for this request.

Findings of Fact:

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General
Section 4.008

The City’s processing of the application is in accordance with the applicable general procedures of this Section.

Initiating Application
Section 4.009

The owners of all property included in the application signed the application forms and initiated the application.

Request: Zone Map Amendment (ZONE24-0002)

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Comprehensive Plan

“Residential Neighborhood” on Comprehensive Plan Map, Purpose of “Residential Neighborhood” Designation
Policy 4.1.7.a.

- B1.** The subject area has a Comprehensive Plan Map Designation of “Residential Neighborhood”. The designation enables development of the site consistent with the purpose of this designation as set forth in the legislatively adopted Frog Pond West Master Plan, resulting in an attractive, cohesive and connected residential neighborhood with high quality architecture and community design, transportation choices, and preserved and enhanced natural resources.

“Residential Neighborhood” Zone Applied Consistent with Comprehensive Plan Implementation Measure 4.1.7.c.

- B2.** The applicant requests the subject area receive the zoning designation of Residential Neighborhood (RN) as required for areas with the Comprehensive Plan Map Designation of “Residential Neighborhood”.

Safe, Convenient, Healthful, and Attractive Places to Live
Implementation Measure 4.1.4.c.

- B3.** The proposed RN zoning allows the use of planned developments consistent with the legislatively adopted Frog Pond West Master Plan, enabling development of safe, convenient, healthful, and attractive places to live.

Residential Density
Implementation Measure 4.1.4.u.

- B4.** The subject area will be zoned RN allowing application of the adopted residential densities of the Frog Pond West Master Plan. The sub-districts established in the Frog Pond West Master Plan govern the allowed residential densities.

Development Code

Zoning Consistent with Comprehensive Plan
Section 4.029

- B5.** The applicant requests a zone change concurrently with a Stage 1 Preliminary Plan, Stage 2 Final Plan, and other related development approvals. The proposed zoning designation of RN is consistent with the Comprehensive Plan “Residential Neighborhood” designation. See also Finding B2 above.

Base Zones
Subsection 4.110 (.01)

- B6.** The requested zoning designation of RN is among the base zones identified in this subsection.

Residential Neighborhood (RN) Zone

Purpose of the Residential Neighborhood (RN) Zone
Subsection 4.127 (.01)

B7. The request to apply the RN Zone on lands designated “Residential Neighborhood” on the Comprehensive Plan Map enables a planned development process implementing the “Residential Neighborhood” policies and implementation measures of the Comprehensive Plan and the Frog Pond West Master Plan.

Permitted Uses in the Residential Neighborhood (RN) Zone
Subsection 4.127 (.02)

B8. Concurrent with the Zone Map Amendment request the applicant requests approval of a 28-lot residential subdivision. Single-family dwelling units, Duplex, Triplex, Quadplex, Cluster Housing, Cohousing, Cluster Housing (Frog Pond West Master Plan), open space, and public and private parks are among the permitted uses in the RN Zone.

Residential Neighborhood (RN) Zone Sub-districts and Residential Density
Subsection 4.127 (.05) and (.06)

B9. The proposed uses, number of lots, preservation of open space, and general block and street layout are generally consistent with the Frog Pond West Master Plan. Specifically in regards to residential lot count, the proposed Stage 1 area includes a portion of medium lot Sub-district 4 and a portion of large lot Sub-district 7. The following table summarizes how the proposed residential lots in this Sub-district are consistent with the Master Plan recommendations.

Subdistrict and Land Use Designation	Gross Site Area (ac)	Percent of Sub-district	Established lot range for Sub-district	Lot Range for Site	Proposed Lots	Total lots within Sub-district - Approved and Proposed
4 – R-7	6.54	26.1%	86-107	22-28	20	60 Approved 20 Proposed 80 Total
7 – R-10	2.48	24.9%	24-30	6-7	8	14 Approved 8 Proposed 22 Total
Total	9.02			28-35	28	

While the applicant proposes 20 lots in Sub-district 4, which is two (2) fewer than the minimum proportional density calculation, 8 lots are proposed in Sub-district 7, exceeding the proportional density calculation for this part of the site by one (1) lot. This results in a proposed total of 28 lots, which is the minimum proportional density calculation for the site as a whole.

The proportional density allocation does not account for site-specific characteristics that influence the ability of a specific property to accommodate residential lots meeting minimum dimensional standards. The surrounding properties, apart from Tax Lot 1101 to the northeast, have received preliminary approval or have started construction, therefore, the layout of the street network and other facilities in the proposed subdivision must accommodate the locations of these street and pedestrian connections. The development also must provide improvements on SW Woodbury Loop that accommodate future connection of the street network with Tax Lot 1101. This results in two (2) fewer lots in Sub-district 4 and one (1) additional lot in Sub-district 7. Overall, however, the proposed number of residential lots is appropriate for the designated zoning and lot areas and dimensions planned and allows the project to satisfy the minimum proportional density calculation for the site.

The configuration of lots as proposed, which meet all dimensional requirements for the individual lots, will allow for buildout of these sub-districts consistent with the Master Plan recommendations.

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 438**

A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF ANNEXATION AND ZONE MAP AMENDMENT FROM RURAL RESIDENTIAL FARM FOREST 5-ACRE (RRFF-5) TO RESIDENTIAL NEIGHBORHOOD (RN) OF APPROXIMATELY 9.00 ACRES, AND ADOPTING FINDINGS AND CONDITIONS APPROVING A STAGE 1 PRELIMINARY PLAN, STAGE 2 FINAL PLAN, SITE DESIGN REVIEW OF PARKS AND OPEN SPACE, TENTATIVE SUBDIVISION PLAT, TYPE C TREE REMOVAL PLAN, MIDDLE HOUSING LAND DIVISION, AND WAIVERS FOR A 28-LOT RESIDENTIAL SUBDIVISION.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted by West Hills Land Development LLC – Applicant, for O’Hogan Living Trust – Owner, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code; and

WHEREAS, the subject site is located at 7400 SW Frog Pond Lane on Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; and

WHEREAS, the Planning Staff has prepared the staff report on the above-captioned subject dated October 7, 2024; and

WHEREAS, the Development Review Board Panel ‘A’, on October 14, 2024, opened and, at the request of the applicant, continued the public hearing to a date and time certain of November 14, 2024, at 6:30 p.m.; and

WHEREAS, the Development Review Board Panel ‘A’, on November 14, 2024, at the request of the applicant and City staff, continued the public hearing for a second time to a date and time certain of December 9, 2024, at 6:30 p.m., to allow time for City Council action on November 18, 2024, on Resolution No. 3180, to approve a funding plan forecast for SW Stafford Road improvements – Phase I Project (CIP Nos. 1158, 2111, and 4219), and for staff to revise the Development Review Board staff report to reflect this action; and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel ‘A’ at a scheduled meeting conducted on December 9, 2024, at which time exhibits, together with findings and public testimony were entered into the public record; and

WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report; and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby incorporate as part of this resolution, as if fully set forth herein, the staff report, as adopted with any amendments and attached hereto, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations for:

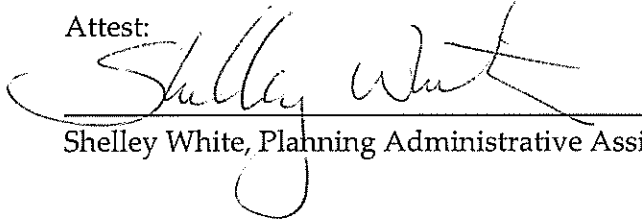
DB24-0008 Frog Pond Ridgecrest: Annexation (ANNX24-0001), Zone Map Amendment (ZONE24-0002), Stage 1 Preliminary Plan (STG124-0003), Stage 2 Final Plan (STG224-0004), Site Design Review of Parks and Open Space (SDR24-0005), Tentative Subdivision Plat (SUBD24-0001), Type C Tree Removal Plan (TPLN24-0005), Middle Housing Land Division (MHL24-0001), and Waivers (WAIV24-0002).

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 9th day of December, 2024, and filed with the Planning Administrative Assistant on 19 Dec 2024. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the Council in accordance with *WC Sec 4.022(.03)*.



Rob Candrian, Vice-Chair - Panel A
Wilsonville Development Review Board

Attest:



Shelley White, Planning Administrative Assistant

ORDINANCE NO. 897**AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT FROM THE CLACKAMAS COUNTY RURAL RESIDENTIAL FARM FOREST 5-ACRE (RRFF-5) ZONE TO THE RESIDENTIAL NEIGHBORHOOD (RN) ZONE ON APPROXIMATELY 9.00 ACRES LOCATED AT 7400 SW FROG POND LANE FOR DEVELOPMENT OF A 28-LOT RESIDENTIAL SUBDIVISION.**

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted West Hills Land Development LLC – Applicant, for O’Hogan Living Trust – Owner, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code; and

WHEREAS, the subject site is located at 7400 SW Frog Pond Lane, on Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; and

WHEREAS, certain real property within the Frog Pond West Master Plan is being annexed into the City; and

WHEREAS, the City of Wilsonville desires to have the properties zoned consistent with their Wilsonville Comprehensive Plan Map designation of “Residential Neighborhood” rather than maintain the current Clackamas County zoning designation; and

WHEREAS, concurrent with the adoption of the Frog Pond West Master Plan and designating the subject property as “Residential Neighborhood” in the Comprehensive Plan Map, the City added a new zoning district Residential Neighborhood (RN) intended for application to the Master Plan area; and

WHEREAS, the Zone Map Amendment is contingent on annexation of the property to the City of Wilsonville, which annexation has been petitioned for concurrently with the Zone Map Amendment request; and

WHEREAS, the City of Wilsonville Planning Staff analyzed the Zone Map Amendment request and prepared a staff report for the Development Review Board, finding that the application met the requirements for a Zone Map Amendment and recommending approval of the Zone Map Amendment, which staff report was presented to the Development Review Board on October 14, 2024; and

WHEREAS, the Development Review Board Panel 'A', on October 14, 2024, opened and, at the applicant's request, continued the public hearing on the Frog Pond Ridgecrest subdivision to a date and time certain of November 14, 2024, at 6:30 p.m.; and

WHEREAS, the Development Review Board Panel 'A', on November 14, 2024, at the applicant's and City staff's request, continued the public hearing on this item for a second time to a date and time certain of December 9, 2024, at 6:30 p.m.; and

WHEREAS, the Development Review Board Panel 'A' held a duly advertised public hearing on the application for a Zone Map Amendment on December 9, 2024, and after taking public testimony and giving full consideration to the matter, adopted Resolution No. 438, which adopts the staff report with findings and recommendation, recommending City Council approval of the Zone Map Amendment request (Case File No. ZONE24-0002; see DB24-0008), all as placed on the record at the hearing; and

WHEREAS, on November 18, 2024, the Wilsonville City Council, due to lack of a Development Review Board Recommendation, continued the public hearing on Ordinance No. 897 to a date and time certain of January 6, 2025, at 7:00 p.m.; and

WHEREAS, on January 6, 2025, the City Council held a public hearing regarding the above described matter, wherein the City Council considered the full public record made before the Development Review Board, including the Development Review Board and City Council staff reports; took public testimony; and, upon deliberation, concluded that the proposed Zone Map Amendment meets the applicable approval criteria under the City of Wilsonville Development Code.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council adopts, as findings and conclusions, the forgoing Recitals and the Zone Map Amendment Findings in Exhibit B, as if fully set forth herein.

Section 2. Determination. The official City of Wilsonville Zone Map is hereby amended, upon finalization of the annexation of the property to the City, by Zoning Order ZONE24-0002, attached hereto as Exhibit A, from the Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone to the Residential Neighborhood (RN) Zone.

Section 3. Effective Date. This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED by the Wilsonville City Council and read for the first time at a regular meeting thereof this 6th day of January, 2025, and scheduled the second reading on the 23rd day of January, 2025, commencing at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the 23rd day of January, 2025, by the following votes:

Yes: _____ No: _____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this 23rd day of January, 2025.

Shawn O’Neil, Mayor

SUMMARY OF VOTES:

Mayor O'Neil

Councilor Berry

Councilor Dunwell

Councilor Shevlin

Councilor Cunningham

EXHIBITS:

- A. Zoning Order ZONE24-0002 Including Legal Description and Sketch Depicting Zone Map Amendment
- B. Zone Map Amendment Findings
- C. Development Review Board Panel 'A' Resolution No. 438 Recommending Approval of Zone Map Amendment

**BEFORE THE CITY COUNCIL OF THE CITY
OF WILSONVILLE, OREGON**

In the Matter of the Application of)
West Hills Land Development LLC,)
for a Rezoning of Land and Amendment) **ZONING ORDER ZONE24-0002**
of the City of Wilsonville Zoning Map)
Incorporated in Section 4.102 of the)
Wilsonville Code.)

The above-entitled matter is before the Council to consider the application of ZONE24-0002, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property (“Property”), legally described and shown on the attached legal description and sketch, has heretofore appeared on the Clackamas County zoning map Rural Residential Farm Forest 5-Acre (RRFF-5).

The Council having heard and considered all matters relevant to the application for a Zone Map Amendment, including the Development Review Board record and recommendation, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that the Property, consisting of approximately 9.00 acres located at 7400 SW Frog Pond Lane comprising Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, as more particularly shown and described in the attached legal description and sketch, is hereby rezoned to Residential Neighborhood (RN), subject to conditions detailed in this Order’s adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This 6th day of January, 2025.

SHAWN O’NEIL, MAYOR

APPROVED AS TO FORM:

Amanda Guile-Hinman, City Attorney

ATTEST:

Kimberly Veliz, City Recorder

Attachment: Legal Description and Sketch Depicting Land/Territory to be Rezoned



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #10411

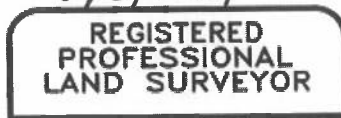
EXHIBIT A
City Annexation

A tract of land located in the Southeast One-Quarter of Section 12, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

Commencing at the northeast corner of the plat "Morgan Farm No. 2", Plat No. 4610, Clackamas County Plat Records, also being on the north right-of-way line of SW Brisbane Street (11.00 feet from centerline) and the City of Wilsonville city limits line; thence along said north right-of-way line and said city limits line, North 88°36'21" West 30.96 feet to the southeast corner of Document Number 2003-083133, Clackamas County Deed Records, and the Point of Beginning; thence continuing along said north right-of-way line and said city limits line, North 88°36'21" West 508.13 feet to the southwest corner of said Deed; thence along the west line of said Deed and said city limits line, North 01°40'32" East 832.32 feet to the south corner of Book 191, Page 426, Clackamas County Deed Records; thence along the southeast line of said Deed and said city limits line, North 46°32'34" East 36.85 feet to the south right-of-way line of SW Frog Pond Lane (16.50 feet from centerline); thence along said south right-of-way line and said city limits line, South 88°35'24" East 331.55 feet to the northwest corner of Document Number 2018-028153, Clackamas County Deed Records; thence leaving said city limits line along the west line of said Deed, South 01°38'13" West 290.58 feet to the southwest corner of said Deed; thence along the south line of said Deed, South 88°35'24" East 150.00 feet to the southeast corner of said Deed, also being on the east line of said Document Number 2003-083133; thence along said east line, South 01°38'13" West 567.59 feet to the Point of Beginning.

The above described tract of land contains 9.00 acres, more or less.

