



## CITY COUNCIL AGENDA

September 16, 2024 at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

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### 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](mailto: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.*

### EXECUTIVE SESSION [5:00 PM]

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

### ADJOURN [5:35 PM]

Break to switch Zoom accounts [10 min.]

### REVIEW OF AGENDA AND ITEMS ON CONSENT [5:45 PM]

### COUNCILORS' CONCERNS [5:50 PM]

### PRE-COUNCIL WORK SESSION [5:55 PM]

- A. [2024 LOC Legislative Priorities Ballot for 2025 Session \(Ottenad\) \[10 min.\]](#)
- B. [Clackamas Communities Statement on 2025 State Transportation Package \(Ottenad\) \[5 min.\]](#)
- C. [Wilsonville/SMART 2025 Legislative Session Priorities \(Ottenad\) \[15 min.\]](#)

### ADJOURN [6:25 PM]

## **CITY COUNCIL MEETING**

*The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, September 16, 2024 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10:00 a.m. on September 3, 2024. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered there with except where a time limit for filing has been fixed.*

### **CALL TO ORDER [7:00 PM]**

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

### **MAYOR'S BUSINESS [7:05 PM]**

4. [Upcoming Meetings](#)
5. Council consideration of adoption of Clackamas Communities Statement on 2025 State Transportation Package and Wilsonville/SMART 2025 Legislative Priorities. (*Ottenad*)
6. [Town Center Plan Table 3.1 Potential Future Development By Land Use In Town Center](#)

### **COMMUNICATIONS [7:20 PM]**

7. [Republic Services Annual Report Presentation](#)

### **CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS [7:35 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.*

8. Citizen Input

### **COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS [7:45 PM]**

9. Council President Akervall
10. Councilor Linville
11. Councilor Berry

12. Councilor Dunwell

**CONSENT AGENDA [8:05 PM]**

13. [Resolution No. 3177](#)

[A Resolution Of The City Of Wilsonville Amending The Intergovernmental Agreement Between The City Of Wilsonville, Tualatin Valley Water District, And The Willamette Water Supply Commission For The Raw Water Facilities Project. \(Guile-Hinman/Kerber\)](#)

14. [Minutes of the July 15, 2024 City Council Meeting. \(City Recorder\)](#)

**NEW BUSINESS [8:10 PM]**

**CONTINUING BUSINESS [8:10 PM]**

15. [Ordinance No. 893 - 2nd Reading \(Legislative Non-Land Use\)](#)

[An Ordinance Of The City Of Wilsonville Adding Sections 2.380 Through 2.386 To The Wilsonville Code Concerning The Diversity, Equity And Inclusion Committee. \(Cosgrove/Guile-Hinman/Mombert\)](#)

**PUBLIC HEARING [8:20 PM]**

**CITY MANAGER'S BUSINESS [8:20 PM]**

**LEGAL BUSINESS [8:25 PM]**

**ADJOURN [8:30 PM]**

**INFORMATIONAL ITEMS – No Council Action Necessary**

[City Manager Reports](#)

*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 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. Habrá intérpretes disponibles para aquellas personas que no hablan Inglés, previo acuerdo. Comuníquese al 503-570-1506.*



**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b> September 16, 2024		<b>Subject:</b> 2024 Legislative Priorities Ballot for 2025-26 Session	
		<b>Staff Member:</b> Mark Ottenad, Public/Government Affairs Director	
		<b>Department:</b> Administration	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> 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  <b>Comments:</b> The League of Oregon Cities (LOC) seeks member cities’ feedback by Sept. 27 on the top-5 of 23 potential priorities for the 2025-26 state legislative session. City Council is scheduled to consider adoption during Sept. 16 Mayor’s Business agenda item.	
<b>Staff Recommendation:</b> Staff recommends five priorities for City Council consideration.			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b>			
<input checked="" type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable	

**ISSUE BEFORE COUNCIL:**

Of 23 potential policy priorities for the 2025-26 legislative session of the 83<sup>rd</sup> Oregon Legislative Assembly under consideration by the League of Oregon Cities (LOC), which five (5) are of the highest priority to the City that Council would like to see LOC focus on?

**EXECUTIVE SUMMARY:**

Every other year prior to the start of the two-year-long session of the Oregon legislature, LOC seeks feedback from member cities about what should be LOC’s top legislative priorities.

This year for the 83<sup>rd</sup> Oregon Legislative Assembly, LOC’s ballot (Attachment A) due by Sept. 27 contains for City Council consideration the top-5 priorities out of 23 potential priorities that fall under seven general topics/issues; see Attachment B for details.

Staff reviewed the LOC legislative priorities, many of which are worthy of consideration; however, some LOC priorities, such as marijuana tax revenues, do not apply to the City. Staff recommendations listed in Attachment C for 2023 LOC legislative priorities tend to focus on supporting priorities that emphasize lobbying the legislature for financial appropriations and public policies that support City Council priorities.

**EXPECTED RESULTS:**

The City timely provides feedback to LOC on legislative priorities.

**TIMELINE:**

LOC requests completed ballot to be submitted by Sept. 27, 2024.

**CURRENT YEAR BUDGET IMPACTS:**

Successful legislation that appropriates state funds for local governments, such as for public infrastructure and transportation, could benefit City.

**COMMUNITY INVOLVEMENT PROCESS:**

City Council and staff’s assessment of legislative priorities is informed by City’s overall extensive public-engagement process on diverse range of issues. LOC legislative priorities developed through member-cities legislative policy-review committees composed of elected and appointed officials.

**POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:**

Successful legislation endorsed by City Council can benefit the community depending on the nature of legislation.

**ALTERNATIVES:**

An alternative would be to not participate in the LOC legislative priorities process.

**CITY MANAGER COMMENT:**

N/A

**ATTACHMENTS:**

- 1. 2024 LOC Legislative Priorities Ballot Voting Portal for 2025-26 Session
- 2. 2024 LOC Member Voter Guide (For 2025-26 Oregon Legislative Sessions)
- 3. LOC: Why is it Essential for the 2025 Legislature to Increase Transportation Funding? July 2024
- 4. City Staff Recommendation for LOC 2024 Legislative Priorities Ballot for 2025-26 Session, Sept. 3, 2024
- 5. City of Wilsonville/SMART 2023-24 State Legislative Agenda, January 2023
- 6. City of Wilsonville/SMART 2024 State Legislative Priorities, Sept. 2023
- 7. Proposed draft City of Wilsonville/SMART 2024-25 State Legislative Priorities, Sept. 2024



2024 Legislative Priorities Ballot Voting Portal for 2025-26 Session

Ballot Submitter's Information

- City Name
Submitter's Name
Job Title
Email Address
Phone Number

Please mark 5 boxes that reflect the top 5 issues your city recommends be added to the priorities for the League's 2025-2026 legislative cycle. Each city gets five total votes.

- Infrastructure Funding
Shelter and Homelessness Response
Employment Lands Readiness and Availability
Full Funding and Alignment for Housing Production
Restoration of Recreational Immunity
Behavioral Health Enhancements
Continued Addiction Policy Reform
Building Decarbonization, Efficiency and Modernization
Investment in Community Resiliency and Climate Planning Resources
Address Energy Affordability Challenges from Rising Utility Costs
Lodging Tax Flexibility
Marijuana Tax
Alcohol Tax
Digital Equity and Inclusion
Cybersecurity and Privacy
Resilient, Futureproof Broadband Infrastructure and Planning Investment
Artificial Intelligence (AI)
2025 Transportation Package
Funding and Expanding Public and Inter-Community Transit
Shift From a Gas Tax to a Road User Fee
Community Safety and Neighborhood Livability
Place-Based Planning
Operator-In-Training Apprenticeships

Write-In Option: Please use this space to provide comments (supportive or critical) on the issues listed above, as well as any issues that you think may have been overlooked during the committee process.



**2024 LOC Member Voter Guide**

**(For 2025-26 Oregon Legislative Sessions)**

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## 2024 Member Voter Guide

**Background:** Each even-numbered year, the LOC appoints members to serve on seven policy committees, which are the foundation of the League's policy development process. Composed of city officials, these committees analyze policy and technical issues and recommend positions and strategies for the upcoming two-year legislative cycle. This year, seven committees identified 23 legislative policy priorities to advance to the full membership and LOC Board of Directors. It's important to understand that the issues that ultimately do not rise to the top based on member ranking are not diminished with respect to their value to the policy committee or the LOC's advocacy. These issues will still be key component of the LOC's overall legislative portfolio for the next two years.

**Ballot/Voting Process:** Each city is asked to review the recommendations from the seven policy committees and provide input to the LOC Board of Directors, which will formally adopt the LOC's 2025-26 legislative agenda. While each city may have a different process when evaluating the issues, it's important for cities to engage with your mayor and entire council to ensure the issues are evaluated and become a shared set of priorities from your city. During its October meeting, the LOC Board will formally adopt a set of priorities based on the ranking process and their evaluation.

Each city is permitted one ballot submission. **Once your city has reviewed the proposed legislative priorities, please complete the electronic ballot to indicate the top 5 issues that your city would like the LOC to focus on during the 2025-26 legislative cycle.** The lead administrative staff member (city manager, city recorder, etc.) will be provided with a link to the electronic ballot. If your city did not receive a ballot or needs a paper option, please reach out to Meghyn Fahndrich at [mfahndrich@orcities.org](mailto:mfahndrich@orcities.org) or Jim McCauley at [jmccauley@orcities.org](mailto:jmccauley@orcities.org).

**Important Deadline:** The deadline for submitting your city's vote is **5 p.m. on September 27, 2024.**

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**Community and Economic Development Committee**Contact: Jim McCauley, jmccauley@orcities.org

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**INFRASTRUCTURE FUNDING (CO-SPONSORED BY WATER AND WASTEWATER COMMITTEE)**

**RECOMMENDATION:** *The LOC will advocate for a comprehensive infrastructure package to support increased investments in water, sewer, stormwater and roads. This includes: funding for system upgrades to meet increasingly complex regulatory compliance requirements; capacity to serve needed housing and economic development; deferred maintenance costs; seismic and wildfire resiliency improvements; and clarity and funding to address moratoriums. The LOC will also champion both direct and programmatic infrastructure investments to support a range of needed housing development types and affordability.*

**Background:** Cities continue to face the challenge of how to fund infrastructure improvements – to maintain current, build new, and improve resiliency. Increasing state resources in programs that provide access to lower rate loans and grants will assist cities in investing in vital infrastructure. Infrastructure development impacts economic development, housing, and livability. The level of funding for these programs has been inadequate compared to the needs over the last few biennia, and the funds are depleting and unsustainable without significant program modifications and reinvestments. This priority will focus on maximizing both the amount of funding and the flexibility of the funds to meet the needs of more cities across the state to ensure long-term infrastructure investment. The 2024 LOC Infrastructure Survey revealed the increasing need for water and road infrastructure funding. The results show \$11.9 billion of infrastructure funds needed (\$6.4 billion for water and \$5.5 billion for roads).

Combined with the federal-cost share decline on water infrastructure projects – despite the recent bi-partisan infrastructure law investment – cities face enormous pressure to upgrade and maintain water infrastructure. At the same time, cities across the state are working urgently to address Oregon’s housing crisis. To unlock needed housing development and increase affordability, the most powerful tool the Legislature can deploy is targeted investments in infrastructure to support needed housing development.

## SHELTER AND HOMELESS RESPONSE

**RECOMMENDATION:** *The LOC 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. The LOC will also support capital funding for additional shelter infrastructure and site preparation. Oregon's homeless response system must recognize the critical role of cities in homeless response and meaningfully include cities in regional funding and decision-making, in partnership with counties, community action agencies, continuums of care, housing authorities, and other service provider partners.*

**Background:** The LOC recognizes that to end homelessness, a cross-sector coordinated approach to delivering services, housing, and programs is needed. Despite historic legislative investments in recent years, Oregon still lacks a coordinated, statewide shelter and homeless response system with stable funding. Communities across the state have developed regional homeless response collaboratives, beginning with the HB 4123 pilot communities funded by the Legislature in 2022 and the more recently established Multi-Agency Collaboratives and Local Planning Groups created by Governor Kotek's [Executive Order on Affordable Housing and Homelessness](#). As Oregon continues to face increasing rates of unsheltered homelessness, the LOC is committed to strengthening a regionally based, intersectional state homeless response system to ensure all Oregonians can equitably access stable housing and maintain secure, thriving communities.

## EMPLOYMENT LANDS READINESS AND AVAILABILITY

**Legislative Recommendation:** *The LOC will support incentives, programs and increased investment to help cities with the costs of making employment lands market-ready, including continued investment in the state brownfields programs. The LOC also recognizes the deficit of industrial land capacity in strategic locations and will support efforts to build a more comprehensive industrial lands program by strengthening the connection between the DLCDC Goal 9 Program and Business Oregon IL programs and resources.*

**Background:** Infrastructure cost is a significant barrier for cities that are looking to increase the supply of market-ready industrial land. Cities require a supply of industrial land that is ready for development to recruit and retain business operations. For sites to be attractive to site selectors, the basic infrastructure must be built out first. For example, the Regionally Significant Industrial Site (RSIS) program within Business Oregon is designed to help cities with the cost of readiness activities

through a reimbursement program, but many cities are not able to take advantage of this program due to a lack of staff capacity and up-front capital for investments.