6/3/2024



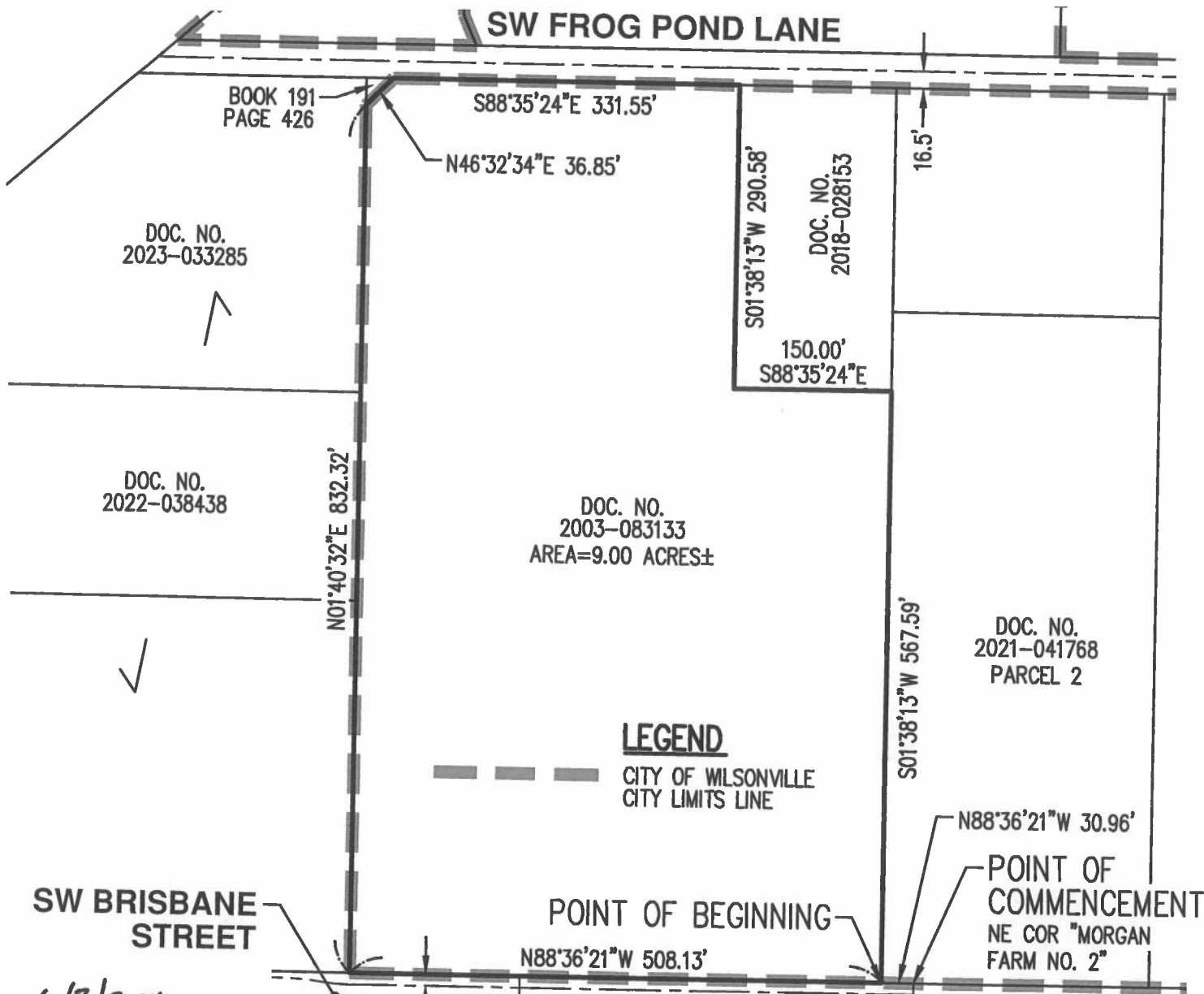
Michael S. Kalina



RENEWS: 6/30/25

EXHIBIT B

A TRACT OF LAND LOCATED IN THE SOUTHEAST 1/4 OF SECTION 12,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN,
CLACKAMAS COUNTY, OREGON

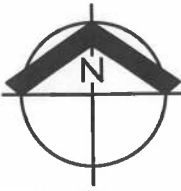
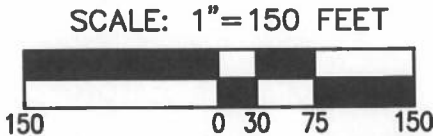


LEGEND

--- CITY OF WILSONVILLE CITY LIMITS LINE

REGISTERED PROFESSIONAL LAND SURVEYOR

Michael S. Kalina
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/25



AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM



CITY ANNEXATION

TL 31W12D 01100	
DRWN: WCB	CHKD: MSK
AKS JOB: 10411	E 192



Ordinance No. 897 Exhibit B
Zone Map Amendment Findings

Frog Pond Ridgecrest 28-Lot Subdivision

City Council
Quasi-Judicial Public Hearing

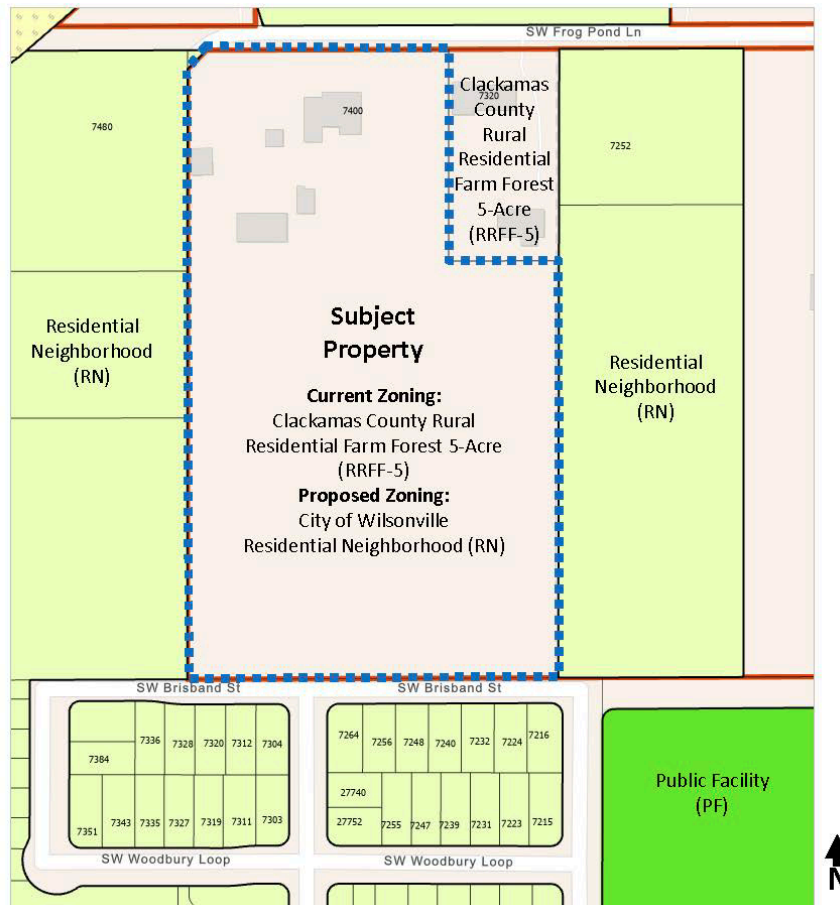
Hearing Date:	November 18, 2024
Continued Hearing Date:	January 6, 2025
Date of Report:	December 11, 2024

Application Nos.:	DB24-0008 Frog Pond Ridgecrest Subdivision (ZONE24-0002 Zone Map Amendment)
Request/Summary:	City Council approval of a quasi-judicial Zone Map amendment of approximately 9.00 acres.
Location:	7400 SW Frog Pond Lane. The property is specifically known as Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon.
Owner:	O’Hogan Living Trust (Contact: Applicant’s Representative)
Applicant:	West Hills Land Development LLC (Contact: Applicant’s Representative)
Applicant’s Representative:	AKS Engineering & Forestry, LLC (Contact: Glen Southerland, AICP)
Comprehensive Plan Designation:	Residential Neighborhood
Zone Map Classification (Current):	Rural Residential Farm Forest 5-Acre (RRFF-5)
Zone Map Classification (Proposed):	Residential Neighborhood (RN)
Staff Reviewer:	Cindy Luxhoj AICP, Associate Planner
Staff Recommendation:	<u>Adopt</u> the requested Zone Map Amendment.

Applicable Review Criteria:

<u>Development Code:</u>	
Section 4.110	Zones
Section 4.127	Residential Neighborhood (RN) Zone
Section 4.197	Zone Changes
<u>Comprehensive Plan and Sub-elements:</u>	
Citizen Involvement	
Urban Growth Management	
Public Facilities and Services	
Land Use and Development	
Plan Map	
Transportation Systems Plan	
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<u>Regional and State Law and Planning Documents</u>	
Statewide Planning Goals	

Vicinity Map



Summary:

Zone Map Amendment (ZONE24-0002)

Concurrent with the adoption of the Frog Pond West Master Plan, the City added a new zoning district, Residential Neighborhood (RN), intended for application to the Master Plan area. The applicant proposes applying the RN Zone to the annexed area consistent with this intention.

Conclusion and Conditions of Approval:

Staff recommends approval with the following conditions:

Request: Zone Map Amendment (ZONE24-0002)

This action is contingent upon annexation of the subject property to the City of Wilsonville (ANNX24-0001).

No conditions for this request.

Findings of Fact:

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General
Section 4.008

The City's processing of the application is in accordance with the applicable general procedures of this Section.

Initiating Application
Section 4.009

The owners of all property included in the application signed the application forms and initiated the application.

Request: Zone Map Amendment (ZONE24-0002)

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Comprehensive Plan

"Residential Neighborhood" on Comprehensive Plan Map, Purpose of "Residential Neighborhood" Designation
Policy 4.1.7.a.

- B1.** The subject area has a Comprehensive Plan Map Designation of “Residential Neighborhood”. The designation enables development of the site consistent with the purpose of this designation as set forth in the legislatively adopted Frog Pond West Master Plan, resulting in an attractive, cohesive and connected residential neighborhood with high quality architecture and community design, transportation choices, and preserved and enhanced natural resources.

“Residential Neighborhood” Zone Applied Consistent with Comprehensive Plan Implementation Measure 4.1.7.c.

- B2.** The applicant requests the subject area receive the zoning designation of Residential Neighborhood (RN) as required for areas with the Comprehensive Plan Map Designation of “Residential Neighborhood”.

Safe, Convenient, Healthful, and Attractive Places to Live
Implementation Measure 4.1.4.c.

- B3.** The proposed RN zoning allows the use of planned developments consistent with the legislatively adopted Frog Pond West Master Plan, enabling development of safe, convenient, healthful, and attractive places to live.

Residential Density
Implementation Measure 4.1.4.u.

- B4.** The subject area will be zoned RN allowing application of the adopted residential densities of the Frog Pond West Master Plan. The sub-districts established in the Frog Pond West Master Plan govern the allowed residential densities.

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Zoning Consistent with Comprehensive Plan
Section 4.029

- B5.** The applicant requests a zone change concurrently with a Stage 1 Preliminary Plan, Stage 2 Final Plan, and other related development approvals. The proposed zoning designation of RN is consistent with the Comprehensive Plan “Residential Neighborhood” designation. See also Finding B2 above.

Base Zones
Subsection 4.110 (.01)

- B6.** The requested zoning designation of RN is among the base zones identified in this subsection.

Residential Neighborhood (RN) Zone

Purpose of the Residential Neighborhood (RN) Zone
 Subsection 4.127 (.01)

B7. The request to apply the RN Zone on lands designated “Residential Neighborhood” on the Comprehensive Plan Map enables a planned development process implementing the “Residential Neighborhood” policies and implementation measures of the Comprehensive Plan and the Frog Pond West Master Plan.

Permitted Uses in the Residential Neighborhood (RN) Zone
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B8. Concurrent with the Zone Map Amendment request the applicant requests approval of a 28-lot residential subdivision. Single-family dwelling units, Duplex, Triplex, Quadplex, Cluster Housing, Cohousing, Cluster Housing (Frog Pond West Master Plan), open space, and public and private parks are among the permitted uses in the RN Zone.

Residential Neighborhood (RN) Zone Sub-districts and Residential Density
 Subsection 4.127 (.05) and (.06)

B9. The proposed uses, number of lots, preservation of open space, and general block and street layout are generally consistent with the Frog Pond West Master Plan. Specifically in regards to residential lot count, the proposed Stage 1 area includes a portion of medium lot Sub-district 4 and a portion of large lot Sub-district 7. The following table summarizes how the proposed residential lots in this Sub-district are consistent with the Master Plan recommendations.

Subdistrict and Land Use Designation	Gross Site Area (ac)	Percent of Sub-district	Established lot range for Sub-district	Lot Range for Site	Proposed Lots	Total lots within Sub-district - Approved and Proposed
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Total	9.02			28-35	28	

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The configuration of lots as proposed, which meet all dimensional requirements for the individual lots, will allow for buildout of these sub-districts consistent with the Master Plan recommendations.

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RESOLUTION NO. 438**

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WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted by West Hills Land Development LLC – Applicant, for O’Hogan Living Trust – Owner, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code; and

WHEREAS, the subject site is located at 7400 SW Frog Pond Lane on Tax Lot 1100, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; and

WHEREAS, the Planning Staff has prepared the staff report on the above-captioned subject dated October 7, 2024; and

WHEREAS, the Development Review Board Panel ‘A’, on October 14, 2024, opened and, at the request of the applicant, continued the public hearing to a date and time certain of November 14, 2024, at 6:30 p.m.; and

WHEREAS, the Development Review Board Panel ‘A’, on November 14, 2024, at the request of the applicant and City staff, continued the public hearing for a second time to a date and time certain of December 9, 2024, at 6:30 p.m., to allow time for City Council action on November 18, 2024, on Resolution No. 3180, to approve a funding plan forecast for SW Stafford Road improvements – Phase I Project (CIP Nos. 1158, 2111, and 4219), and for staff to revise the Development Review Board staff report to reflect this action; and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel ‘A’ at a scheduled meeting conducted on December 9, 2024, at which time exhibits, together with findings and public testimony were entered into the public record; and

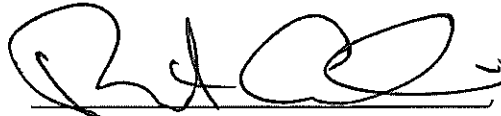
WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report; and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby incorporate as part of this resolution, as if fully set forth herein, the staff report, as adopted with any amendments and attached hereto, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations for:

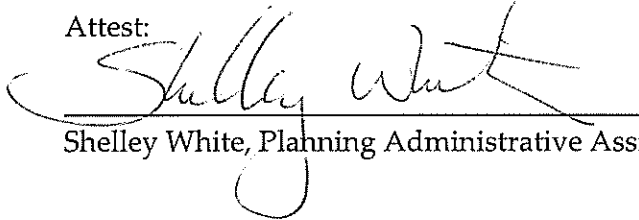
DB24-0008 Frog Pond Ridgecrest: Annexation (ANNX24-0001), Zone Map Amendment (ZONE24-0002), Stage 1 Preliminary Plan (STG124-0003), Stage 2 Final Plan (STG224-0004), Site Design Review of Parks and Open Space (SDR24-0005), Tentative Subdivision Plat (SUBD24-0001), Type C Tree Removal Plan (TPLN24-0005), Middle Housing Land Division (MHL24-0001), and Waivers (WAIV24-0002).

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 9th day of December, 2024, and filed with the Planning Administrative Assistant on 19 Dec 2024. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per WC Sec 4.022(.09) unless appealed per WC Sec 4.022(.02) or called up for review by the Council in accordance with WC Sec 4.022(.03).



Rob Candrian, Vice-Chair - Panel A
Wilsonville Development Review Board

Attest:



Shelley White, Planning Administrative Assistant

QUARTERLY REPORT

Contracts Approved pursuant to WC 2.312(1)(a), (b) and (c) (Fourth Quarter 2024: October 1, 2024, through December 31, 2024)

A. Contracts with a value of between \$100,000 and \$250,000 (WC 2.312(1)(a))

<i>Project Name</i>	<i>Contractor/Consultant</i>	<i>Contract Amount</i>	<i>Eff. Date</i>	<i>End Date</i>	<i>Dept.</i>	<i>CIP #</i>
Wilsonville Industrial Land Readiness-Phase 2-Citywide	Economic Consultants Oregon, Ltd., an Oregon corporation, dba ECONorthwest	\$118,830.00	11/7/24	12/31/25	Planning	0
5-Year Building Automation Systems Service Agreement	Ainsworth Inc., a Delaware corporation, dba Delta Connects Inc.	\$124,240.00	10/3/24	6/30/29	IT	0
City Hall Flooring Phase 2	Mohawk Carpet Distribution, LLC, a Delaware corporation	\$205,462.37	10/8/24	12/3/24	Public Works	8162

B. Procurement activity that is not a Public Contract with aggregate consideration of up to \$100,000 (WC 2.312(1)(b))

ORS 279A.010(w): “Procurement” means the act of purchasing, leasing, renting or otherwise acquiring goods or services. “Procurement” includes each function and procedure undertaken or required to be undertaken by a contracting agency to enter into a public contract, administer a public contract and obtain the performance of a public contract under the Public Contracting Code.

ORS 279A.010(z): “Public contract” means a sale or other disposal, or a purchase, lease, rental or other acquisition, by a contracting agency of personal property, services, including personal services, public improvements, public works, minor alterations, or ordinary repair or maintenance necessary to preserve a public improvement. “Public contract” does not include grants.

<i>Project Name/Document Type</i>	<i>Interagency Name</i>	<i>Grant Amount</i>	<i>Eff. Date</i>	<i>End Date</i>	<i>Dept.</i>	<i>Grant #</i>
None.						

C. Change orders or contract amendments with an aggregate value between 15 and 25% of Original Contract Value (WC 2.312(1)(c))

<i>Project Name</i>	<i>Contractor/Consultant</i>	<i>Contract Amount</i>	<i>% of Original Contract Value</i>
Capital Projects Engineering Support	Water Systems Consulting, Inc., a California corporation	\$125,000.00	24.84%

WILSONVILLE
CITY COUNCIL
GOALS 2023-2025
WORK PLAN



DRAFT – DECEMBER 2024

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Goal: Improve the City’s Emergency Preparedness and Public Safety

Strategy 1. Develop an Infrastructure resilience plan and reprioritize/fund recommended projects.

Project Lead: Nacrelli/ Barrett/ Pepper

Project Timeline:

Q3 2023 – Q2 2025

Previous Updates:

August 2023: Wastewater Master Plan is tentatively scheduled for September 18 City Council Work Session. The consultant is finishing additional seismic investigation at the treatment plant facilities that will be incorporated into the final Master Plan and Capital projects list.

Public Works Standards Update and Water Master plan have not started.

October 2023: Wastewater Treatment Plant (WWTP) Master Plan:

- *The hydraulic modeling and subsurface geotechnical investigation for the WWTP Master Plan have been completed. The final updates to the document are underway.*
- *City Council Public Hearings are tentatively scheduled for January 4, 2024 (first reading) and January 18, 2024 (second reading).*

Water Master Plan:

Staff is drafting a Request for Proposals and plans to select a consultant in early 2024.

Public Works Standards Update:

Public Works Standards Update overall planning is complete with review of standards beginning in October. The targeted section review will occur over the next 12 months with tentative completion in July 2024.

January 2024: Wastewater Treatment Plant (WWTP) Master Plan:

The plan was presented at a Planning Commission public hearing on December 13, resulting in a unanimous recommendation for adoption by the City Council. The City Council adopted the plan on first reading (January 4) and second reading (January 18).

Water Master Plan:

No update.

Public Works Standards Update:

Targeted section review is working through administrative and street sections. The remaining section review will occur over the next 6 months with tentative completion in July 2024.

May 2024: Wastewater Treatment Plant (WWTP) Master Plan: This project is **complete**.

Water Master Plan: No update.

Public Works Standards Up: Review of the water system section is nearly complete. Remaining section review will occur over the next six (6) months with tentative completion in July 2024.

August 2024: Public Works Standards Update:

Administrative, Transportation, Water, and Sewer sections have been reviewed and completed. The remaining sections include Storm Water and Fiber Optics. Completion is expected over the next 6 months.

Water Master Plan: No Update.

Quarterly Update: In Progress

Water Master Plan:

Staff issued the Water Master Plan request for proposals (RFP) in late October and expect to evaluate proposals in December, with the contract award anticipated in January.

Public Works Standards Update:

Storm water is underway with anticipated completion in the spring. Fiber optics will be completed by the end of fiscal year 2024-2025.

Strategy 2. Expand support for individual emergency preparedness through increased outreach and the exploration of new technologies to engage and connect people in emergencies.

Project Lead: Kerber/ Evans

Project Timeline:

Q3 2023

Previous Updates:

August 2023: Included articles in the Boones Ferry Messenger and posted information on <https://www.ci.wilsonville.or.us/ready> with the following topics:

- April – Home Preparedness
- May – Extreme Heat/Wildfire
- June – Preparing Your Pets

Started developing plans for a city-wide Emergency Preparedness Fair to be held on Saturday, October 28, 2023, between 10 am and noon at the Boozier-Stein Barn.

October 2023: Included articles in the Boones Ferry Messenger and posted information on <https://www.ci.wilsonville.or.us/ready> with the following topics:

- July – Storing Emergency Water: An Essential Preparation Goal
- August – A Few Extra Precautions Can Prepare Older Adults for Emergency
- September – Prepared Fair: How to Get Your Home Ready!

Finalized plans and invited partners (Clackamas County, PGE, TVF&R, Police, Greg & Rachel Leo for a city-wide Emergency Preparedness Fair to be held on Saturday, October 28, 2023, at the Stein-Boozier Barn.

January 2024: Included articles in the Boones Ferry Messenger and posted information on <https://www.ci.wilsonville.or.us/ready> with the following topics:

- October – Earthquake Safety: Be Prepared Before the Ground Starts Trembling
- November – Don't Get Left Out in the Cold: Gear Up Your Vehicle Now for Severe Weather This Winter
- December – Communications Count – Keep Your Family Connected in an Emergency

Hosted the City's second annual Emergency Preparedness Fair on Saturday, October 28, 2023, between 10 am and noon at the Boozier-Stein Barn. Over 120 attendees participated in the event to gather information and learn how to better be individually prepared for disasters.

Started updating the Workplace Safety & Emergency Response – Employee Guide which provides quickly accessible information on actions to take when encountering hazardous materials, fire, earthquake, threatening behavior, suspicious mail, and building evacuations.

May 2024: Included articles in the Boones Ferry Messenger and posted information on <https://www.ci.wilsonville.or.us/ready> with the following topics:

- January/February – Caring Through Crisis: Emergency Readiness for Caregivers
- March – Companions in Crises: Before an Emergency, Have a Plan to Care for Your Pets

Continued updating the Workplace Safety & Emergency Response – Employee Guide which provides quickly accessible information on actions to take when encountering hazardous materials, fire, earthquake, threatening behavior, suspicious mail, and building evacuations.

August 2024:

Included articles in the Boones Ferry Messenger and posted information on <https://www.ci.wilsonville.or.us/ready> with the following topics:

- April – Be a Good Neighbor: It Makes Sense to Join Forces with Other During Emergencies
- May – Sign Up for Public Alerts Now: Know ASAP When Emergencies Happen
- June - Prepare Your Home for Wildfire Season By Creating Defensible Space

Continued updating the Workplace Safety & Emergency Response – Employee Guide

Quarterly Update: In Progress

Included articles in the Boones Ferry Messenger and posted information on <https://www.ci.wilsonville.or.us/ready> with the following topics:

- *July – Don't Get Caught Without: Build Up Your Household's Emergency Water Supply*
- *August – Preparedness for Kids: Have Fun Teaching the Basics*
- *September – Sept. 7 Preparedness Fair: Get Your Home Ready!*

Continued updating the Workplace Safety & Emergency Response

Hosted the 3rd Annual Emergency Preparedness on September 7, 2024. Estimated 200 attendees. Partners included: Red Cross, TVF&R, Wilsonville Police, Charbonneau Country Club Emergency Management, Greg and Rachel Leo with Rough & Ready educational dog, and PGE.

Strategy 3. Conduct short term planning for a Police Facility

Project Lead: *Kerber, Troha*

Project Timeline:

Q1 – 2024

Previous Updates:

August 2023: Discussed with DAO Architecture, LLC potential interim modifications to the Public Works/Police Offices (PWPO) to allow for more efficient and secure operations for the Police division once Public Works staff has vacated the building.

October 2023: Architect developed 30% plans for interim modifications to the Public Works/Police Offices (PWPO) which staff reviewed and submitted comments.

January 2024: Completed 90% plans for interim modifications to the Public Works/Police Offices (PWPO). Started preparation of construction bid documents for project.

May 2024: Implementation of Police Department Building interim renovations:

- January - Completed construction bid documents
- February - Advertised the Request for Bids

March – Seven (7) bids were received, and lowest responsive bid was submitted by Woodburn Construction CM/GC, LLC

August 2024: Reconstruction of the building began in April. During May and June, most of the renovations to the building including stairway relocation, patching, painting, carpet replacement and adding security measures were completed.

Quarterly Update: COMPLETE

Implementation of Police Department Building interim renovations were completed.

Strategy 4. Complete a police department staffing study

Project Lead: *Wurpes/Troha*

Project Timeline:

Q2 - 2024

Previous Updates:

August 2023: The future staffing projections will be included in the Community Services Block Master Plan. In discussions with consultant regarding any additional staffing analysis, other than what will be included in the Master Plan, needs to be conducted.

October 2023: The consultant for the police portion of the Community Services Block Master Plan is analyzing future police staffing needs. The staffing projections will be included in the Community Services Block Master Plan.

Quarterly Update: COMPLETE

Goal: Protect and Preserve Wilsonville’s Environment

Strategy 5. Develop a climate inventory and gap analysis of city practices and operations

Project Lead: *Rappold*

Project Timeline:

Q3 - 2024

Previous Updates:

August 2023: Clackamas County needs to finalize their plan before starting the City's Climate Action Plan. The plan is budgeted for FY 23-24.

October 2023: The draft Clackamas County Climate Action Plan was available for public review and comment, but the plan has not been finalized. The Natural Resources Manager has started the process of developing a scope for the project, which will lead to selecting a consultant for the City's Climate Action Plan.

January 2024: The Natural Resources Manager is finalizing a scope for the project and anticipates selecting a consultant for the City's Climate Action Plan in spring 2024.

May 2024: The draft Clackamas County Climate Action Plan has been finalized but the plan has not been adopted. Council to consider the creation of a local plan that represents Wilsonville’s interests. The Natural Resources Manager has solicited proposals from consultants for the City's Climate Action Plan. Proposals are due May 3, and a consultant will be selected by May 10.

August 2024: A consultant, Sustainability Solutions Group (SSG), has been selected for the project. SSG developed Clackamas County’s Climate Action Plan. A kickoff meeting is scheduled for July 30 with the Staff Advisory Committee. The City’s Climate Action Plan will include a technical analysis, strategies and actions, draft and final plans, and public engagement. The project will be completed by the spring of 2025.

Quarterly Update: In Progress

Sustainability Solutions Group (SSG) is developing Wilsonville’s Climate Action Plan. At the City Council work session on October 7, staff presented an overview of the project. The Climate Action Plan will include a technical analysis, strategies and actions, draft and final plans, and public engagement. Over the last three months, SSG completed a context review and collected data for modeling. The project will be completed by the spring of 2025.

Strategy 6. Conduct a community education campaign to build awareness of climate friendly practices (See strategy 5.)

Goal Attract high- quality Industry and Support Economic Opportunity for all in Wilsonville

Strategy 7. Develop a strike fund to pursue development opportunities for high value properties aligned with the City’s economic development goals

Project Lead: Lorenzen

Project Timeline:

Q3 - 2024

Previous Updates:

August 2023: The most likely source of funding to create a “strike fund” is urban renewal. As such, the urban renewal task force (URTF) is having a discussion around how these fits into the ongoing Town Center urban renewal feasibility study and a potential project list with a particular interest in the Fry’s site. The 2022 urban renewal strategic plan also recommended that property acquisition be added to the project list under the existing Coffee Creek urban renewal plan, but staff has not begun work on any amendment to that plan, as of this date.

October 2023: The urban renewal feasibility study continues and is expected to be finished before the end of calendar year 2023. We have included over \$20M in site acquisition and site preparation funds in the proposed project list—a strike fund. The Urban Renewal Task Force (URTF) is reviewing that project list and may make recommendations for modification at its meeting, scheduled for October

18, 2023. When the project list is approved by the URTF, it will be brought to the *Council* for their approval in December 2023.

No work to amend the Coffee Creek urban renewal plan to include site acquisitions has begun as of this date. No other source of funding to capitalize a strike fund has been identified at this time.

January 2024: The project list that was included in the final draft of the Town Center Urban Renewal Feasibility Study, approved by both the Urban Renewal Task Force (URTF) and the City Council, contains a section called “Economic Development Programs & Projects.” This section contains three projects, two of which are related to the concept of a strike fund. The list shows a \$19 million allocation to “real estate activities” and an additional \$2.08 million for “site preparation.” These project categories, if included in an adopted urban renewal plan, would enable us to identify property, purchase, and dispose of such property for private development, as has been discussed with Council previously.

No update regarding Coffee Creek urban renewal plan.

May 2024: No update. See Goal 8 below. If Measure 3-605 passes, a project list in a proposed urban renewal plan would include funding for the acquisition and disposition of property to be developed privately.

August 2024: Measure 3-605 did not pass. As such, there will be no strike fund for the acquisition of property in Town Center until or unless an urban renewal plan is established for that area in the future, or if an alternative source of funding is identified. A strike fund would also be of value in Coffee Creek. More on that below under Goal 8.

Quarterly Update: In Progress

No Update

Strategy 8. Prioritize and implement recommendations of the Urban Renewal Strategic Plan

Project Lead: *Lorenzen*

Project Timeline:

Q4 -2024

Previous Update:

August 2023: Staff has secured consulting services and begun a feasibility study for urban renewal in the Town Center Planning Area.

October 2023: Staff is working with the URTF and Consultants to complete the Town Center Urban Renewal Feasibility Study. It should be completed by 2023 calendar year end. Staff will bring advisory vote ballot language to Council in December 2023 and return in January for adoption of final ballot language to be included on the May 2024 election ballot. If Council directs after the advisory vote, the formal urban renewal plan and accompanying report would be completed and adopted before October 2024.

The Urban Renewal Strategic Plan (URST) calls for certain amendments to the Coffee Creek Urban Renewal Plan. As noted above, this work has not begun. The Plan also calls for the closure of the West Side Plan at the end of the 23-24 Fiscal Year. This plan closure is on track to occur on time.

January 2024: Staff worked with the URTF and Consultants to complete the Town Center Urban Renewal Feasibility Study. At their January 18 meeting, the City Council adopted final ballot language to be included on the May 2024 election ballot. If Council directs after the advisory vote, the formal urban renewal plan and accompanying report would be completed and adopted before October 2024.

The Urban Renewal Strategic Plan calls for certain amendments to the Coffee Creek Urban Renewal Plan. As noted above, this work has not begun. The Plan also calls for the closure of the West Side Plan at the end of the 23-24 Fiscal Year. This plan closure is on track to occur on time.

May 2024: The question of Town Center Urban Renewal has been referred to the community for an advisory vote—Measure 3-605—at the May 21, 2024, election. If the measure passes, staff will work with a consulting team to bring forward a formal urban renewal plan and report for Council’s consideration and adoption. Any such plan would be based on the framework and assumptions made during the Town Center Urban Renewal Feasibility study (2023), guided by the Urban Renewal Task Force. Before adoption can occur, a draft plan must be circulated to impacted taxing districts during the 45-day “consult and confer” period required under ORS 457. Additional meetings and findings must be made with the urban renewal agency, planning commission, and the Clackamas County Commission must be briefed as well. If the measure passes, the goal would be to adopt the proposed urban renewal plan before the tax roll is certified in early October 2024.

Several communications methods are being employed in order to inform voters about the ballot measure and provide accurate information about the Town Center Plan, urban renewal mechanics, proposed projects, proposed boundary, forecasted impacts on taxing districts, etc. WilsonvilleTownCenter.com is a website created by staff, independent of the city’s normal website, which discusses the topics noted above, and more. Staff also contracted with a video production company to help create an informational video, which can be viewed at bit.ly/tcur-video. Communications staff are using social media to point voters to the website and video, and one mailer has already gone out to all 97070 households. We expect one more mailer will go out before election day.

No work has been initiated with regard to the amendment of the Wilsonville Investment Now (WIN) program rules, or the Coffee Creek Plan.

Finance staff has taken the necessary steps to stop increment collections for the Westside Plan, per the Urban Renewal Strategic Plan.

The work related to Basalt Creek, discussed in the previous update, has begun. Staff expects it will continue through 2025 and to brief Council periodically throughout that period.

August 2024: Measure 3-605 did not pass. Council has not provided further direction at this time. Staff has set aside the matter, awaiting further direction from Council in 2025, after the November 2024 election.

The failure of Measure 3-605 means that staff has some additional capacity through calendar year 2024. We will work to develop and adopt minor amendments to WIN program rules and the Coffee

Creek Plan, as recommended by the 2022 Urban Renewal Strategic Plan, including a minor amendment to explicitly allow the acquisition and aggregation of property in Coffee Creek to facilitate and orchestrate the sale and development of property in the area, where the private sector alone has not proven willing or able to do so.

No update regarding Basalt Creek planning work. That work continues more or less on schedule.

Quarterly Update: In Progress

Basalt Creek planning work continues in partnership with the Planning Division. One component of that work is the exploration of urban renewal feasibility to support infrastructure construction costs in Basalt Creek. However, that task will not be completed until well into 2025. Part of the Basalt Creek planning work has demonstrated just how prolific contractor establishment uses have become in this area. As such, the feasibility analysis of tax increment finance area-wide will be different than originally thought. Indeed, we may need to look at a more strategic or targeted approach that focuses specifically on facilitating development in certain areas which contractor establishments have not already occupied.

Other work regarding minor amendments to WIN and the Coffee Creek Plan has not advanced this quarter due to competing demands for limited staff time.

Strategy 9: Facilitate Connections between Industry and education partners

Project Lead: Lorenzen

Project Timeline:

Q1 - 2024

Previous Updates:

August 2023: Staff regularly makes referrals between area employers and education partners (West Linn - Wilsonville School District, Oregon Institute of Technology, and Clackamas Community College). Staff turnover within both businesses and education organizations remains an ongoing challenge to creating lasting relationships and partnerships.

Staff is participating on a new initiative called “Next Gen Sector Partnership,” which is being led by the Clackamas Workforce Partnership and Worksystems (Washington and Multnomah counties). Next Generation Sector Partnerships are industry driven. They are partnerships of businesses in a shared labor market region, who work with education, workforce development, economic development and community organizations to address the workforce and other competitiveness needs of industry. Several Wilsonville employers have expressed interest in participation. This initiative is just getting started.

October 2023: The NextGen Partnership described in the most recent goal update is in the process of formation. Several Wilsonville manufacturers are involved.

Economic Development Manager, Matt Lorenzen (EDM) and Government Affairs Director, Mark Ottenad, recently met with representatives from Oregon Institute of Technology (OIT). OIT wishes to partner more closely with local industry and City staff will assist to broker those relationships.

EDM has also forged a relationship with the West Linn Wilsonville School District's (WLWV) Career and Technical Education (CTE) Program Coordinator. WLWV is applying for a grant to bolster the district's manufacturing and construction CTE programs and has requested letters of support from the City and willing employers in these two sectors. Staff will provide and facilitate for both.

January 2024: Staff has recently promoted the CTE Programs of the West Linn Wilsonville School District in outbound communications to Wilsonville businesses. The District desires to partner with local businesses and employees for classroom visits, on-site tours, job shadows, and internships.

May 2024: Wilsonville High School is starting to plan for potential new Career and Technical Education (CTE) programs. They are very interested in exploring manufacturing or automotive. Both of those programs require large investments. At the request of district CTE staff, City economic development staff has provided information, company names, and full-time employee (FTE) counts for manufacturing and automotive industries in Wilsonville. We have offered to make introductions and facilitate conversation as appropriate.

Staff also recently met with Oregon Tech (OIT) for an information-sharing meeting. Staff has encouraged OIT to connect with Clackamas Community College and West Linn Wilsonville School district in order to build a seamless workforce development pipeline that begins at K12 and continues through Higher Education. The city's ability to influence and catalyze this partnership and cooperation is limited, but we are planting seeds. Ideally any such program would be well-aligned with local/regional industry labor needs and industry clusters.

August 2024: Wilsonville HS continues to explore and lay the foundation for new CTE programming in manufacturing and automotive. Staff recently organized a meeting between WLWV District CTE staff and DW Fritz leadership. The meeting allowed District staff to provide greater detail about their goals and timeline and to tour the DW Fritz facility. DW Fritz committed to remain engaged and supportive but withheld any concrete commitments to monetary or in-kind support until there is greater specificity around the high school program. In the interim, they welcome tours from CTE students, and offered DW Fritz staff as guest speakers/presenters at the high school in support of their engineering and robotics programs. Both parties are intrigued by the idea of future partnership and workforce development programming.