## FULL FUNDING AND ALIGNMENT FOR HOUSING PRODUCTION

**RECOMMENDATION:** *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, including: publicly supported affordable housing and related services; affordable homeownership; permanent supportive housing; affordable modular and manufactured housing; middle housing types; and moderate-income workforce housing development. In addition, the LOC will seek opportunities to address structural barriers to production of different housing options at the regional and state level. This includes: streamlining state agency programs, directives, funding metrics, and grant timelines that impact development; aligning state programs with local capital improvement and budget timelines; and increasing connections between affordable housing resources at Oregon Housing and Community Services (OHCS) with the land use directives in the Oregon Housing Needs Analysis (OHNA) and Climate Friendly and Equitable Communities (CFEC) programs at the Department of Land Conservation and Development (DLCD).*

**Background:** Recent legislation and executive orders have made significant changes to the state's land use planning process, including new housing production directives for cities and counties. These updates have resulted in extensive, continuous, and sometimes conflicting efforts that are not supported by adequate state funding. Cities do not have the staff capacity or resources needed to implement existing requirements. Additional state support is needed to assist local implementation, including technical assistance and education for local staff and decision makers, and workforce development. The state should prioritize implementation and coordination of existing programs in the 2025-2026 legislative sessions before considering any new policies.

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### General Government Committee

Contact: Scott Winkels, [swinkels@orcities.org](mailto:swinkels@orcities.org)

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## RESTORATION OF RECREATIONAL IMMUNITY

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

**Background:** An adverse court ruling stemming from a recreational injury sustained on a city owned trail opened cities and other public and private landowners to tort claims for injuries sustained by people who are recreating. The Legislature enacted a temporary restoration of the immunity in 2024 that will expire

on July 1, 2025. Legislation to make the immunity permanent will be needed for cities to offer recreational amenities without fear of tort liability lawsuits or excessive risk premiums.

## BEHAVIORAL HEALTH ENHANCEMENTS

**RECOMMENDATION:** *The LOC will introduce and 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.*

**Background:** While Oregon has historically ranked at or near the bottom nationally for access to behavioral healthcare, the state has made significant investments over the past four years. It will take time for investments in workforce development and substance abuse treatment to be realized, and areas for improvement remain. The standard for civilly committing a person into treatment remains very high in Oregon, and as a result, individuals who present a danger to themselves or others remain untreated, often producing tragic results. Additionally, the number of treatment beds for residential care does not meet demand, with services unavailable in multiple areas of the state.

## CONTINUED ADDICTION POLICY REFORM

**RECOMMENDATION:** *The LOC will Introduce and support legislation to allow drug related misdemeanors to be cited into municipal court; provide stable funding for services created in HB 4002 in 2024; allow more service providers to transport impaired persons to treatment; establish the flow of resources to cities to support addiction response; and monitor and adjust the implementation of HB 4002.*

**Background:** The Legislature passed significant changes to Oregon's approach to the current addiction crisis with the creation of a new misdemeanor charge designed to vector defendants away from the criminal justice system and into treatment. Changes also included: sentencing enhancements for drug dealers; investments in treatment capacity; and expanded access to medical assisted addiction treatment. HB 4002 did not include stable funding for the services created or provide cities with direct access to resources, or the ability to cite the new offense into municipal courts. Additionally, the new law will likely require adjustments as the more complicated elements get implemented.

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## Energy and Environment Committee

Contact: Nolan Pleše, nplese@orcities.org

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### BUILDING DECARBONIZATION, EFFICIENCY, AND MODERNIZATION

**RECOMMENDATION:** *The LOC will support legislation to protect against any rollback and preemptions to allow local governments to reduce greenhouse gas emissions from new and existing buildings while ensuring reliability and affordability. In addition, the LOC will lead and back efforts that support local governments, including statewide capacity, expertise, and resources to allow local governments to pursue state and federal funding and continue to support off-ramps for local governments unable to meet the state's new building performance standards.*

**Background:** Homes and commercial buildings consume nearly one-half of all the energy used in Oregon, according to the Oregon Department of Energy. Existing buildings can be retrofitted and modernized to become more resilient and efficient, while new buildings can be built with energy efficiency and energy capacity in mind.

Oregon cities, especially small to mid-sized and rural communities, require technical assistance and financial support to meet the state's goals. Without additional support, some communities will be unable to meet the state's building performance standards. Off-ramps are necessary to protect cities unable to meet the state's goals to ensure they are not burdened by mandates they can't meet.

Some initiatives may include local exceptions for building energy codes and performance standards, statewide home energy scoring, or financial incentives from the Infrastructure Investment and Jobs Act (IIJA), the Inflation Reduction Act (IRA), state incentives, and other financial incentives like CPACE (Commercial property-assessed clean energy).

For cities to meet their climate resilience and carbon reduction goals while maintaining home rule authority, their flexibility must be preserved to allow for a successful transition from fossil fuels. State pre-emptions should not prohibit cities from exceeding state goals and achieving standards that align with their values.

### INVESTMENT IN COMMUNITY RESILIENCY AND CLIMATE PLANNING RESOURCES

**RECOMMENDATION:** *The LOC will support investments that bring resiliency and climate services (for mitigation and adaptation) together in coordination with public and private entities, and work to fill the existing gaps to help communities get high-quality assistance. These resources are needed for local governments to effectively capture the myriad of available state and federal funding opportunities that cannot be accessed due to capacity and resource challenges. The LOC will work with partners to identify barriers and potential*

*solutions towards resiliency opportunities, such as local energy generation and battery storage, and to support actions that recognize local control.*

**Background:** Oregon communities have unique resources and challenges, and increasingly need help to plan for climate and human-caused impacts and implement programs to reduce greenhouse gases. Oregon should focus on maintaining the reliability of the grid while supporting safe, healthy, cost-effective energy production that includes external costs.

Although many opportunities for building resiliency exist, not all will not be built or managed by cities. Cities support efforts to build resiliency hubs in coordination with public, private, and non-profit interests and will seek more investments in programs that support resiliency hubs.