Oregon Tech has engaged City staff to discuss a nascent concept they are developing for their Wilsonville campus. The project is confidential at this time but suffice it to say that if the project were to come to fruition, it would bring new vitality to the campus and make it a focal point for project-based research, guest faculty, and student life. At this point they are identifying partners, soliciting input and support from the city, and ensuring there are no "deal-breaker" obstacles. At this juncture, it appears there is a path forward, from the City's perspective. Oregon Tech leadership will determine next steps and timeline after their project consultant is able to present their study findings to the OIT board in the late summer.

Quarterly Update: In Progress

The Wilsonville High School (HS) Engineering program has been approved as a state recognized CTE program. This new program will be similar to the program already at West Linn HS. Both high schools were just approved in September by BOLI to be a manufacturing pre-apprenticeship program. Staff can take no credit for this accomplishment, but District staff and Wilsonville HS administration first began

exploring manufacturing apprenticeships and related CTE programming after a meeting with city staff, where staff indicated there was an opportunity for a mutually beneficial relationship between West Linn – Wilsonville School District (WLVVSD) and Wilsonville advanced manufacturers. The District (shout out to CTE Coordinator, Laura Nappi) took this nudge and ran to the end zone. This program is a great step forward.

Staff recently held a ‘welcome’ meeting with a new manufacturer in Wilsonville—Prime Manufacturing. Prime is primarily a machine shop serving the aerospace, defense, and semiconductor industries. They are excited to get connected with Wilsonville HS and this new manufacturing programming.

No update regarding Oregon Institute of Technology.

Strategy 10: 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.

Project Lead: Lorenzen

Project Timeline:

Q2 - 2024

Previous Updates:

August 2023: Staff has compiled a list of area childcare providers and made contact with most. There appears to be considerable interest in this consortium concept. We anticipate an inaugural meeting before the end of Q3 2023. Once convened, the members of the group will dictate meeting frequency and discussion topics/agenda items. Staff will report out to Council, if/when actionable ideas have been identified.

October 2023: As anticipated, the inaugural meeting of the Childcare Provider Consortium took place in September 2023, with a second meeting in October. The group is focusing on near-term and long-term goals at both the local and state levels. The group is energized and excited to see Wilsonville lead the way on this front. Council President Kristin Akervall and Representative Courtney Neron have attended both meetings, and attendees have really appreciated the presence and engagement from policymakers.

January 2024: The Childcare Consortium met twice in Q4 2023 but took a hiatus for the holidays. They will meet again in late January or early February. The group has taken a particular interest in organizing providers and doing policy lobby work in Salem. To that end, staff has connected Greg and Rachel Leo with the Clackamas Childcare Coalition, and the Leo Company will also attend our next meeting of the Consortium. Council President Akervall and Representative Neron remain engaged, which the Consortium appreciates greatly.

May 2024: While workload related to the proposed urban renewal plan in Town Center has been heavy and precluded the dedication of significant time to the Childcare Consortium work, we can report that the City (staff and Consortium) was engaged during the 2024 legislative short session and helped support several childcare-related bills with the help of Government Affairs staff, and the City’s lobby team, the Leo Company. One meeting of the Consortium was held in Q1 2024, and the next

meeting will be May 1. Tri-weekly meetings have been scheduled through the balance of the summer in order to bring focus and regularity to the work of this new City workgroup. Staff has also been active on a Clackamas County work group, the Child Care Coalition of Clackamas County, that is striving to build a legislative concept that could be introduced as a bill in the 2025 regular session.

August 2024: No major progress to report at this time. The Consortium has held regular meetings in the most recent months. Participation by providers is a challenge—not for lack of interest, but because childcare facility leaders struggle to leave their facilities during operating hours for lack of support staff. Staff and Consortium members intend to brief Council during a future work session, likely in the fall. Most of the time during Consortium meetings has been committed to fleshing out the multifaceted challenges that childcare providers face, as this is a prerequisite to identifying potential solutions. The group is working on pilot program ideas that would stabilize and improve the market for childcare in Wilsonville, but any such pilot would require Council support and funding. More work to do on this front.

On a separate note, Wow and Flutterville, the provider that replaced the YMCA at Village at Main has already decided to close their doors. They were unsuccessful in enrolling enough families to cover their operating costs. This can seem confusing as we understand there is unmet demand for childcare services in the City. Perhaps more and better marketing would have ensured a different outcome. Staff is working with the property owner/manager to identify a new childcare provider to fill the space. We are currently working with one interested operator with multiple locations throughout the Portland Metro area.

Evergreen Child Development Center in Town Center has changed ownership, but operations have continued seamlessly.

Quarterly Update: In Progress

Staff and Consortium members will be briefing the City Council at the November 18, 2024, meeting. An updated 2024 Child Care Survey for Families was distributed online and at Party in the Park. We received 180 responses, and the survey data will be discussed with Council at the November meeting. The YMCA/Village at Main childcare space remains vacant. Several childcare businesses have considered the space, but have decided against it. One operator felt the outdoor play space was not sufficient to serve a facility with a capacity for over 100 children. Another operator from out of state felt that Oregon teacher-to-student ratios were not compatible with their business model. Staff will continue to work with the property owner to try to identify a new childcare tenant, but this facility is expensive due to its size, and the outdoor play area is quite small. Hopefully the recently established Business Oregon Child Care Infrastructure Fund will provide an incentive for someone to take over this turnkey space. Brokers have also inquired if the City has any incentives to offer for child care businesses. This is an idea staff will discuss with Council.

The City, via the Building Division, was able to help a long-established childcare operator to expand their capacity through a revision to their certificate of occupancy this quarter, allowing them to add several infant spaces to their operation.

Goal: Increase Housing Opportunities for all and Reach Functional Zero Homelessness

Strategy 11. Prioritize and implement the equitable housing strategic plan

Project Lead: Rybold

Project Timeline:
2023-2025

Previous Updates:

August 2023: The City continues work on Equitable Housing Strategic Plan Action 1A, working with the selected developer, Palindrome, to finalize land use application materials for the proposed 121-unit mixed use affordable housing project at the Wilsonville Transit Center. Work also began on the Housing Our Future project; a two-year analysis of Wilsonville’s housing capacity and need followed by development of strategies to meet these needs. In the last few months, the project team completed Phase 1 of the project including the Buildable Lands Inventory, outreach plan, and preliminary Housing Needs and Capacity Analysis. The project team also developed a Community Engagement Plan, which details anticipated public involvement in the development and review of housing strategies.

October 2023: The City continues work on Equitable Housing Strategic Plan Action 1A, reviewing land use application materials for the proposed 121-unit mixed use affordable housing project at the Wilsonville Transit Center in preparation for a public hearing before the Development Review Board. In September, this project received Concept Endorsement for \$8 million in Metro housing bond funding from Clackamas County. Work also continued on the Housing Our Future project. In the last few months, the project team gathered community input on housing needs and strategies at the Party in the Park event and posted a project survey on Let’s Talk, Wilsonville! The project team held a work session with City Council to introduce the project and share the planned community engagement approach.

January 2024: The City continues work on Equitable Housing Strategic Plan Action 1A, reviewing land use application materials for the proposed 121-unit mixed use affordable housing project at the Wilsonville Transit Center and providing assistance to Palindrome as the team prepared project funding applications. Work also continued on the Housing Our Future project. In the last few months, the project team prepared for and held a public meeting focused on the causes and consequences of rent burden, with the goal of identifying potential solutions for consideration in the project’s Housing Production Strategy. The project team also worked on getting contracts and detailed work plans in place for the third and final phase of the project.

May 2024: In January, the Development Review Board approved the land use application for the 121-unit mixed use affordable housing project at the Wilsonville Transit Center, setting the stage for construction permits to be issued this summer. The Housing Our Future project team held work sessions with Planning Commission and City Council to provide an update on the project and select representatives to the project’s Task Force, which will provide input on new housing strategies the City can pursue in the future. The City also posted a short survey on Let’s Talk, Wilsonville! to gather the community’s stories about how high housing costs impact quality of life. These stories will provide additional context to the City’s housing needs identified in the project’s technical analysis.

August 2024: In May, City Council approved a Development and Disposition Agreement, which outlines the key terms of the agreement between the City and Palindrome for the development and construction of the 121-unit mixed use affordable housing project at the Wilsonville Transit Center. The City finalized its review of construction permit documents consistent with the Development Review Board's approval of the project, with development anticipated to begin in August. The City Manager appointed a task force for the Housing Our Future project, composed of people involved in real estate development (nonprofit and for profit), organizations with existing industry knowledge and experience around housing and housing development, and other non-profit partners working in the Wilsonville community. The task force held its first meeting in June to review technical data from the project.

Quarterly Update: In Progress

In August, Palindrome held a ceremonial groundbreaking for Vuela, a 121-unit mixed use affordable housing project at the Wilsonville Transit Center. Attendees included Mayor Fitzgerald and City Councilors, Senator Aaron Woods, Representative Courtney Neron, and members of the Metro Council and Clackamas County Board of Commissioners. Construction of the project will continue throughout 2025, with completion anticipated in early 2026. The Housing Our Future project continues to hold work sessions and task force meetings to evaluate actions for inclusion in a Housing Production Strategy. Actions under consideration include those from the Equitable Housing Strategic Plan that have not yet been implemented, along with other strategies with potential to address the housing needs identified in the Housing Needs and Capacity Analysis.

Strategy 12. Train City Staff and work with partners to better serve the houseless population through the creation of an internal task force

Project Lead: Troha

Project Timeline:

2023 - 2025

Previous Updates:

August 2023: City staff met with County personnel in June 2023 to continue to dialogue coordination between City and County regarding County services provided to unhoused individuals. County provided Coordinated Housing Access (CHA) certification training to Leigh Crosby of Wilsonville Community Sharing (WCS) on June 20, 2023. City staff created business cards and other informational material for the public, unhoused individuals, and employees ahead of the July 1, 2023 effective date of the new camping regulations. The Human Resources department is taking the lead in hiring a consultant to provide training to staff on approaches and skills necessary when interacting with unhoused individuals. Expected training to occur in early September 2023.

October 2023: This training was conducted in the fall for frontline employees.

Quarterly Update: COMPLETE

Strategy 13. Adopt ordinances to bring the city into compliance with state and circuit court rules

Project Refinement Notes:

N/A

Project Lead: Guile- Hinman

Project Timeline:

Q3 - 2023

Previous Updates:

August 2023: Project completed on May 15, 2023, with new regulations effective July 1, 2023.

Quarterly Update: COMPLETE

Goal: Expand Wilsonville’s Park and Facilities to Align with Community Growth and Needs

Strategy 14. Review and prioritize park and facility projects and recommend a funding plan and timeline

Project Lead: Cosgrove

Project Timeline:

Q3 – 2024

Previous Update:

August 2023: This project has not started.

Quarterly Update: Not Started

Strategy 15. Complete the Community Service Block Master Plan

Project Lead: Kerber

Project Timeline:

Q2 -2024

Previous Updates:

August 2023: Participants for this project includes police, parks and recreation, city administration, planning, transit, information systems, and public works.

- February - solicited proposals for architectural, engineering and related services for the Community Service Block Master Plan (CSB MP) project
- March/April - received proposals from seven architectural firms, short-listed and interviewed three firms and selected one firm – FFA Architecture and Interiors, Inc. to provide services for this project.
- May – Council approved contract with FFA
- June – held project kick-off meeting followed by an existing facilities assessment

October 2023: Internal stakeholders for this project includes staff from police, parks and recreation, city administration, planning, transit, information systems, and public works departments. The following activities occurred on this project:

- July - Internal stakeholders participated in a Visioning workshop and a Sustainability/Resilience workshop. Additionally, stakeholders completed Programming questionnaires about typical work day activities, future growth, challenges/obstacles, space, equipment or special needs, and security. Next interviews were held to clarify and expand information related to Police and Parks & Rec program and development code needs.
- August - Once the Programming data was analyzed; the results were presented to the team for review and revisions. Stakeholders along with City Council members tours three law enforcement facilities and three Parks and Recreation facilities to see other agencies facilities and collect information on what participants ‘liked’ and ‘didn’t like’ about the facilities toured.
- September - The Community Service Block area the site was land surveyed to provide comprehensive topographic information for the project.

January 2024: The following activities occurred on this project:

- October – Presented to City Council which included: a review of the sustainability themes, visioning goals developed by the internal stakeholders; highlighting findings from tours of the existing City facilities and other agency facilities; and discussing programming results for the Police Department and Community Center.
- November – Presented project information to Parks and Recreation Advisory Board and Arts, Cultural and Heritage Council. Completed Gap Analysis comparing proposed elements for the facilities with other comparable agencies to ensure the project sizing is in line with similar facilities.
- December - Held a Site Layout Workshop with internal stakeholders to review and discuss three options for placement of the various elements of the Community Center and Police facility on the project site - Option 1: Protect the Perimeter Trees, Option 2: Maximize the Parking, and Option 3: Front the Street with Buildings. The consultant will use the feedback from the workshop to refine site layout options. Participated in a pre-application meeting with the Community Development Department to clarify requirements for development of this project on this site.

May 2024: Internal stakeholders for this project include staff from the police, parks and recreation, city administration, planning, transit, information systems, and public works departments. The following activities occurred on this project:

- February – Internal stakeholders participated in a Building Character Workshop that explored inspiration for lines, textures, materials, lighting and feel of the proposed building and site. The team developed a Consolidated Goal Statement that reads: “The project should be welcoming and inviting, achieved through a mixture of materials and softened textures, transparency and views into and out of the public and shared spaces, and gentle curves and angles. The project should be forward looking, achieved through the use of quality and refined finishes. The project should exhibit clear connectivity between indoor and outdoor spaces, support a variety of gathering, and be integrated within its landscape. The project should reflect the character of the City of Wilsonville and the Pacific Northwest.”
- March – Held Departmental Workshops to review the proposed site layout, respective (Police/Council Chambers and Community Center) building layouts and the interconnection between the buildings. This feedback is to help in the development of three options for the Community Service Block project.

August 2024:

Internal stakeholders for this project include staff from Police, Parks and Recreation, City Administration, Planning, Transit, Information Systems, and Public Works departments. During this period, the following activities occurred on this project:

- Met with internal stakeholders to better understand customer needs and provide feedback on draft conceptual designs.

Started to develop a Community Engagement plan.

Quarterly Update: On Hold

This project has been paused. A Draft Master Plan document was completed. The Community Outreach, for review and comment on the plan, has been delayed.

Strategy 16. Review and update park project prioritization through the Parks and Recreation Board

Project Lead: Ammerman

Project Timeline:

Q1 - 2024

Previous Updates:

August 2023: This project has not started.

January 2024: At their January 11 meeting the Parks and Recreation Advisory Board reviewed and updated the park project priorities and voted unanimously to recommend to Council the list of 13 priority projects from the 2020 Park Bond Task Force Summary Report. Those projects are as follows:

1. Memorial Park Ballfield/Bathroom/Concessions
2. Memorial Park Maintenance Facility Upgrades
3. Community Center Improvements
4. Neighborhood Park Improvements
5. Community Scale Skate Park – Town Center
6. Memorial Park Courts
7. Charbonneau Multi-use Path Repair/Replacement
8. Memorial Park River Access
9. Boones Ferry Park Central
10. Boones Ferry Park River Access
11. Memorial Park East
12. Boones Ferry Park East
13. Memorial Park Fields

Quarterly Update: COMPLETE

Goal: Enhance Communications and Engagement to Build a More Connected Community

Strategy 17. Increase capacity to support communications and engagement through tools including marketing, social media, bilingual outreach, youth outreach/partnerships, and others

Project Lead: *Evans*

Project Timeline:

Q3 – 2024

Previous Updates:

August 2023: With City Manager’s Office, developed a job description for a coordinator-level position that would take on responsibility to increase social engagement, improve communications with Spanish-speakers, and develop multi-media content. The position was funded in the FY 2023-24 budget and the City is accepting applications for the position until August 6.

October 2023: Hired and welcomed the City’s first Marketing and Communications Coordinator in September. Notably, the extra communications and marketing capacity allowed Administration to create a video celebrating Villebois’ new StoryWalk, increase the volume of social media posts, develop bilingual office signage, and begin work to identify best practices for Spanish-language outreach.

January 2024: The City increased the volume of social posts that recognize historically marginalized communities, tying production of that content directly to the cultural calendar. We’ve also begun to identify pages on the website to be translated into Spanish and are looking into a Spanish-language Facebook page. Conversations are being scheduled among staff and DEI committee members to improve Spanish-language outreach. More video content (tree lighting, toy drive) produced to recognize City programs.

Quarterly Update: In Progress

“Let’s Talk, Wilsonville!” e-mail database is up to more than 1600 residents. New videos were developed to highlight awards won by the Parks and Recreation team at the Oregon Recreation and Park Association conference. Progress on a new resident map, preliminary meeting to plan/prepare 2025 annual report.

Strategy 18. Connect the community (residents and businesses) with emergency response resources and educational materials to improve individuals' response planning.

Project Lead: *Evans*

Project Timeline:

Q3 – 2024

Previous Updates:

August 2023:

- With Public Work (PW)s, scheduled the second annual Emergency Preparedness Fair for Sat., Oct. 28.
- Continued monthly distribution of “Wilsonville Ready” content via the Boones Ferry Messenger.

Planning underway (with PW and consultants) for content and promotion of Preparedness Fair.

October 2023: Most critically, communication included the completion of September’s annual Boones Ferry Messenger (BFM) dedicated to Emergency Preparedness. Additionally, monthly BFM content was archived to the Wilsonville Ready website, and staff developed social media content and fliers to raise awareness for the well-attended Emergency Preparedness Fair in late October.

January 2024: Continued monthly distribution of “Wilsonville Ready” content, which is communicated via the Boones Ferry Messenger, e-newsletter and online at wilsonvilleready.com.

Quarterly Update: In Progress

Annual Preparedness Fair held, with attendance up. Continued distribution of “Wilsonville Ready” content via web and BFM.

Monthly Report

From The Director's Office

Greetings,

Community Development Department staff hope you all had a wonderful holiday filled with joy, good cheer, friends and family. For the 15th consecutive year, Candi "Claus" Garrett of our Engineering Division and her helper elves have done it again! This year, they made two Wilsonville family's holiday one to remember by organizing and coordinating another fantastic "Family Giving" event.

The two families that we helped this year include a single mom with four children ages 3, 6, 10 and 13 and a second family with a mom and dad and a four-year-old. For folks that aren't familiar with our tradition of Family Giving, I'll explain. Staff works with a local school counselor in fall asking for families that we could help for the Holiday. Staff then gather information from the families about toys, clothes, colors, sizes, houseware needs, game ideas and favorite holiday foods.

Gift tags are hung on the wall in the City Hall lobby near the tree with specific items that have been requested by the family. Staff members pick tags and bring unwrapped gifts to City Hall who later gather to wrap all the presents. Later the crew delivers everything to the family with Santa and his elves the week before the Holiday. A SMART bus even doubles as Santa's sleigh! It's a heartwarming tradition that staff loves to participate in year after year. It really does say a lot about Community Development staff that they spend so much effort making two families' holiday one that they won't soon forget.

It is this kind of generosity and kindness that makes Wilsonville a special place!

Sincerely,

Chris Neamtzu, AICP

Community Development Director

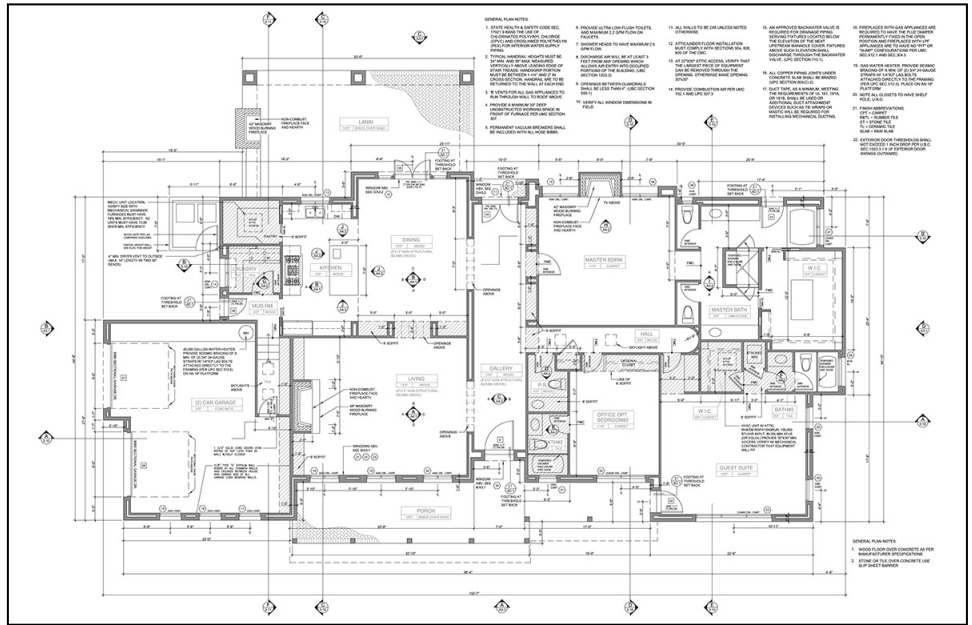


Building Division

Top 10 Tips for Smooth Permitting in Your Construction Project

Welcome to building insights monthly! In this article, Wilsonville's Building Inspectors/Plans Examiners present our top 10 expert tips to navigate the permitting process for a seamless construction experience. Let's dive into the essential strategies that ensure a successful journey from permit application to project completion.

1. **Start Early:** Commence your permit process as soon as possible. Early engagement with the Building Division allows for ample time to address queries and ensure the completeness of your application.
2. **Thorough Applications:** Detail-oriented applications prevent delays. Ensure that all required documents and information are accurately completed before submission.
3. **Open Communication:** Maintain open lines of communication with the Permit Technicians. Regular dialogue helps in clarifying doubts and streamlining the process.
4. **Adherence to Codes:** Strict adherence to building codes and regulations is a must. Align your construction plans to meet safety and zoning standards.
5. **Pre-Application Consultation:** Opt for pre-application consultations to gain insight into project requirements and avoid potential pitfalls in the initial stages.
6. **Plan Review Preparation:** Prepare comprehensive and detailed plans. A well-prepared plan submission expedites the review process.
7. **Compliance Check:** Perform a thorough compliance check before submitting your application. Address any discrepancies to prevent rejections or delays.
8. **Site Inspections Coordination:** Coordinate site inspections efficiently. Timely scheduling and preparedness for inspections aid in keeping the project on track.
9. **Proper Documentation:** Maintain accurate records of correspondence, inspection reports, and approved documents. Organized documentation is key for a smooth journey.
10. **Final Approval Celebration:** Celebrate the final approval with diligence. Ensure that all inspections are successfully completed and the project aligns with approved plans.



The permitting process is a vital stage in any construction project. By following these top 10 tips, you can navigate the process with greater ease, ensuring compliance, safety, and efficiency in your construction endeavors.

Economic Development Division

As one might expect, December (not unlike November) means a slower pace, many celebrations, and a winding down. While that description fits December 2024, it was still a productive month, punctuated with some time out of the office. Economic Development staff continue to collaborate with the Planning Division on the Wilsonville Industrial Land Readiness project, which now concludes Phase I and shifts to Phase II in the new year. Similarly, staff continues to support the new application to the federal RAISE grant program, due in January 2025, seeking construction funding for the I-5 Bike/Ped Bridge.

Meetings and Events

Several events attended by staff were more social and celebratory in nature—yet, still good networking opportunities. Such events included the Greater Portland Inc. (GPI) Investor Mixer where GPI highlighted the year's accomplishments and provided an outlook for the year ahead. The Wilsonville Chamber of Commerce also hosted their annual meeting.

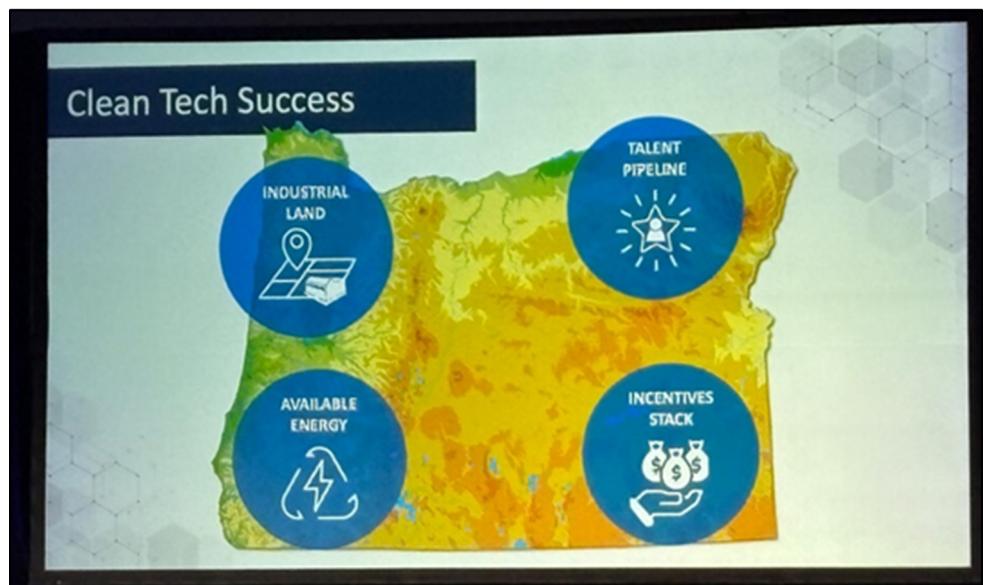
- **Oregon Business Plan Summit**

The highlight of the month was the Oregon Business Plan Annual Summit. The Oregon Business Plan, launched in 2002, is an ongoing collaborative effort between Oregon's business community, its elected leaders, and other key stakeholders to achieve greater economic growth and prosperity across all of Oregon's regions. Governor Kotek spoke, and there were several sessions of interest to Wilsonville.

Daimler CEO, John O'Leary, talked about the challenges and opportunities around the "Clean Tech" economy. He outlined four (4) key areas in which Oregon must improve to compete for jobs and investment in this burgeoning sector:

- 1) Industrial Land, 2) Talent, 3) Energy, and 4) Incentives.

Wilsonville has these ingredients, which may explain why we already have several "clean tech" companies here. We can and will do more to capture more opportunities given our competitive advantages, not least of which is the availability of developable industrial land



Economic Development Division

Local Business Newsletter

The November/December Local Business Newsletter went out on December 13.

This communication has proven effective, even if readership hovers around 40% of the total distribution list of over 1200 subscribers.

We use this tool to let Wilsonville companies know about issues and opportunities that could affect them. Most recently, staff directly contacted Wilsonville manufacturers to let them know about a Clackamas County grant opportunity. As a result of these communications, three (3) Wilsonville businesses applied and were awarded a combined 22% of the total \$600,000 pot of grant funding available.

Wilsonville businesses receiving grants are **Allied Technologies, Zenner's Sausages, and Photo Solutions**. Their proposed projects will create jobs, facilitate capital investment, or bring their products to new markets.

While City Economic Development Staff tend to focus most efforts on policies, programs, partnerships and projects that pertain to the "traded sector," this newsletter is one way the City supports businesses of all shapes and sizes in Wilsonville.

New Mayor and Councilor Orientation

With three new elected leaders taking office in January 2025, the Community Development Department hosted Mayor-elect O'Neill, and Councilors-elect Cunningham and Shevlin to learn about "Who we are, and what we do." Economic Development staff presented alongside staff from Planning, Engineering, and Building Divisions. It was a pleasure to describe the economic development work program, get to know the new elected leadership, and answer their questions.

View this email in your browser

WILSONVILLE
ECONOMIC DEVELOPMENT

November/December 2024

LOCAL BUSINESS NEWSLETTER

As 2024 comes to a close, I want to say thank you for what you and your business bring to the Wilsonville community and economy. If I can be of any assistance in 2025, please reach out. Please think of me as your conduit to city departments, market and workforce data, local real estate, county and state economic development offices, small business resources, grant opportunities, working capital and loans, as well as general business-related technical assistance.



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

\$150k in Funding Available For Manufacturing Businesses



Business Oregon has opened up a new grant program, the Advanced Manufacturing Federal Contract Competitiveness Fund (AMFCCF), to support manufacturing businesses competing for federal contracts.

Grants will be awarded up to 50% of the total project cost with a maximum grant award amount of \$150,000 per company.

Eligible project costs may include but are not limited to general equipment and machinery purchases, technical assistance consulting fees, employee training costs, IT equipment purchases, and more.

Applications for the AMFCCF program will be accepted from now until December 27, 2024.

[MORE INFORMATION HERE](#)

Engineering Division, Capital Projects

2024 Street Maintenance (4014/4118/4725)

Nearing its completion, the 2024 Street Maintenance Project rehabilitated three sections of roadway, Bailey Street east of Boones Ferry Road, Boones Ferry Road between Wilsonville Road and Bailey Street, and Boberg Road between Boeckman Road and Barber Street. Contained within these streets, 15 pedestrian ramps and 10 pedestrian signal push buttons have been upgraded to meet current accessibility standards.

Other than common punchlist items, the only main item that remains is the installation of the pedestrian signal poles at the mid-block crossing between Killer Burger and Sonic.

The City expects that this project will be completed by January 31, 2025.

Fiscal Year (FY) 2025-2028 Street Maintenance (4014)

On December 2, 2024, City Council approved signing a contract with Century West Engineering for the design of road rehabilitations in Fiscal Years 2026-28. Meanwhile, staff is working concurrently to complete necessary crack sealing and slurry sealing in Fiscal Years 2025-28.

In Spring 2025, the Villebois neighborhood will receive crack sealing where needed and these same areas will receive slurry sealing summer of 2025. This inexpensive method will delay the need for more costly measures to the roadway, further extending the funds ability to manage the entire road network.

Boeckman Creek Flow Mitigation (7068)

This project will look at stormwater 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. 30% design drawings have been delivered, reviewed and returned for revisions. Council action is anticipated on the January 6 meeting for easements to complete the work.

Boeckman Creek Interceptor (2107)

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, however, it was determined additional field investigations are needed to complete the routing study. Capital Improvement Project (CIP) 7054, Gesellschaft Water Well Channel Restoration, will also be brought into this project to minimize City design and construction costs. Investigative work on the west side of the Wilsonville Bridge at Boeckman Creek is completed. 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. Geotechnical drilling and other field investigations are scheduled for January.



A flow weir structure shown above will need to be modified as a part of the flow mitigation project.

Engineering Division, Capital Projects

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 Wilsonville Road to 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 team is gathering input from the community and evaluating alternatives for typical road sections. An alternatives analysis is being produced and expected to be delivered to the City in early 2025. A second Community Open House will be planned for early 2025 to evaluate preliminary designs and concepts with the community and any other interested partners. The City anticipates construction will begin in spring 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!

GMP 3: Bridge, Roundabout, and Road Widening

- Sewer installation is complete, marking another major milestone for this project.
- Base paving and curbs east of the bridge is complete. Sidewalks are currently being installed and are nearly complete.
- Joint utility Trench - This work includes installing conduits underground to move overhead lines underground.
 - ◇ East of the bridge – Most wires have been installed underground. The overhead wires will be removed when the bridge section is complete.
 - ◇ West of the bridge – Utility companies have started moving wires underground. The overhead wires will be removed when the bridge section is complete.
 - ◇ Under the bridge – Conduits are currently being installed under the bridge.
- Work in the roundabout (pictured) at Canyon Creek and Boeckman has started, the first phase of five is completed. Traffic is expected to shift after the new year.



Engineering Division, Capital Projects

Boeckman Road Corridor Project (con't)

- Trail construction from Boeckman under the bridge is nearly complete.
- Bridge Construction
 - ◊ The bridge deck has been poured (pictured).
- Final asphalt surface and striping to be completed summer 2025.



The entire project is expected to be complete in fall 2025.

Charbonneau Lift Station (2106)

This project involves replacing the Charbonneau wastewater lift station and force main to the I-5 bridge. A construction contract with Tapani, Inc. was awarded by City Council in December 2023, with construction anticipated for completion in January 2025.

Completed Major Elements: Sanitary Sewer Force main, submersible pumps.

The project is 95% complete, with final testing/commissioning/troubleshooting expected to be completed in January 2025.

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 2500 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 and floor installation.

Construction of the reservoir walls is 50% complete, with final wall completion expected in January 2025. Tank construction is expected to be completed in March. Commissioning of the new reservoir is scheduled for spring of 2025.



Reservoir wall forms prior to pour.

The Tooze Road transmission main installation is 75% complete. Installation is expected to be completed in February, with a 2-day road closure scheduled in mid-January. Another road closure will occur in late February to connect to the existing City water main. Final paving of Tooze Road will occur in the summer of 2025, followed by fencing and landscaping of the reservoir site.

Engineering Division, Capital Projects

Water Treatment Plant (WTP) Expansion to 20 MGD (1144)

This project will expand the water treatment plant capacity to 20 million gallons to support water demands in the City and Sherwood. Construction began in June 2022, with completion expected in the fall of 2025.

Completed Major Elements: Larger Pumps, Electrical equipment and generator, seismic improvements, and replacement of portions of the treatment process. Upcoming work includes conversion of an old generator room and installation of an electrical transformer. All work is expected to be completed in the fall of 2025.



Inspection and testing a new finished water pump at WTP

Willamette Water Supply Program 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. The northbound lane of 95th Avenue from Boeckman Road to Ridder Road has been temporarily paved and is opened to two-way traffic. Permanent concrete road panel restoration of 95th Avenue to follow in summer 2025.



Engineering Division, Private Development

Residential Construction Activities

Canyon Creek South Phase 3

The contractor continues to work on punchlist items for closeout. The City continues to await submittal of construction drawings for the open space improvements.

Frog Pond West

Frog Pond West continues to see significant construction activities. Housing construction in the Frog Pond Ridge, Frog Pond Crossing, Frog Pond Estates, Frog Pond Oaks and Frog Pond Vista subdivisions is ongoing.

- Frog Pond Overlook, a 24-lot subdivision located north of Frog Pond Lane, and west of Frog Pond Vista, paved the new residential street and a portion of Frog Pond Lane. The contractor is working on punchlist items to complete the subdivision improvements.
- Frog Pond Petras, a 21-lot subdivision located on the northern corner of Frog Pond Lane and Stafford Road, has submitted plans for infrastructure construction. Staff is awaiting submittal of revised plans.
- Frog Pond Primary, the new West Linn-Wilsonville School District primary school on Boeckman Road is working primarily onsite. Paving of Sherman Drive was completed in December.
- Frog Pond Terrace, a 19-lot subdivision located north of Morgan Farms, paved in November and is working on punchlist items to complete the subdivision improvements.