Cities also have a broad range of perspectives on how to address the impacts of the climate crisis. Concerns about costs and reliability during this energy transition have surfaced in many cities. At the same time, others who share those concerns also aim to have stronger requirements that meet their cities' climate goals. To meet these challenges, cities oppose additional mandates but support exceptions and additional support that recognize each city's unique perspectives, resources, and experience while preserving local authority.

Oregon's small to mid-sized communities and rural communities are particularly in need of technical assistance, matching funds, and additional capacity to address climate impacts. Without assistance, these communities face unfunded mandates due to low resources and capacity challenges to go after many available opportunities.

### **ADDRESS ENERGY AFFORDABILITY CHALLENGES FROM RISING UTILITY COSTS**

**RECOMMENDATION:** *The LOC will: support actions to maintain affordable and reliable energy resources; invest in programs and new technology that support energy efficiency, renewable energy, and battery storage to help reduce overall energy costs and demands; and address grid challenges during peak energy demand and the associated rising costs, while balancing the pace of energy production and power supply that impact rates.*

**Background:** In recent years, rising utility costs have increased the energy burden on Oregonians, particularly low-income Oregonians, those with fixed incomes, and those who are unable to work. Costs contributing to these increases include, infrastructure upgrades, maintenance, and modernization, climate impacts from increased extreme weather events (wildfires, ice storms, snowstorms, flooding, etc.) and mitigation costs associated with them, fuel costs, inflation, legislative and gubernatorial actions, and investments in new energy-producing technology, and battery storage, are some of many reasons that are impacting utility rates.

While many investment opportunities exist, more cooperation and collaboration

needed to find a path forward that reduces the need for large rate increases that impact Oregonians. Rate increases should balance and prioritize vital labor, infrastructure, and mitigations necessary to sustain present and future energy demands with compensation.

In addition, the LOC would advocate for new tools and utilizing existing tools to modernize rate structures to provide flexibility and account for the time of year of rate increases (phasing in of rate increases) and recognize the higher burden for low and moderate-income and fixed-income Oregonians.

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### Finance and Taxation Committee

Contact: Lindsay Tenes, ltenes@orcities.org

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### LODGING TAX FLEXIBILITY

**RECOMMENDATION:** *The LOC will advocate for legislation to increase flexibility to use locally administered and collected lodging tax revenue to support tourism-impacted services.*

**Background:** In 2003, the Legislature passed the state lodging tax and restricted local transient lodging tax (TLT) by requiring that revenue from any new or increased local lodging tax be spent according to a 70/30 split: 70% of local TLT must be spent on “tourism promotion” or “tourism related facilities” and up to 30% is discretionary funds.

Tourism has created an increased demand on municipal service provision. Some of the clearest impacts are on roads, infrastructure, public safety, parks, and public restrooms. Short term rentals and vacation homes also reduce the housing supply and exacerbate housing affordability issues.

Cities often play an active role in tourism promotion and economic development efforts, but requiring that 70% of lodging tax revenue be used to further promote tourism is a one-size fits all approach that does not meet the needs of every tourism community. Cities must be allowed to strike the balance between tourism promotion and meeting the needs for increased service delivery for tourists and residents.

### MARIJUANA TAX

**Legislative Recommendation:** *The LOC will advocate for legislation that increases revenue from marijuana sales in cities. This may include proposals to restore state marijuana tax losses related to Measure 110 (2020), and to increase the 3% cap on local marijuana taxes.*

**Background:** The state imposes a 17% tax on recreational marijuana products. Until



the end of 2020, cities received 10% of the state's total tax revenues (minus expenses) on recreational marijuana products. Measure 110 largely shifted the allocation of state marijuana revenue by capping the amount that is distributed to the recipients that previously shared the total amount (the State School Fund, the Oregon Health Authority, the Oregon State Police, cities and counties) and diverted the rest to drug treatment and recovery services. Starting in March of 2021, quarterly revenue to cities from state marijuana taxes saw a decrease of roughly 74%. Marijuana revenue has also been on a downward trend because the market is oversaturated, which has continually reduced sale prices (high supply, steady demand). Marijuana is taxed on the price of the sale and not on volume.

## ALCOHOL TAX

**RECOMMENDATION:** *The LOC will advocate for increased revenue from alcohol taxes. This includes support for any recommendation by the HB 3610 Task Force on Alcohol Pricing to increase the beer and wine tax that maintains 34% shared distribution to cities. This may also include legislation to lift the pre-emption on local alcohol taxes.*

**Background:** Cities have significant public safety costs related to alcohol consumption and must receive revenue commensurate to the cost of providing services related to alcohol.

Oregon is a control state and the Oregon Liquor and Cannabis Commission (OLCC, formerly known as the Oregon Liquor Control Commission) acts as the sole importer and distributor of liquor. Cities and other local governments are preempted from imposing alcohol taxes. In exchange, cities receive approximately 34% share of net state alcohol revenues. The OLCC has also imposed a 50-cent surcharge per bottle of liquor since the 2009-2011 biennium, which is directed towards the state's general fund. Oregon's beer tax has not been increased since 1978 and is \$2.60 per barrel, which equates to about 8.4 cents per gallon, or less than 5 cents on a six-pack. Oregon's wine tax is 67 cents per gallon and 77 cents per gallon on dessert wines. Oregon has the lowest beer tax in the country and the second lowest wine tax.

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### **Broadband, Cybersecurity, Artificial Intelligence (AI), and Telecommunications Committee**

Contact: Nolan Plese, [nplese@orcities.org](mailto:nplese@orcities.org)

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## DIGITAL EQUITY AND INCLUSION

**RECOMMENDATION:** *The LOC will support legislation and policies that help all individuals and communities have the information technology capacity needed for full participation in our society, democracy, and economy through programs such as digital*

*navigators, devices, digital skills, and affordability programs like the Affordable Connectivity Program (ACP) and the Oregon Telephone Assistance Program (OTAP – also known as Lifeline) that meet and support community members where they are.*

**Background:** Connectivity is increasingly relied on for conducting business, learning, and receiving important services like healthcare. As technology has evolved, the digital divide has become more complex and nuanced. Now, the discussion of the digital divide is framed in terms of whether a population has access to hardware, to the Internet, to viable connection speeds, and to the skills they need to effectively use it. Recognizing individual knowledge and capacity, abilities, and lived experience is now vital, and programs that offer devices, digital literacy skills, cybersecurity, and support for internet affordability, are critical to closing the digital divide.