Photo taken from Stafford Road looking west over Frog Pond Crossing, Frog Pond Oaks and Frog Pond Vista

Natural Resources Division

Monthly Report – NPDES MS4 Annual Report

An annual report is prepared every fall for the City’s National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System (NPDES MS4) stormwater program. The report is submitted to the Oregon Department of Environmental Quality and documents stormwater management practices, land use changes and new development activities, program expenditures, and water quality monitoring.

Highlights from this year’s report include:

- Erosion and sediment control (ESC) – All new and redevelopment projects disturbing over 500 square feet shall have an approved ESC plan. During the reporting year (July 1, 2023 to June 30, 2024), certified City inspectors approved ESC plans for 64 projects and conducted 603 ESC inspections.
- New stormwater facilities – Every year sees an increase in the number of private stormwater facilities constructed to treat and control stormwater runoff from development sites. During the reporting year, 33 rain gardens, 24 vegetated swales, 13 planter boxes, and three (3) detention ponds were installed.
- Existing structural controls – During the reporting year, staff inspected 203 public structural controls. All the structural controls were ranked and updated in the City’s asset management system (i.e., Cartegraph).
- Public Works monitored 942 linear feet of the stormwater conveyance system during the reporting year.
- And Public Works swept 3,533 miles of City streets during the reporting year, which resulted in the removal of 524 tons of debris.



Vegetated Swale



Planter Box

Planning Division, Current

Administrative Land Use Decisions Issued

- 4 Type A Tree Permits
- 4 Type B Tree Permits
- 3 Class 1 Administrative Reviews
- 1 Class 2 Administrative Review
- 1 Class 1 Sign Permit

Construction Permit Review, Development Inspections, and Project Management

In December, 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
- Industrial development on Day Road and Garden Acres Road
- New home on Montgomery Way
- New PGE substation on Parkway Avenue north of Boeckman Road
- Residential subdivisions in Frog Pond West
- Transit-Oriented Development on Barber Street

Development Review Board (DRB)

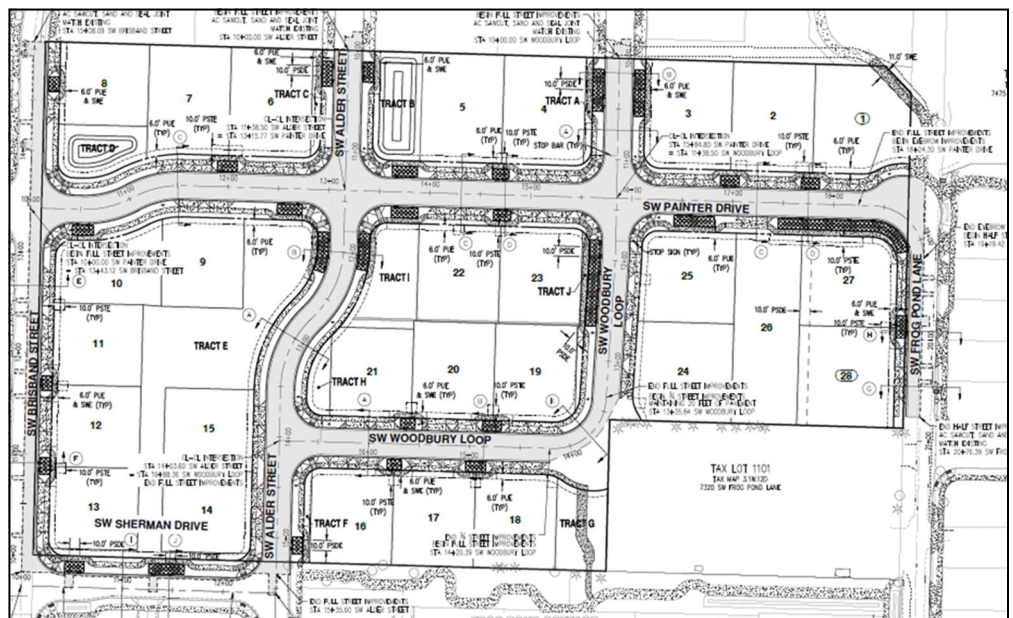
DRB Panel A met on December 9. At a continued public hearing, the DRB approved the Ridgcrest subdivision in Frog Pond West and a temporary use permit for a model home for the Frog Pond Estates subdivision. In addition, the board continued a hearing on a sign waiver to their January 13 meeting.

DRB Panel B did not meet in December.

DRB Projects Under Review

During December, Planning staff actively worked on the following major projects in preparation for potential public hearings before the Development Review Board:

- Frog Pond Ridgcrest-54-home subdivision in Frog Pond West (pictured)
- Residential zone change and partition off Camelot Street
- Sign Waiver for Parkworks campus
- Temporary Use Permit for model home complex in Frog Pond West



Proposed Layout of Ridgcrest Subdivision in Frog Pond West

Planning Division, Long Range

Climate Friendly and Equitable Communities (CFEC) Parking Compliance

In the coming months the City will work on compliance with new State rules regarding the extent and manner in which local governments can regulate parking. In December, the Planning Commission held an introductory work session on the topic and City staff received and reviewed a memo from consultant Studio Davis regarding recommended steps for compliance.

Frog Pond East and South Master Plan

With the Frog Pond East and South Master Plan adopted in December 2022, the City has been focusing on implementation. Two outstanding implementation steps have been in process: (1) Development Code amendments, and (2) an Infrastructure Funding Plan. During December, Council adopted Ordinance No. 892 on second reading. All policy and code is now in place to allow submission of annexation and development applications for Frog Pond East and South which is expected to be timed with availability of necessary infrastructure. During December, the project team also finalized the grant report to Metro, who supported the project with a \$350,000 grant.



FROG POND EAST & SOUTH MASTER PLAN

Housing Our Future

This multi-year project will analyze Wilsonville's housing capacity and need followed by developing strategies to produce housing to meet the identified housing needs. This will build upon previous work, including the 2014 Housing Needs Analysis and 2020 Equitable Housing Strategic Plan. In December, the City Council held a work session to confirm which actions should be evaluated further for consideration in the Housing Production Strategy, based on prior Task Force and Planning Commission recommendations. Based on additional Task Force input, City Council will make final recommendations on actions to include in the Housing Production Strategy in early 2025.

Oregon White Oak Response Coordination and Leadership

In December, Associate Planner Georgia McAlister continued as a key member of the Mediterranean Oak Borer (MOB) task force, continuing to coordinate efforts between various City Divisions and Departments, as well as contract arborists, property owners, and others to diagnose and make a plan to address the declining health of a number of the City's Oregon white oak (OWO) trees. Removals have slowed within Wilsonville allowing for focus to shift to research opportunities and data collection. The Oregon Department of Agriculture, Oregon Department of Forestry, and Oregon State University are continuing their efforts to partner with the City and Wilsonville community on research efforts.

Planning Division, Long Range

Planning Commission

The Planning Commission met on December 11. Prior to the formal Planning Commission meeting, the Commission, in their role as the Committee for Citizen Involvement, helped host a meeting about rent burden in Wilsonville. The discussion invited community members to share challenges they have faced in finding and accessing affordable rental housing, which will inform the Planning Commission as they provide future input on City housing policies. During their regular meeting, the Commission held two work sessions. The first work session reviewed two work products for Phase 1 of the Wilsonville Industrial Land Readiness project, including the Buildable Lands Inventory and Site Suitability Analysis Memo and the Redevelopment Feasibility of Contractor Establishments Memo. For the second work session the Commission was introduced to the Climate-Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform project.

Wilsonville Industrial Land Readiness (WILR) Project

The Wilsonville Industrial Land Readiness project combines a focused economic and development potential analysis of the Basalt Creek Concept Plan on the northwest edge of the City with a City-wide Economic Opportunities Analysis and Economic Development Strategy to inform long-range job growth and planning efforts. Work on the first phase of the project, focused on Basalt Creek, continued with an update to the buildable lands inventory (BLI), a site suitability analysis, and an evaluation of the redevelopment potential of contractor establishments. Transportation and natural resource evaluation work has also been completed for the Basalt Creek area and will be shared with the Council in future work sessions. In addition, a kickoff meeting was held to initiate the second, citywide, phase of the project.



DECEMBER Monthly Report

FINANCE—The department where everyone counts

- **Financial Reporting:** The City's yearly outside independent auditing process is now complete and the fiscal year end 2024, audited Annual Comprehensive Financial Report (ACFR) along with the audited Urban Renewal Annual Financial Report have been filed with the Oregon Secretary of State and posted on the City's website. The City received an unqualified audit opinion reflecting that the city's financial statements are presented fairly and accurately.
- **Utility Billing:** The Finance Department manages utility billing, including generating bills, collecting payments, maintaining records, reconciling transactions, analyzing usage data, and ensuring compliance with financial regulations. It serves as the central hub for all financial aspects of utility services. The City has about 7,200 utility accounts covering water, sewer, stormwater, road maintenance, and street lighting. Here's what's new for December:
 - *Road Maintenance Fee:* This is a monthly fee charged to all utility accounts and is dedicated to maintaining a safe, functional street system. The fee is indexed to a regional construction cost index and changes November 1 of each year. As reflected on customers' December utility bill, the fee increased \$0.34 cents (3.1%) to \$11.24 a month. The road maintenance fee is the only utility fee currently indexed.
 - *Sewer and Stormwater Fee:* City utility rates for sewer and stormwater usage have not increased since 2014 and 2021 respectively. The City has contracted with FCS Consulting to begin a rate review process to ensure the City collects adequate resources to maintain, upgrade, and operate these systems.
- **Wilsonville Community Sharing (WCS):** The City, in collaboration with WCS, operates a utility ratepayer assistance program designed to ease the financial burden on families and individuals struggling to maintain access to essential services. The program helps prevent service disconnections and late payments, reducing the City's administrative costs related to overdue accounts and service interruptions. Additionally, the program has played a key role in enabling the City to be granted an anticipated \$4 million in debt forgiveness on an upcoming \$29 million State Department of Environmental Quality (DEQ) sewer infrastructure loan. The City provides \$61,800 annually to Wilsonville Community Sharing. Not only do they run the local food pantry but they also help community members with rent, utilities (Water/Sewer and Electric), and paying for prescription medications.
- **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	\$ 16,395,000	\$ 8,776,435	\$ 7,618,565	54%
Intergovernmental	3,299,090	397,318	2,901,772	12%
Licenses and permits	176,700	147,394	29,306	83%
Charges for services	439,822	196,423	243,399	45%
Fines and forfeitures	190,000	86,216	103,784	45%
Investment revenue	620,000	243,159	376,841	39%
Other revenues	704,070	73,707	630,363	10%
Transfers in	5,576,135	2,373,441	3,202,694	43%
TOTAL REVENUES	\$ 27,400,817	\$ 12,294,093	\$ 15,106,724	45%
Personnel services	\$ 13,336,720	\$ 5,823,856	\$ 7,512,864	44%
Materials and services	14,071,749	3,089,527	10,982,222	22%
Capital outlay	272,828	222,984	49,844	82%
Transfers out	11,543,193	3,956,057	7,587,136	34%
TOTAL EXPENDITURES	\$ 39,224,490	\$ 13,092,424	\$ 26,132,066	33%
610 - Fleet Fund				
Charges for services	\$ 1,781,890	\$ 890,946	\$ 890,944	50%
Investment revenue	27,000	14,533	12,467	54%
TOTAL REVENUES	\$ 1,808,890	\$ 905,479	\$ 903,411	50%
Personnel services	\$ 1,059,030	\$ 456,856	\$ 602,174	43%
Materials and services	823,040	279,620	543,420	34%
Capital outlay	257,000	212,949	44,051	83%
TOTAL EXPENDITURES	\$ 2,139,070	\$ 949,425	\$ 1,189,645	44%
230 - Building Inspection Fund				
Licenses and permits	\$ 939,000	\$ 811,233	\$ 127,767	86%
Investment revenue	140,000	31,786	108,214	23%
TOTAL REVENUES	\$ 1,079,000	\$ 843,019	\$ 235,981	78%
Personnel services	\$ 1,027,800	\$ 438,111	\$ 589,689	43%
Materials and services	201,036	110,290	90,746	55%
Transfers out	368,400	184,200	184,200	50%
TOTAL EXPENDITURES	\$ 1,597,236	\$ 732,601	\$ 864,635	46%
231 - Community Development Fund				
Licenses and permits	\$ 668,567	\$ 305,653	\$ 362,914	46%
Charges for services	443,006	134,316	308,690	30%
Intergovernmental	265,000	-	265,000	0%
Investment revenue	70,000	30,252	39,748	43%
Transfers in	3,805,649	1,823,685	1,981,964	48%
TOTAL REVENUES	\$ 5,252,222	\$ 2,293,907	\$ 2,958,315	44%
Personnel services	\$ 3,976,150	\$ 1,724,252	\$ 2,251,898	43%
Materials and services	755,100	213,158	541,942	28%
Transfers out	860,186	318,000	542,186	37%
TOTAL EXPENDITURES	\$ 5,591,436	\$ 2,255,410	\$ 3,336,026	40%
240 - Road Operating Fund				
Intergovernmental	\$ 2,249,000	\$ 534,476	\$ 1,714,524	24%
Investment revenue	91,500	984	90,516	1%
Other revenues	-	1,063	(1,063)	-
TOTAL REVENUES	\$ 2,340,500	\$ 536,523	\$ 1,803,977	23%
Personnel services	\$ 590,870	\$ 228,106	\$ 362,764	39%
Materials and services	641,312	405,173	236,139	63%
Capital outlay	342,000	22,137	319,863	6%
Debt service	360,000	44,596	315,404	12%
Transfers out	1,578,693	368,220	1,210,473	23%
TOTAL EXPENDITURES	\$ 3,512,875	\$ 1,068,232	\$ 2,444,643	30%

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
241 - Road Maintenance Fund				
Charges for services	\$ 2,585,000	\$ 1,145,853	\$ 1,439,147	44%
Investment revenue	89,000	46,516	42,484	52%
TOTAL REVENUES	\$ 2,674,000	\$ 1,192,368	\$ 1,481,632	45%
Transfers out	\$ 2,842,830	\$ 1,693,196	\$ 1,149,634	60%
TOTAL EXPENDITURES	\$ 2,842,830	\$ 1,693,196	\$ 1,149,634	60%
260 - Transit Fund				
Taxes	\$ 6,200,000	\$ 2,999,329	\$ 3,200,671	48%
Intergovernmental	3,683,000	1,128,418	2,554,582	31%
Charges for services	20,000	8,976	11,024	45%
Investment revenue	640,000	204,992	435,008	32%
Other revenues	21,000	35,132	(14,132)	167%
TOTAL REVENUES	\$ 10,564,000	\$ 4,376,847	\$ 6,187,153	41%
Personnel services	\$ 5,611,270	\$ 2,029,745	\$ 3,581,525	36%
Materials and services	2,909,951	1,261,099	1,648,852	43%
Capital outlay	2,030,000	191,151	1,838,849	9%
Transfers out	5,044,080	1,998,036	3,046,044	40%
TOTAL EXPENDITURES	\$ 15,595,301	\$ 5,480,031	\$ 10,115,270	35%
510 - Water Operating Fund				
Charges for services	\$ 10,263,900	\$ 5,739,251	\$ 4,524,649	56%
Investment revenue	800,000	229,450	570,550	29%
Other revenues	40,000	28,497	11,503	71%
TOTAL REVENUES	\$ 11,103,900	\$ 5,997,198	\$ 5,106,702	54%
Personnel services	\$ 716,720	\$ 196,697	\$ 520,023	27%
Materials and services	5,935,766	1,924,409	4,011,357	32%
Capital outlay	1,518,500	164,703	1,353,797	11%
Debt service	375,000	46,387	328,613	12%
Transfers out	10,711,214	2,331,334	8,379,880	22%
TOTAL EXPENDITURES	\$ 19,257,200	\$ 4,663,530	\$ 14,593,670	24%
520 - Sewer Operating Fund				
Charges for services	\$ 7,787,000	\$ 3,338,900	\$ 4,448,100	43%
Investment revenue	420,000	127,437	292,563	30%
Other revenues	31,500	17,474	14,026	55%
TOTAL REVENUES	\$ 8,238,500	\$ 3,483,811	\$ 4,754,689	42%
Personnel services	\$ 481,890	\$ 132,984	\$ 348,906	28%
Materials and services	4,219,192	1,440,545	2,778,647	34%
Capital outlay	230,000	-	230,000	0%
Debt service	2,880,000	155,640	2,724,360	5%
Transfers out	4,008,281	1,164,151	2,844,130	29%
TOTAL EXPENDITURES	\$ 11,819,363	\$ 2,893,320	\$ 8,926,043	24%
550 - Street Lighting Fund				
Charges for services	\$ 544,500	\$ 233,622	\$ 310,878	43%
Investment revenue	30,000	14,518	15,482	48%
TOTAL REVENUES	\$ 574,500	\$ 251,140	\$ 323,360	44%
Materials and services	\$ 331,310	\$ 90,259	\$ 241,051	27%
Transfers out	1,220,939	411,774	809,165	34%
TOTAL EXPENDITURES	\$ 1,552,249	\$ 502,033	\$ 1,050,216	32%
570 - Stormwater Operating Fund				
Charges for services	\$ 3,527,500	\$ 1,497,024	\$ 2,030,476	42%
Investment revenue	230,000	65,939	164,061	29%
TOTAL REVENUES	\$ 3,757,500	\$ 1,562,963	\$ 2,194,537	42%
Personnel services	\$ 459,780	\$ 168,277	\$ 291,503	37%
Materials and services	852,592	196,972	655,620	23%
Debt service	842,000	40,202	801,798	5%
Transfers out	2,630,119	526,364	2,103,755	20%
TOTAL EXPENDITURES	\$ 4,812,491	\$ 946,574	\$ 3,865,917	20%

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
336 - Frog Pond Development				
Licenses and permits	\$ 2,000,000	\$ 564,208	\$ 1,435,792	28%
Investment revenue	93,500	43,775	49,725	47%
TOTAL REVENUES	\$ 2,093,500	\$ 607,983	\$ 1,485,517	29%
Materials and services	\$ 32,560	\$ -	\$ 32,560	0%
Transfers out	4,449,726	785,890	3,663,836	18%
TOTAL EXPENDITURES	\$ 4,482,286	\$ 785,890	\$ 3,696,396	18%
348 - Washington County TDT				
Washington County TDT	\$ -	\$ 311,156	\$ (311,156)	-
Investment revenue	34,000	23,398	10,602	69%
TOTAL REVENUES	\$ 34,000	\$ 334,554	\$ (300,554)	984%
346 - Roads SDC				
System Development Charges	\$ 900,000	\$ 2,841,068	\$ (1,941,068)	316%
Investment revenue	242,500	123,312	119,188	51%
TOTAL REVENUES	\$ 1,142,500	\$ 2,964,380	\$ (1,821,880)	259%
Materials and services	\$ 38,820	\$ -	\$ 38,820	0%
Transfers out	10,893,557	1,927,402	8,966,155	18%
TOTAL EXPENDITURES	\$ 10,932,377	\$ 1,927,402	\$ 9,004,975	18%
396 - Parks SDC				
System Development Charges	\$ 825,000	\$ 248,261	\$ 576,739	30%
Investment revenue	43,500	25,303	18,197	58%
TOTAL REVENUES	\$ 868,500	\$ 273,564	\$ 594,936	31%
Materials and services	\$ 15,810	\$ -	\$ 15,810	0%
Transfers out	1,334,844	137,097	1,197,747	10%
TOTAL EXPENDITURES	\$ 1,350,654	\$ 137,097	\$ 1,213,557	10%
516 - Water SDC				
System Development Charges	\$ 1,000,000	\$ 826,469	\$ 173,531	83%
Investment revenue	238,000	87,207	150,793	37%
TOTAL REVENUES	\$ 1,238,000	\$ 913,676	\$ 324,324	74%
Materials and services	\$ 24,280	\$ -	\$ 24,280	0%
Debt service	457,000	80,100	376,900	18%
Transfers out	9,255,582	1,967,508	7,288,074	21%
TOTAL EXPENDITURES	\$ 9,736,862	\$ 2,047,607	\$ 7,689,255	21%
526 - Sewer SDC				
System Development Charges	\$ 550,000	\$ 298,590	\$ 251,410	54%
Investment revenue	31,500	14,836	16,664	47%
TOTAL REVENUES	\$ 581,500	\$ 313,426	\$ 268,074	54%
Materials and services	\$ 20,640	\$ -	\$ 20,640	0%
Transfers out	1,909,921	30,962	1,878,959	2%
TOTAL EXPENDITURES	\$ 1,930,561	\$ 30,962	\$ 1,899,599	2%
576 - Stormwater SDC				
System Development Charges	\$ 200,000	\$ 406,848	\$ (206,848)	203%
Investment revenue	77,500	38,145	39,355	49%
TOTAL REVENUES	\$ 277,500	\$ 444,994	\$ (167,494)	160%
Materials and services	\$ 5,380	\$ -	\$ 5,380	0%
Transfers out	922,104	64,735	857,369	7%
TOTAL EXPENDITURES	\$ 927,484	\$ 64,735	\$ 862,749	7%

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
805 - Year 2000 Capital Projects				
Investment revenue	\$ -	\$ 24,762	\$ (24,762)	-
TOTAL REVENUES	\$ -	\$ 24,762	\$ (24,762)	-
Capital outlay	\$ 1,454,120	\$ 1,454,120	\$ 0	100%
TOTAL EXPENDITURES	\$ 1,454,120	\$ 1,454,120	\$ 0	100%
810 - Westside Program Income				
Investment revenue	\$ 5,000	\$ 1,471	\$ 3,529	29%
TOTAL REVENUES	\$ 5,000	\$ 1,471	\$ 3,529	29%
815 - Westside Capital Projects				
Investment revenue	\$ 128,500	\$ 65,548	\$ 62,952	51%
TOTAL REVENUES	\$ 128,500	\$ 65,548	\$ 62,952	51%
Materials and services	\$ 223,808	\$ 72,485	\$ 151,323	32%
Capital outlay	2,227,681	64,882	2,162,799	3%
TOTAL EXPENDITURES	\$ 2,451,489	\$ 137,367	\$ 2,314,122	6%
825 - Coffee Creek Capital Projects				
Investment revenue	\$ 2,500	\$ 4,901	\$ (2,401)	196%
Transfers in	500,000	-	500,000	0%
TOTAL REVENUES	\$ 502,500	\$ 4,901	\$ 497,599	1%
Materials and services	\$ 136,004	\$ 69,002	\$ 67,002	51%
TOTAL EXPENDITURES	\$ 136,004	\$ 69,002	\$ 67,002	51%
827 - Coffee Creek Debt Service				
Taxes	\$ 748,000	\$ 149,809	\$ 598,191	20%
Investment revenue	6,000	2,627	3,373	44%
TOTAL REVENUES	\$ 754,000	\$ 152,436	\$ 601,564	20%
Debt service	\$ 782,000	\$ -	\$ 782,000	0%
TOTAL EXPENDITURES	\$ 782,000	\$ -	\$ 782,000	0%
830 - Wilsonville Investment Now Program				
Taxes	\$ 1,056,000	\$ 726,322	\$ 329,678	69%
TOTAL REVENUES	\$ 1,056,000	\$ 726,582	\$ 329,418	69%
Materials and services	\$ 1,056,000	\$ 52,800	\$ 1,003,200	5%
TOTAL EXPENDITURES	\$ 1,056,000	\$ 52,800	\$ 1,003,200	5%



Rupert the Book Dragon stood sentry by the Circulation Desk as part of the library's holiday decorations.

From the Director

In December our winter display featured Rupert the Book Dragon (Tree) along with a variety of dragon-related books. This display provided a twist on traditional decorations, and also engaged families and young readers, fostering a love for literature in a fun and imaginative way.

We successfully installed a new Storywalk at Tivoli Park in Villebois featuring the picture book *So Much Snow* by Kristen Schroeder. This innovative initiative merges reading with outdoor exploration, allowing families to enjoy stories while walking along a designated path. The winter title follows a group of woodland animals as they disappear into the snow and then reappear one by one as it melts into a beautiful spring.

Our fall programming session concluded with holiday performances of *The Nutcracker* and traditional Czech carols, as well as an all ages Winter Scavenger Hunt.

-Shasta Sasser, Library Director

Children's Services

Greta Pedersen's "Winter Songfest"

Families joined this festive sing-along celebrating Winter and the traditions of Hanukkah, Christmas, Kwanzaa and the Winter Solstice on Saturday, Dec. 7 with performer and music educator, Greta Pedersen.

Boones Ferry Primary School visits

Kindergarten classes from Boones Ferry Primary School visited the library. Youth Services librarians gave the students a tour of the library and showed them the variety of books and toys available to them.

UPCOMING:

- Creative Corner on Monday, Jan. 6, at 2pm.
- STEAM Stuff on Wednesday, Jan. 8, at 2:30pm.
- Stuffed Animal Sleep-over drop-off on Saturday, Jan. 11, from 3-5pm.
- Spanish Storytime on Saturday, Jan. 18, at 11am.



Youth librarian Sam McDermott narrates "The Nutcracker" as the "Sugar Punk Fairy" at the final fall Family Storytime.

Teen Services

Teen Afterschool Drop-in Activities

Every Wednesday afternoon from 3-6pm, teens are invited to drop-in to the library's Teen Area for video games, movies, crafts, and snacks.

On Dec. 11, the teens held a special "Hot Cocoa Day" event, where they put together their own mugs of hot cocoa with a variety of toppings.

UPCOMING:

- Teen Afterschool Drop-in Activities return Jan. 8.
- Teen Advisory Board meetings at 4:30pm on Mondays, Jan. 13 and 27.



Teens enjoying Hot Cocoa Day at the Teen Afterschool Drop-In event on Dec. 11.

Adult Services

“A Charles Dickens Christmas”

In the holiday spirit, Dr. Bill Thierfelder explored the influence of Charles Dickens on how Christmas is celebrated in Britain and the United States at this online program on Dec. 4.

Space Talks: The Bold Mission of Apollo 8

On Dec. 14, docents from Evergreen Aviation & Space Museum shared the history of NASA’s Apollo 8 mission, which made history as the first manned orbit of the moon.

Remembering Czech Christmas

Mark and Helena Greathouse celebrated traditional Czech Christmas festivities with a harmonious blend of music and dance at the Book Notes concert on Dec. 14.



Helena Greathouse, dressed in traditional Czech clothing, performed Czech Christmas carols and shared traditional Czech holiday traditions at the Book Notes Concert.

UPCOMING:

- Space Talk “Rocket Engines Then and Now” on Jan. 4 at 11am.
- Online program “Profiles” about cosmic mysteries on Wed., Jan. 8, at 11am.
- Book Notes Concert featuring Bug Toast on Saturday, Jan. 11, at 2pm.
- Martin Luther King, Jr. Day film “Selma” on Friday, Jan. 17, at 3pm.



The December Art Display featured photographs of dogs with Santa Claus by photographer Beverly Hawley.

Around the Library

New items in the Library of Things

Our popular “Library of Things” saw some additions this month. New to the collection are:

- Handheld vacuum
- Guitar with case and beginners book
- Luggage scale
- SmartGames (including Treasure Island, Horse Academy, and Dinosaurs)

Find out more about the Library of Things at:
www.wilsonvillelibrary.org/LOT

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 Beginning English Class 11am	3 ODHS Drop-in 10am-12pm 1-3pm Intermediate ESL 10am Toddler & Baby Time 10:30am & 11:15am	4 Family Storytime 10:30am Profiles 11am-12:30pm Wilsonville Historical Society 1-3pm Teen After School Drop-in 3-6pm	5 Family Storytime 10:30am Tree Lighting Storytime at Town Center Park 5:30pm	6 WIC Pop-Up Clinic 10am-12pm 1-4pm	7 Greta Pederson 11am
8	9 Beginning English Class 11am Teen Advisory Board 4:30pm	10 ODHS Drop-in 10am-12pm 1-3pm Intermediate ESL 10am Toddler & Baby Time 10:30am & 11:15am	11 Family Storytime 10:30am STEAM Stuff 2:30pm Teen After School Drop-in 3-6pm	12 Family Storytime 10:30am	13 Play Group 10:30am-Noon WIC Pop-Up Clinic 10am-12pm 1-4pm	14 Space Talks The Bold Mission of Apollo 8 11am-12:30pm Booknotes Concert Mark & Helena Greathouse 2-3pm
15	16 Beginning English Class 11am Genealogy Club 1pm	17 ODHS Drop-in 10am-12pm 1-3pm Intermediate ESL 10am Toddler & Baby Time 10:30am & 11:15am	18 Family Storytime 10:30am Teen After School Drop-in 3-6pm	19 Family Storytime 10:30am Book Walk Hello Beautiful by Ann Napolitano 1pm	20 Play Group 10:30am-Noon WIC Pop-Up Clinic 10am-12pm 1-4pm	21 Wintry Take and Makes While supplies last Spanish Storytime 11am
22	23 Beginning English Class 11am Blood Drive 11:45am-4:15pm Teen Advisory Board 4:30pm	24 Library Closed Winter Holiday	25 Library Closed Winter Holiday	26	27	28
29	30 Beginning English Class 11am	31 ODHS Drop-in 10am-12pm 1-3pm Intermediate ESL 10am	 <h1>DECEMBER</h1>			

8200 SW Wilsonville Road
Wilsonville, OR 97070
(503) 682-2744
wilsonvillelibrary.org
reference@wilsonvillelibrary.org

Hours
Monday - Thursday 10-8
Friday - Saturday 10-6
Sunday 1-6





Parks and Recreation Report | December 2024

Director's Report

This month marked another successful toy drive with over 500 toys donated! A big thank you to the community for stepping up again this year!

Another annual tradition this month was our annual Community Tree Lighting event held on December 5. It was a festive, well attended event that consisted of many great singing and dancing performances and, of course, the lighting of the tree by City Council President Kristin Akervall. A big thank you to all that attended and showed their support for the performers! Of course, this event would not be nearly as special without all of the hard work of our dedicated parks team who installs all of the beautiful lighting and decorations. It truly is a team effort and I am always grateful to be a part of it.

In other happenings, light renovations have been completed on the Art Tech building, which we are now internally referring to as Park Tech, as the Parks Maintenance Team has moved their operations into that space. Part of the impetus for this move was the recent opening of the interpretive center at the Parks and Rec Admin Building which leaves very little space for event staging and storage. The new space will also provide room for our Parks team to grow as we take on more park properties in the future.

The Community Center Nutrition team continues to provide a high level of service to the community through it's in person and home delivered meals program, hitting new highs for both services during the busy holiday season. Also, in December, the Community Center kitchen received several new appliances through a grant award. Thank you for a wonderful Holiday season, Wilsonville.

~Kris Ammerman

Community Center & Recreation Updates

Community Tree Lighting

The annual Community Tree Lighting was held in December in Town Center Park. New this year, the Recreation team rented a large covered tent for more weather proof space, which held a craft area, and a pictures with Santa Station. Then, Council President, Kristin Akervall gave the countdown to the lighting of the holiday tree, and all went off without a hitch! This event continues to grow, and the team is looking at ways to expand the event in 2025.

Letters to Santa

The annual holiday tradition continued again this year as some of our youngest community members dropped off their handwritten letters to Santa in the big red mailbox at the Parks and Recreation Office. All participants who included their return mailing address on their letter received a letter back in the mail from Santa. Santa mailed out nearly 100 letters this year, and he shared with the Parks and Recreation team that he loves to read all the letters from the community.

Toy Drive

This year, the Community Center was the collection point for the popular annual toy drive. The Wilsonville community came together and made 2024 another successful year with over 500 toys donated. The new toys were then distributed through Clackamas Compassion in Action and the Family Empowerment Center.

Senior Stockings

Once again, the community came together to provide overflowing stockings of holiday treats and goodies for the 85 individuals on the City's home delivered meal program, plus an additional 110 stockings which were given to members of the Center's congregate lunch program and residents at local care facilities.



Holiday Lunch and Party

Over 90 community members came to the Community Center for a festive holiday lunch and 60 stayed for the Wilsonville Community Seniors Inc holiday party. The party included a performance by the Wilsonville Ukulele Group, holiday sing-a-longs, crafts, a white elephant gift exchange and everyone went home with a goodie bag.

New Community Center Appliances

The Community Center was the proud recipient of a State of Oregon grant in the amount of \$25,000. The grant, intended to help increase efficiencies in the State's senior lunch programs, helped to fund the purchase of a double door convection oven, five tray steam table, three door commercial refrigeration and a commercial ice maker. The new appliances replaced aging and inefficient appliances and were delivered and installed in December.



Arts Updates

This month staff posted the Request for Qualifications (RFQ) seeking talented artist(s) and/or artist (team(s)) to create a new and engaging public artwork(s) for Boones Ferry Park with theme “Essence of the River,” which ties back to the Boones Ferry Park Masterplan. Staff determined three (3) viable zones for public art and artists are able to focus on one zone or multiple. The RFQ was previously reviewed at two Arts, Culture and Heritage Commission (ACHC) meetings. This is an exciting opportunity and the first large-scale public art project since the inception of the ACHC as well as the adoption of the City’s Public Art Policy and Guidelines.



Interpretive Center Lighting Upgrade

The Korean War Memorial Foundation of Oregon, in partnership with the City, upgraded the lighting in the recently opened Korean War Memorial Interpretive Center. The new lighting, which is flush to the ceiling as opposed to the previous drop-down track lighting, better illuminates the space and allows clear visual lines to the images of Korean War veterans which circle the top of the Center.



Board Highlights

Arts, Culture, and Heritage Commission (ACHC)

At the December ACHC meeting the Commission received presentations from the three (3) Community Cultural Events and Programs Grant Applicants which included: Charbonneau Arts Association, Wilsonville Rotary Foundation, and Wilsonville STAGE. The ACHC made a motion to recommend full funding for all applicants which will get forwarded to City Council for final approval.

Kitakata Sister City Advisory Board

The Kitakata Sister City Advisory Board met on December 11. The board discussed a 2025 student delegation visit from Kitakata in either October or December of 2025. It was the last meeting for board members, Aaron Reyna and Mas Yatabe who will not continue with the board in 2025.

Parks and Recreation Advisory Board

The Parks and Recreation Advisory Board did not meet in December. The next regularly schedule meeting is planned for April 10.