## **CYBERSECURITY & PRIVACY**

**RECOMMENDATION:** *The LOC will support legislation that addresses privacy, data protection, information security, and cybersecurity resources for all that use existing and emerging technology like artificial intelligence (AI) and synthetic intelligence (SI), including, but not limited to: funding for local and state government cyber and information security initiatives; interagency and government coordination and cooperative arrangements for communities that lack capacity; statewide resources for cyber and AI professionals and workforce development; vendor and third-party vendor accountability; regulations of data privacy; or standards for software/hardware developers to meet that will make their products more secure while ensuring continued economic growth. The LOC will oppose any unfunded cybersecurity and/or AI mandates and support funding opportunities to meet any unfunded insurance requirements.*

**Background:** Society's continued reliance on technology will only increase with the emergence of artificial intelligence (AI) and synthetic intelligence (SI). This will mean an increased risk for cybercrimes. Cybersecurity encompasses everything that pertains to protecting our sensitive and privileged data, protected health information, personal information, intellectual property, data, and governmental and industry information systems from theft and damage attempted by criminals and adversaries.

Cybersecurity risk is increasing, not only because of global connectivity but also because of the reliance on cloud services to store sensitive data and personal information. As AI and SI technology and adoption accelerate, the ability to guard against cyber threats and threats created through AI will increase. Strengthening coordination between the public and private sectors at all levels is essential for decreasing risks and quickly responding to emerging threats. This ensures resilience is considered to reduce the damage caused by cyber threats.

## RESILIENT, FUTUREPROOF BROADBAND INFRASTRUCTURE AND PLANNING INVESTMENT

**RECOMMENDATION:** *The LOC will support legislation to ensure broadband systems are built resiliently and futureproofed, while also advocating for resources to help cities with broadband planning and technical assistance through direct grants and staff resources at the state level. The LOC will oppose any preemptions that impede local government's ability to maintain infrastructure standards in the local rights-of-way. Municipalities' have a right to own and manage access to poles and conduit and to become broadband service providers.*

### **Background:**

#### Broadband Planning and Technical Assistance

Most state and federal broadband infrastructure funding requires communities to have a broadband strategic plan in place in order to qualify. Many cities do not have the resources or staff capacity to meet this requirement. Cities will need to rely on outside sources or work with the state for assistance and support the state setting up an office to aid local governments.

#### Resilient and Long-Term Systems

As broadband continues to be prioritized, building resilient long-term networks will help Oregonians avoid a new digital divide as greater speeds are needed with emerging technologies like artificial intelligence (AI). Important actions that will ensure resilient broadband include: dig once policies; investing in robust middle-mile connections; ensuring redundancy and multiple providers in all areas' sharing current and future infrastructure to manage overcrowding in the right-of-way (ROW); and undergrounding fiber instead of hanging it on poles. Additionally, infrastructure should be built for increased future capacity to avoid a new digital divide by allowing Oregon to determine speeds that reflect current and future technology.

#### Optional Local Incentives to Increase Broadband Deployment

Cities need flexibility to adequately manage public rights-of-ways (ROW). Instead of mandates, the state should allow cities the option to adopt incentives that could help streamline broadband deployment. Flexibility for cities to fund conduit as an eligible expense for other state infrastructure (most likely water or transportation projects) would reduce ROW activity. Additionally, local governments can work with state and federal partners to streamline federal and state permitting to reduce delays in broadband deployment.

#### Regulatory Consistency Amidst Convergence

With rapid changes in communication, standards and policy should keep pace. When a converged technology utilizes differing communications technologies, it may be

required to adhere to multiple standards and regulations, or providers may argue that some parts of their service is not subject to regulations. The LOC will support legislation that addresses the inconsistency of regulations applied to traditional and nontraditional telecommunications services as more entities move to a network-based approach.

## ARTIFICIAL INTELLIGENCE (AI)

**RECOMMENDATION:** *The LOC will support legislation that promotes secure, responsible and purposeful use of artificial intelligence (AI) and synthetic intelligence (SI) in the public and private sectors while ensuring local control and opposing any unfunded mandates. Cities support using AI for social good, ensuring secure, ethical, non-discriminatory, and responsible AI governance through transparent and accountable measures that promotes vendor and third-party vendor accountability, improving government services while protecting sensitive data from use for AI model learning, and fostering cross-agency, business, academic, and community collaboration and knowledge sharing.*

**Background:** While artificial intelligence (AI) and synthetic intelligence (SI) are not new, the recent advancements in machine learning and the exponential growth of artificial and synthetic intelligence require governments and providers to be responsible and purposeful in the use of this technology. The opportunities and risks that AI and SI present demand responsible values and governance regarding how AI systems are purchased, configured, developed, operated, or maintained in addition to ethical policies that are transparent and accountable. Policies should also consider the implication of AI on public records and retention of information on how AI is being used. Additionally, governments need to consider how procurements are using AI, how they are securing their systems, and any additional parties being used in the process.

AI systems and policies should:

- Be Human-Centered Design - AI systems are developed and deployed with a human-centered approach that evaluates AI-powered services for their impact on the public.
- Be Secure & Safe - AI systems should maintain safety and reliability, confidentiality, integrity, and availability through safeguards that prevent unauthorized access and use to minimize risk.
- Protect Privacy - Privacy is preserved in all AI systems by safeguarding personally identifiable information (PII) and sensitive data from unauthorized access, disclosure, and manipulation.
- Be Transparent - The purpose and use of AI systems should be proactively communicated and disclosed to the public. An AI system, its data sources,

operational model, and policies that govern its use should be understandable, documented, and properly disclosed publicly.

- **Be Equitable** - AI systems support equitable outcomes for everyone; urban, rural, suburban, frontier, and historically underrepresented communities. Bias in AI systems should be effectively managed to reduce harm to anyone impacted by its use.
- **Provide Accountability** - Roles and responsibilities govern the deployment and maintenance of AI systems. Human oversight ensures adherence to relevant laws and regulations and ensures the product's creator is ultimately responsible for reviewing the product prior to release and held accountable.
- **Be Effective** - AI systems should be reliable, meet their objectives, and deliver precise and dependable outcomes for the utility and contexts in which they are deployed.
- **Provide Workforce Empowerment** - Staff are empowered to use AI in their roles through education, training, and collaborations that promote participation and opportunity.

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### Transportation Committee

Contact: Jim McCauley, [jmccauley@orcities.org](mailto:jmccauley@orcities.org)

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## 2025 TRANSPORTATION PACKAGE

**RECOMMENDATION:** *The LOC supports 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. As part of a 2025 package, the funding level must maintain the current State Highway Fund (SHF) distribution formula and increase investments in local programs such as Great Streets, Safe Routes to Schools, and the Small City Allotment Program. In addition, the package should find a long-term solution for the weight-mile tax that stabilizes the program with fees that match heavier vehicles' impact on the transportation system. The funding sources for this package should be diverse and innovative. Additionally, the package should maintain existing choices and reduce barriers for local governments to use available funding tools for transportation investments.*

**Background:** Oregon has one of the country's most transportation-dependent economies, with 400,000 jobs (1 in 5) related directly to transportation via rail, road, and ports. The State Highway Fund (SHF) is the primary revenue source for the state's transportation infrastructure, and comes from various sources, including gas

and diesel tax, weight mile tax, vehicle registration fees, vehicle title fees, and driver's license fees. These funds are distributed using a 50-30-20 formula, with 50% to the state, 30% to counties, and 20% to cities. Continued investment in transportation infrastructure is critical for public safety objectives such as "[Safe Routes to Schools](#)" and the "[Great Streets](#)" program. The Legislature must develop a plan to match inflationary costs and a plan to transition from a gas tax to an impact fee based on miles traveled to stabilize transportation investment.

## FUNDING AND EXPANDING PUBLIC AND INTER-COMMUNITY TRANSIT

**RECOMMENDATION:** *The LOC supports expanding funding for public transit operations statewide, focusing on inter-community service, service expansion, and a change in policy to allow for the use of funds for local operations and maintenance.*

**Background:** During the 2017 session, HB 2017 established Oregon's first statewide comprehensive transit funding by implementing a "transit tax," a state payroll tax equal to one-tenth of 1%. This revenue source has provided stable funding of more than \$100 million annually.

These funds are distributed utilizing a formula. Investments made since the 2017 session helped many communities expand and start transit and shuttle services to connect communities and provide transportation options. Many communities, however, still lack a viable public transit or shuttle program and would benefit greatly from expanded services.

## SHIFT FROM A GAS TAX TO A ROAD USER FEE

**RECOMMENDATION:** *The LOC supports replacing Oregon's gas tax with a Road User Fee (RUF) while protecting local government's authority to collect local gas tax fees. An RUF will better measure a vehicle's impact on roads and provide a more stable revenue stream.*

**Background:** Oregon's current gas tax is 40 cents per gallon. Depending on the pump price, the gas tax represents a small portion of the overall cost of gas. Due to the improved mileage of new vehicles and the emergence and expected growth of electric vehicles, Oregon will continue to face a declining revenue source without a change in the fee structure. Capturing the true impact of vehicles on the transportation system requires a fee structure that aligns with use of roads. The federal tax has remained at 18 cents per gallon since 1993, effectively losing buying power or the ability to keep up with inflation.

## COMMUNITY SAFETY AND NEIGHBORHOOD LIVABILITY

**RECOMMENDATION:** *The LOC supports a strong focus on funding safety improvements on large roads, such as highways and arterials, that run through all communities. This includes directing federal and state dollars toward safety improvements on streets that meet the Great Streets criteria but are not owned by ODOT, and increasing funding for the*

*Great Streets program. For those cities that don't qualify for existing programs, ODOT should explore funding opportunities for cities with similar safety needs. Additionally, more funding should be directed to the Highway Safety Improvement Program (HSIP) and All Roads Transportation Safety (ARTS) programs.*

**Background:** Community safety investment remains a critical challenge for local governments, reducing their ability to maintain a transportation system that supports the safe and efficient movement of people and goods. Traffic fatalities and serious injuries continue to grow to record levels in many communities. The lack of stable funding for these basic operations and maintenance functions prevents local governments from meeting core community expectations. Without increases in funding for transportation, this problem is expected to get even worse, as costs for labor and materials continue to increase.

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### **Water and Wastewater Committee**

Contact: Michael Martin, mmartin@orcities.org

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### **INFRASTRUCTURE FUNDING (CO-SPONSORED BY COMMUNITY AND ECONOMIC DEVELOPMENT COMMITTEE)**

**RECOMMENDATION:** *The LOC will advocate for a comprehensive infrastructure package to support increased investments in water, sewer, stormwater and roads. This includes: funding for system upgrades to meet increasingly complex regulatory compliance requirements; capacity to serve needed housing and economic development; deferred maintenance costs; seismic and wildfire resiliency improvements; and clarity and funding to address moratoriums. The LOC will also champion both direct and programmatic infrastructure investments to support a range of needed housing development types and affordability.*

**Background:** Cities continue to face the challenge of how to fund infrastructure improvements – to maintain current, build new, and improve resiliency. Increasing state resources in programs that provide access to lower rate loans and grants will assist cities in investing in vital infrastructure. Infrastructure development impacts economic development, housing, and livability. The level of funding for these programs has been inadequate compared to the needs over the last few biennia, and the funds are depleting and unsustainable without significant program modifications and reinvestments. This priority will focus on maximizing both the amount of funding and the flexibility of the funds to meet the needs of more cities across the state to ensure long-term infrastructure investment. The 2024 LOC Infrastructure Survey revealed the increasing need for water and road infrastructure funding. The results show \$11.9 Billion of infrastructure funds needed (\$6.4 billion for water and \$5.5

billion for roads).

Combined with federal-cost share decline on water infrastructure projects – despite the recent bi-partisan infrastructure law investment – cities face enormous pressure to upgrade and maintain water infrastructure. At the same time, cities across the state are working urgently to address Oregon’s housing crisis. To unlock needed housing development and increase affordability, the most powerful tool the Legislature can deploy is targeted investments in infrastructure to support needed housing development.

## PLACE-BASED PLANNING

**RECOMMENDATION:** *The LOC will advocate for funding needed to complete existing place-based planning efforts across the state and identify funding to continue the program for communities that face unique water supply challenges.*

**Background:** Oregon’s water supply management issues are complex. In 2015, the Legislature created a place-based planning pilot program in Oregon administered through the Oregon Water Resources Department that provides a framework and funding for local stakeholders to collaborate and develop solutions to address water needs within a watershed, basin, surface water, or groundwater. In 2023, the Legislature passed a significant bipartisan Drought Resilience and Water Security package (BiDRAWS), which included \$2 million into a place-based planning water fund to continue efforts to address a basin-by-basin approach.

## OPERATOR-IN-TRAINING APPRENTICESHIPS

**RECOMMENDATION:** *The LOC will advocate for funding for apprenticeship training programs and the expansion of bilingual training opportunities to promote workforce development of qualified wastewater and drinking water operators due to the significant lack of qualified operators.*

**Background:** Water utilities must resolve a human-infrastructure issue in order to keep our water and wastewater systems running. Currently, water utilities face challenges in recruiting, training, and retaining certified operations employees. In addition, retirements of qualified staff over the next decade will exacerbate the problem.