Upcoming Events

The Hunt for Cupid’s Hearts: January 27—February 9

Daddy Daughter Dance: February 23, 7-9pm, Wilsonville Community Center

Multicultural Dance Celebration Presented by the ACHC: April 3, 6:30—8:30pm, McMenamain’s Old Church

Community Egg Hunt: April 19, 10am, Memorial Park Sports Fields

HeARTs of Wilsonville: Many Cultures, One Heart Public Art Project, Opening Reception: April 30, 5pm—7pm, Stein Boozier Barn

WERK Day: May 10, 9-11am, Memorial Park (Complimentary Breakfast at the Community Center, 8-9 am)

Parks Updates

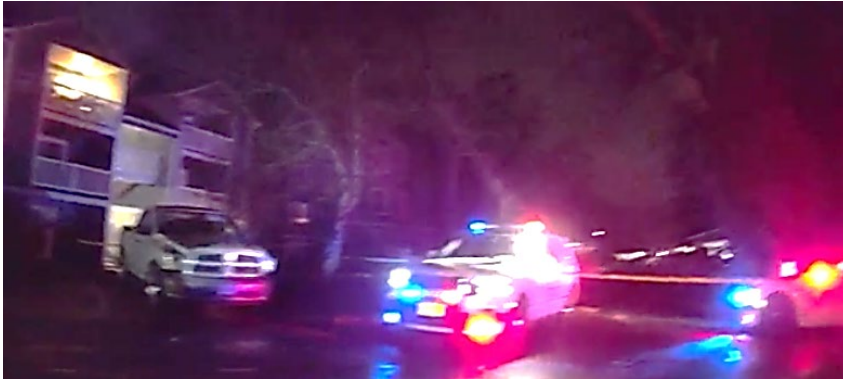
December was a busy month for the Parks Team. While the month was full of rain, the team worked hard to ensure the parks were safe and clean. They worked to bring together the annual tree lighting and all the decorations at Town Center that accompany that wonderful event. The team also responded to a vehicle that drove through the fence at the Memorial Dog Park. The team is also working closely with our Arts & Culture Program Coordinator to build bases for an upcoming art installation.





City of Wilsonville Police

DECEMBER 2024



At 7:59 p.m. on December 30, Wilsonville Police and the Clackamas County Sheriff's Office responded to a domestic disturbance and shots fired at the Canyon Creek Apartment complex. The female victim of gunshot wounds was transported to a hospital in Salem where she was treated for serious, life-threatening injuries. The suspect, Brandon Edyl Arroyo, 31, of Wilsonville OR, was taken into custody on and held without bail on charges of Unlawful Use of Weapon, Second-degree Attempted Murder, and Assault I. Additional victims included the registered owners of vehicles struck by gunfire. Case # 24-027418.

On Tuesday, December 31, Wilsonville Police were called to an unresponsive female found in an RV in the area of SW Nike Dr and SW Boones Ferry Rd. The female, later identified as 41-year-old Catherine Grace Crosse of Wilsonville, was declared deceased on scene. The body was transferred to the Oregon State Medical Examiner's Office and the manner of death was determined to be homicide. The investigation is ongoing, and tips are being sought. Anyone with information about this case is urged to contact the Sheriff's tip line, 503-723-4949, case # 24-027487.



On December 22, Andres Alvarez-Ayala, 24, of Woodburn, crashed a blue 2022 Lexus following a brief pursuit with Wilsonville Police. Deputy Andrew Landstrom initially stopped Alvarez-Ayala for speeding during a routine traffic stop. During the interaction, Landstrom discovered Alvarez-Ayala had a statewide felony warrant for attempting to elude law enforcement and was unable to provide proof of insurance for the vehicle. Alvarez-Ayala fled in his vehicle, but his attempt to escape ended when he misjudged the roadway and crashed into a center median. He then fled on foot. This case has referred to the District Attorney's Office.

Detective Scott Eggleston is retiring from the Wilsonville Police, with his last day at the Sheriff's Office set for January 16. Eggleston began his career with Clackamas County as a Deputy Sheriff on January 3, 2000, and was promoted to Detective on March 1, 2007. Over the years, he has gained a wealth of experience, made a significant impact, and will be deeply missed.



Looking ahead, Eggleston is embarking on an exciting new chapter. For the past 12 years, he has been coaching girls' soccer and holds a USSF National "C" Coaching License. Now, he's turning his passion into a full-time role as Albion Portland's Girls Director. We wish him all the best in this exciting new endeavor!



We welcomed Detective Chad Kyser to the Wilsonville Police Department in late December. Since joining the Sheriff's Office in 2010, he has demonstrated outstanding dedication and skill, earning a promotion to Detective on April 26, 2014.

Kyser brings a wealth of experience and expertise to our team, along with a deep commitment to seeking justice and making a positive impact. We are thrilled to have him on board and look forward to the contributions he will make to our community.

Once again, an anonymous donor was behind the "Secret Santa" campaign at the Clackamas County Sheriff's Office. Wilsonville Police gave away \$100 bills to several citizens, brightening holidays.



Wilsonville Police Department personnel pictured here, left to right, include Chief of Police, Captain Rob Wurpes and officers Luke Hodges and Savannah Bowman with Wilsonville citizens.



Chief of Police Captain Rob Wurpes and Deputy Beth Lang took part in this year's Shop with a Cop event. The Clackamas County Sheriff's Office participates in this cherished annual tradition in collaboration with several local agencies. Children are selected by law enforcement based on family interactions during the year and are treated to a festive day that includes photos with Santa and a shopping spree. The event helps children experience the joy of giving and receiving during the holiday season. This year's shopping took place at Walmart, which generously contributed \$1,000 and provided free gift wrap.



City of Wilsonville

Call Activity

14,312

Total Calls

YEAR 2024

High Priority • 1,277

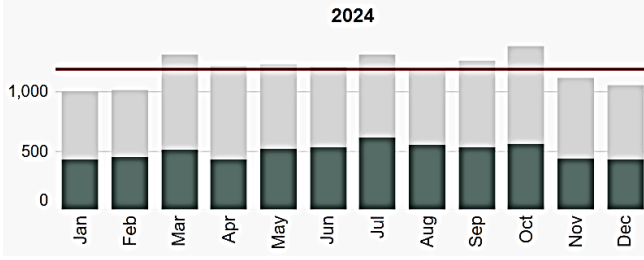
Medium Priority • 9,063

Low Priority • 3,972

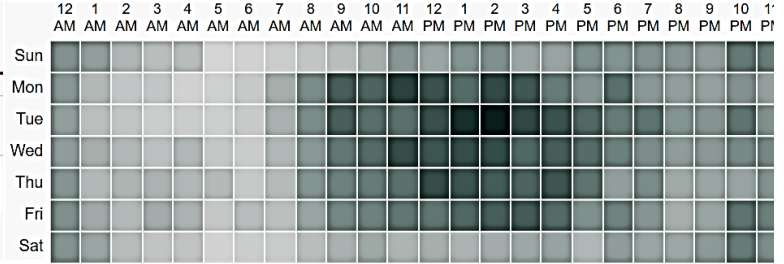
Public-Initiated • 5,961

Deputy-Initiated • 8,351

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: 1/6/2025 4:01:26 PM (UTC)

DECEMBER 2024

163

Assist

142

Crime

274

Disorder

303

Other

237

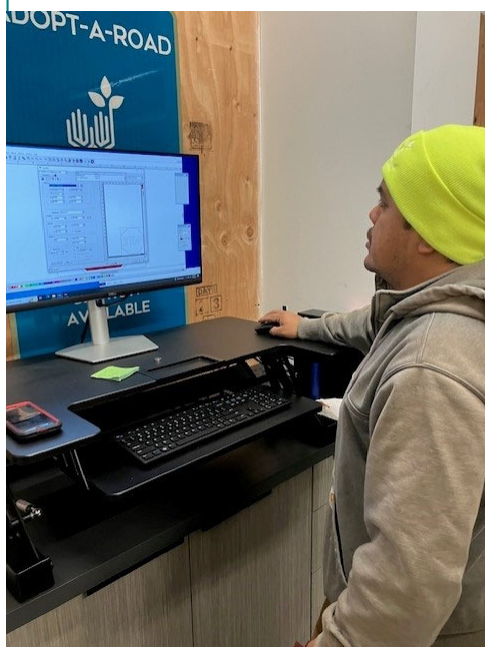
Traffic

Category	Sub-Category	Count
Assist	Assist Public	945
	Alarm	578
	Assist Other Agency	380
	Assist Fire/Medical	111
	Missing Person	92
	Assist Law Enforcement	15
	Marine Assist/Rescue	1
Crime	Harassment/Menacing	314
	Domestic Violence	279
	Theft	245
	Fraud	168
	Trespass	162
	Criminal Mischief	151
	Hit & Run	132
	Assault/Abuse	120
	Sex Offense	59
	Stolen Vehicle	58
	Vice	56
	Burglary	46
	Recovered Stolen Vehicle	22
	Violation of Restraining Order	22
	Robbery	12
	Escape/Pursuit	10
	Littering	5
	Arson	3
Traffic	Traffic Stop	2,830
	Traffic Crash	208
	Traffic Complaint	129
	Hazard	95
	DUII	49
	Detail/Special Duty (Traffic O..	12

Category	Sub-Category	Count
Disorder	Suspicious Activity	1,286
	Parking Complaint	753
	Premise Check	440
	Subject Contact	204
	Noise Complaint	111
	Disturbance	110
	Unwanted Person	87
	Animal Complaint	86
	Juvenile Complaint	65
	Juvenile Custody Dispute	34
	Promiscuous Shooting	17
	Minor in Possession	14
	Abandoned Vehicle	7
	Ordinance Complaint	7
Fireworks	3	
Other	Follow-Up	1,745
	Community Contact	607
	Civil	439
	Behavioral Health	296
	Extra Patrol	225
	Detail/Special Duty (Non-Traf..	201
	Property	153
	Warrant Service	43
	Other	36
	Information	17
Home Visit	14	
Marine Patrol	3	

From The Director's Office:

As 2024 comes to a close, I want to acknowledge the public works staff for their dedication, perseverance and flexibility for the operation and maintenance of the City's variety of assets.



Best Regards,
Delora Kerber, Public Works Director

Facilities

A Seamless Transition

Facilities Maintenance technicians Trevor Denfeld and Konnen Bell install sound-reducing felt board that also acts as a pinboard at City Hall. The installation required use of a laser level, as the board came in three pieces that had to be lined up perfectly to ensure the patterns matched perfectly.



Facilities

Reduce, Reuse, Respond

Matt Baker, Facilities Supervisor along with Facility Technicians Trevor Denfeld and Konnen Bell installed desks for Parks Maintenance staff at the new Parks Maintenance Operations Building located at 29796 SW Town Center Loop East (previously occupied by ArtTech High School) They were able to re-use desk materials from the old Public Works building, saving both money and resources rather than adding to landfill.



Facility Maintenance Specialist Robert Todd and Noah Fiscus responded to an oil leak coming from a community member's vehicle at the library. First they took preventive measures by placing straw wattles around the catch basin and the source of the leak. Next they laid down absorbent pads and kitty litter. Every effort was made to ensure no polluted run off reached the storm basin. To complete the job, they disposed of the contaminated materials safely.



Facilities

Behind The Scenes

Facilities Janitorial Lead Bernardo Lara-Gomez is cleaning up vandalism at the WES public restrooms. The Facilities Maintenance Janitors are constantly working behind the scenes to keep City buildings clean and comfortable for all who frequent them. Thank you team!



Facilities

Up, Up And Away

Members of the Facilities Maintenance Grounds crew removed tree limbs overhanging some of the City's water well sites. Preventative maintenance goes a very long way in keeping the City functioning smoothly, including ensuring safe, clean water for residents and businesses.



Utilities

Just Add Water

A report of a service line leak in Charbonneau brought out the Utilities Maintenance team, along with the hydro-excavator. Using pressurized water to expose the leaking section of pipe, the team determined it was best to replace a 7-foot section of copper service line to prevent future pipe failures. After completing the repair, the service line was thoroughly flushed and water service restored to the home. Finally, the affected area was backfilled, finished with topsoil and reseeded to bring landscaping back to its original beauty.



Utilities

The Long Haul

The Utilities Sanitary Sewer team recently completed extensive stormwater main line cleaning and root removal in Charbonneau. The stormwater main in question was over 800 feet in length with a limited number of manholes for access. Staff were required to stage their equipment in a nearby parking lot over 200 feet from the access point and then traverse across several properties in order to begin the work. Staff were able to clear the associated lines and then conduct a closed-circuit television (CCTV) inspection of the system.



Roads

Walking on Sunshine

Oregonians know that every sunny day in the winter should be seized, and the Roads crew took advantage of dry December days by getting out and patching asphalt around town. When the weather doesn't allow for asphalt work, Roads crew utilize the sign shop to repair and install signs. The sign shop continues to speed this work allowing the team to manufacture nearly all regulatory signs in house.



Roads

Safety First

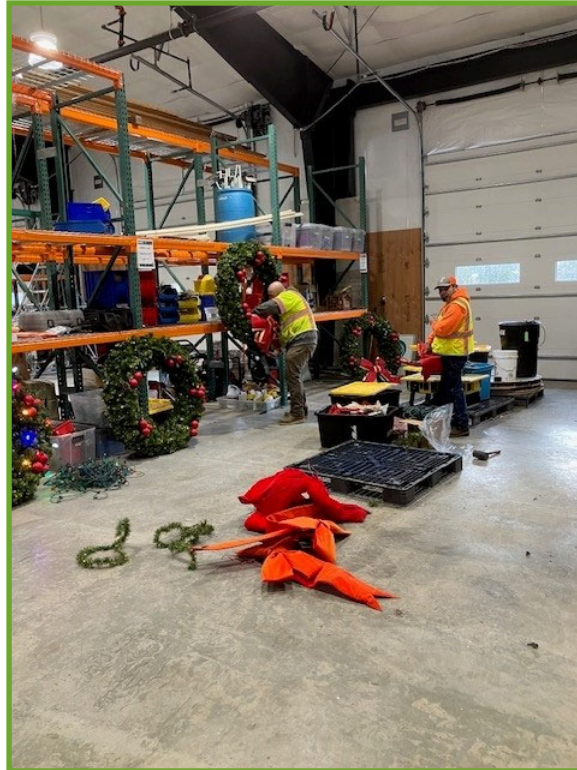
The Roads crew aims to be one step ahead of the weather, removing fallen leaves, limbs and maintaining sidewalks to abate falling limbs, slippery roads, and potential hazards to citizens. Fresh arbor chips are added to landscaping now to prevent fast-growing weeds in the Spring.



Roads

'Tis The Season

December saw the Roads team completing holiday décor around the City, bringing glimmers of light and a bit of sparkle to the sometimes gray days of winter. The team first pruned the large cypress at Boones Ferry Road and Wilsonville Road, before adding lights and garland using the bucket truck.



Stormwater

The Root of The Problem

The Stormwater team has been busy this month! December started with working on storm lines in the Courtside area that were obstructed with tree roots. Once those lines were flowing, work moved to a 800 foot long storm line along the golf course in Charbonneau that also was impacted with roots. This took considerable effort, and the Storm and Utilities Sanitary crews worked together to use our off road easement machine to clean and then video inspect the line to verify that it was free of obstructions.



Stormwater

Clean Sweeps

The Stormwater team continued their efforts to remove fallen leaves from City-maintained roadways, removing slippery obstacles for drivers and the City's contracted street sweeping service. The team also had to sweep away beaver dams that have been diligently built by the state animal of Oregon. These locals have been damming up the stream south of Ridder Road, causing potential flooding. We are sure our Storm team will meet them again in this ongoing turf battle!





DECEMBER **2024 REPORT**

Transit/Fleet

As the year 2024 fades to black and the radiant sun of 2025 pierces the darkness as only light can do, we stand at a crossroads of decisions. Do we wallow in the valley of what once was or wail at the wall of what could have been? Will our hopes and dreams join us in a prostrate position replete with regret? Or will we stand upright with our eyes affixed to a future of boundless opportunities, a future of infinite possibilities? Well, as it is with most things in life, the opportunity is before us and the decision is ours.

Two roads leading to two completely different destinations; one leads to a life of worry, regret and longing; the other to a life of abundance, a life of joy, peace, and love. As for me, I will choose the latter, and happily welcome 2025 into my world.

Happy Holidays!

Dwight Brashear
Transit Director



FLEET SERVICES

Scott Simonton

In the month of December, we took delivery of three new vehicles. First, we received our new asphalt truck. This equipment will allow Public Works to handle more pothole and asphalt repair tasks in-house, and without the use of rental equipment.



Later in the month, two new buses arrived for SMART. These are the first two of four total buses ordered for new service to Clackamas Town Center.



GRANTS & PROGRAMS

Kelsey Lewis

In these dark and wet days of winter, it is easy to notice how many people are not visibly out traveling in the community. What I notice, however, are the folks who are riding our buses despite the weather, getting to work and or going about their daily lives running errands and meeting friends. I am encouraged to see how our transit service provides independence and routine for people, and it renews my passion for bringing new transit projects and mobility programs to fruition in the new year.

COMMUTE OPTIONS

Michelle Marston

During December, our efforts were focused on utilizing our electronic bus stop displays with static messages on the *Info* button. To the right are images that were on display.

Displays will have active transportation programs advertised as we move through different dates of the year.

This method has proved to be very helpful to let the riding public know about holiday closures or any potential road closures that may effect service.

Happy Holidays!



Dec 25 - Christmas Day

- SMART No Service
- TriMet buses on Sunday Schedule
- WES No Service
- Cherriots No Service
- Canby CAT No Service



Jan 1 - New Years Day

- SMART No Service
- TriMet buses on Sunday Schedule
- WES No Service
- Cherriots No Service
- Canby CAT No Service

Felices Fiestas!



25 de diciembre - Navidad

- SMART Sin servicio
- Caminoes TriMet en horario del domingo
- WES Sin servicio
- Cherriots Sin Servicio
- Canby CAT Sin servicio



1 de enero - Año Nuevo

- SMART Sin servicio
- Caminoes TriMet en horario del domingo
- WES Sin servicio
- Cherriots Sin Servicio
- Canby CAT Sin servicio