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





## Why is it Essential for the 2025 Legislature to Increase Transportation Funding?

**Oregon's Legislature made significant progress in 2017** with the passage of [HB 2017](#), the largest multimodal transportation package in state history. This \$5.3 billion package provided a critical funding increase for local government investments and state projects in key transportation corridors. The package also included significant investment in public transit and shuttle service across Oregon and improved safety enhancements such as [Safe Routes to School](#), a program which has dramatically improved safe walking and biking routes for youth.

As the Legislature approaches the 2025 legislative session, it's crucial to maintain the momentum of the past seven years. However, we face significant challenges, including cost inflation for transportation construction materials and labor — the National Highway Construction Cost Index currently shows inflation at 80%. The declining purchasing power of the gas tax, the state's primary revenue source overall, is eroding the scale of investments, hindering the completion of key projects in HB 2017 and the ability of local jurisdictions to deliver basic operations and maintenance services.

**If the Legislature fails to pass** a transportation package in 2025, communities across the state will see more potholes, unmaintained streets and traffic signals, and other critical failures for both the local and state systems. This would also threaten the completion of critical project investments.

**Urgency is needed now** to build support for a robust transportation package in 2025 that reinforces the state's investment in Oregon's entire transportation system across all modes. The 2025 transportation package can and should be a statewide investment that includes local governments as a full partner.

**There are fundamental elements** that must be considered when building a transportation package in 2025. The process will require a return to the basics and a fundamental investment in Oregon's entire transportation system. These fundamental elements must include:

**A stable, significant investment in state and local government facilities.** If core operations and maintenance of Oregon's transportation system continue to be underfunded, existing local and state infrastructure will fail, requiring more expensive repairs.

- Due to gas tax stagnation and significant inflation, state and local governments are experiencing a continued decline in street conditions.
- Additional state funding allows Oregon to maintain and operate a transportation system that can efficiently and safely move people, goods, and services.





**Additional transit funding** is critical to connecting communities. One of the most significant investments made in HB 2017 was an annual infusion of transit funding to build capacity and create inter-community connections. We must continue this investment, focusing on underserved communities and those without public transit options, specifically through inter-community transit investment. Funding to support core operations and maintenance activities is critical to maintaining a complete and safe transit system.



**Transportation safety remains** a top concern, as traffic fatalities and serious injuries have continued to rise over the last few years. Increasing investments in safety improvements which minimize conflicts between transportation options, such as improved pedestrian crossings, are necessary to make Oregon communities safer. Transportation safety is most critically needed on our high-traffic roads and near our schools.

Over the last five years, cities have faced significant increases in the loss of life along roadways. This includes fatal vehicular crashes, bike crashes, and those involving pedestrians. Increased investment in safety projects will make a significant difference.



**Start the transition to a Road User Fee**, which will reduce the continued erosion of buying power with the gas tax and stabilize revenue for transportation investments. This will create a fee structure based on the true impact of vehicles on Oregon's transportation infrastructure.



**Finish projects in HB 2017.** There are 43 projects across Oregon that were part of the commitments made in 2017. The scale of these investments was historic and resulted from a significant bipartisan effort, but not all have been completed. These unfinished projects must be completed because they remain critical for all communities in Oregon.

- If these projects are not completed, we risk losing the public's confidence in the Legislature's ability to deliver on commitments.
- Now is not the time to go back. It's time to press on and deliver a funding package that can complete these long-term investments.

## How Can You Help? Use Your Local Stories to Highlight Transportation Needs

Each city has a story worth sharing with members of the [Joint Committee on Transportation](#).



By sharing those local stories, you will drive the message home that we have significant needs, and the Legislature must act. Consider these themes when talking about your communities:

- Do you currently have adequate funding to operate and maintain your roads?
- Can you keep up with paving? Filling potholes? Maintaining safe crossings? Responding to extreme weather events?
- What will happen to the condition of your roads if there are no further gas tax increases?
- Does your city have adequate resources to prevent traffic fatalities and serious injuries?
- Has your city benefited from HB 2017 transit investments? Do you have additional transit needs? Do you have a new transit or inter-community shuttle service in place?

**MEMO**

Sept. 3, 2024

**To:** City Council**From:** Mark Ottenad, Public/Government Affairs Director**cc:** Bryan Cosgrove, City Manager; Amanda Guile-Hinman, City Attorney; City Managers**RE: Staff Recommendations for 2024 LOC Legislative Priorities Ballot for 2025-26 Session**

The following staff recommendations for City Council consideration regarding the 2024 LOC Legislative Priorities Ballot for the 2025-26 session of the 83<sup>rd</sup> Oregon Legislative Assembly was developed during a multi-departmental, inter-disciplinary review that included:

- 2024 LOC Member Voter Guide (for 2025-26 Oregon Legislative Sessions)
- *City of Wilsonville/SMART 2023-24 State Legislative Agenda*, January 2023
- *City of Wilsonville/SMART 2024 State Legislative Priorities*, Sept. 2023
- City Council discussions over the past year, and
- City staff review of current and pending legislative issues.

Many of the suggested LOC legislative priorities are worthy of consideration; however, some priorities, such as marijuana tax revenues, do not apply to the City, as cannabis sales have not been approved for our municipality. Some of the LOC priorities appear to be subsets of a similar priority; *e.g.*, Employment Lands Readiness and Availability Full Funding and Alignment for Housing Production could be lumped under Infrastructure Funding.

**Summary of Five Priority Recommendations for 2024 LOC Legislative Priorities Ballot for the 2025-26 session:** *(Not listed in priority order; listed in LOC ballot order)*

**Priority #1** Community and Economic Development Recommendation:  
**Infrastructure Funding**

**Priority #2** Community and Economic Development Recommendation:  
**Shelter and Homeless Response**

**Priority #3** General Government Committee Recommendation:  
**Restoration of Recreational Immunity**

**Priority #4** Transportation Committee Recommendation:  
**2025 Transportation Package**

**Priority #5** Water and Wastewater Committee Recommendation:  
**Operator-in-Training Apprenticeships**

**Priorities Note:** Additionally, as is explained below, staff propose in the Ballot Write-In Option to note that “Employment Lands Readiness and Availability and Full Funding and Alignment for Housing Production are considered as a component of Infrastructure Funding priority”; and to note that “Funding and Expanding Public and Inter-Community Transit should be included in the 2025 Transportation Package priority.”

## Discussion of Recommendations

Following is a more detailed review of each recommended 2024 LOC Legislative Priorities Ballot for 2025-26 Session.

### **Priority #1** Community and Economic Development Recommendation: **Infrastructure Funding**

**Discussion:** The City Council is well aware of the challenges of funding costly public infrastructure that serves primarily private-sector development of both residential housing and commercial employment. Constantly, the primary challenge that City encounters for development of residential or industrial lands is how to fund the needed infrastructure to support development. With urban renewal (aka tax increment financing) as the only major source of infrastructure funding, cities have very limited options for how to finance infrastructure, as the private-sector has shown reticence to sink money in the ground with an uncertain or delayed pay-back period.

Staff propose in the Ballot Write-In Option to note that Employment Lands Readiness and Availability and Full Funding and Alignment for Housing Production are considered as a component of Infrastructure Funding. Both Creating a State Residential Housing Infrastructure Fund and Reauthorize and Fund the Business Oregon Regionally Significant Industrial Sites (RSIS) Program were top priorities of the City Council adopted City of Wilsonville/SMART 2024 State Legislative Session Priorities.

LOC indicates that it will advocate for a comprehensive infrastructure package to support increased investments in water, sewer, stormwater and roads. This includes: funding for system upgrades to meet increasingly complex regulatory compliance requirements; capacity to serve needed housing and economic development; deferred maintenance costs; seismic and wildfire resiliency improvements; and clarity and funding to address moratoriums. The LOC will also champion both direct and programmatic infrastructure investments to support a range of needed housing development types and affordability.

### **Priority #2** Community and Economic Development Recommendation: **Shelter and Homeless Response**

**Discussion:** 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. The LOC will also support capital funding for additional shelter infrastructure and site preparation. Oregon’s homeless response system must recognize the critical role of cities in homeless response and meaningfully include cities in regional funding and decision-making, in partnership with counties, community action agencies, continuums of care, housing authorities, and other service provider partners.

**Priority #3** General Government Committee Recommendation:  
**Restoration of Recreational Immunity**

**Discussion:** The City Council made this issue of restoring recreational immunity for public use of trails the number one priority in last year’s City of Wilsonville/SMART 2024 State Legislative Session Priorities. While the legislature provided a temporary fix only for public lands for recreational immunity during the short session in 2024, it expires in January 2026. The legislature will need to amend current statutes with a more permanent solution, including for private landowners.

LOC indicates that it will work with others to introduce legislation to protect cities and other landowners who open their property for recreational purposes from tort liability claims.

**Priority #4** Transportation Committee Recommendation:  
**2025 Transportation Package**

**Discussion:** The City Council has long made Transportation Funding for both roads and public transit a top legislative priority at the federal and state levels. The Joint Committee on Transportation has been conducting a statewide “roadshow” this summer to hear from Oregon community about their transportation funding challenges.

The legislative leadership has been indicating for over a year that 2025 would be the target timeframe to pass another transportation funding bill, the last one being HB 2017 in 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.)

Staff propose in the Ballot Write-In Option to note that Funding and Expanding Public and Inter-Community Transit should be included in the 2025 Transportation Package item, as inter-city transit is an issue that needs additional funding in order to make transit work on a regional basis.

LOC indicates that it supports 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. As part of a 2025 package, the funding level must maintain the current State Highway Fund (SHF) distribution formula and increase investments in local programs such as Great Streets, Safe Routes to Schools, and the Small City Allotment Program. In addition, the package should find a long-term solution for the weight-mile tax that stabilizes the program with fees that match heavier vehicles’ impact on the transportation system. The funding sources for this package should be diverse and innovative. Additionally, the package should maintain existing choices and reduce barriers for local governments to use available funding tools for transportation investments.

**Priority #5** Water and Wastewater Committee Recommendation:  
**Operator-in-Training Apprenticeships**

**Discussion:** The Public Works Department has encountered challenges in recruiting, training, and retaining certified water- and waste-water operations employees. In addition, projected statewide retirements of qualified staff over the next decade will exacerbate the problem.

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

LOC indicates that it will advocate for funding for apprenticeship training programs and the expansion of bilingual training opportunities to promote workforce development of qualified wastewater and drinking water operators due to the significant lack of qualified operators.

**Background on City’s Legislative Priorities**

In January 2024 City Council adopted an updated set of Legislative Priorities that are more responsive to “off the moment” ad-hoc policy opportunities that may be outside of prior subject matter of prior City master plans and strategies. Staff are also bringing to City Council on Sept. 16 a proposed set of 2025 Legislative Session Priorities for consideration.

In January 2023, the City Council adopted an updated Wilsonville state legislative agenda for the 2023-24 session of the Oregon legislature. The City’s legislative agenda provides staff and consultants with general policy guidance that may be used to evaluate individual pieces of legislation that address specific issues of concern. Staff are scheduled to present to the City Council in January 2025 a recommended City Legislative Agenda for the 2025-26 legislative session.

In a similar manner, the LOC board adopts a legislative agenda that focuses resources on the key issues of concern to member cities. For the past three months, seven LOC policy committees have been working to identify and propose specific actions as part of the League’s effort to develop a pro-active legislative agenda for the 2025-26 session. Each city is being asked to review the recommendations of the policy committees and provide input to the LOC Board of Directors by Sept. 27 as the board prepares to adopt the League’s 2025-26 legislative agenda.

The City has found that working closely with LOC staff on various legislative issues can produce successful results for the City or reduce potentially negative impacts of new laws. The City’s legislative-affairs consultant, Greg Leo of The Leo Co., has established a mutually-beneficial, effective working relationship with LOC’s intergovernmental relations associates, along with other public- and private-sector public-affairs consultants.

# 2023-24



# State Legislative Agenda

## Wilsonville City Council

Julie Fitzgerald, Mayor

Kristin Akervall, Council President

Caroline Berry, City Councilor

Joann Linville, City Councilor

Katie Dunwell, 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**  
503-570-1505; [ottenad@ci.wilsonville.or.us](mailto:ottenad@ci.wilsonville.or.us)

**Greg Leo, Public Affairs Consultant, The Leo Co.**  
503-804-6391; [greg@theleocompany.com](mailto:greg@theleocompany.com)

29799 SW Town Center Loop East  
Wilsonville, OR 97070  
[www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us)





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 2023-24 sessions of the 82<sup>nd</sup> Oregon Legislative Assembly.

*Wilsonville City Council, January 19, 2023*



## 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 21<sup>st</sup> largest city.

Jurisdiction	2000 Census	2022 PSU Est.	% Change
City of Wilsonville	13,991	27,414	96%
Portland metro region*	1,444,219	1,847,040	28%
State of Oregon	3,421,399	4,278,555	25%

\* 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.

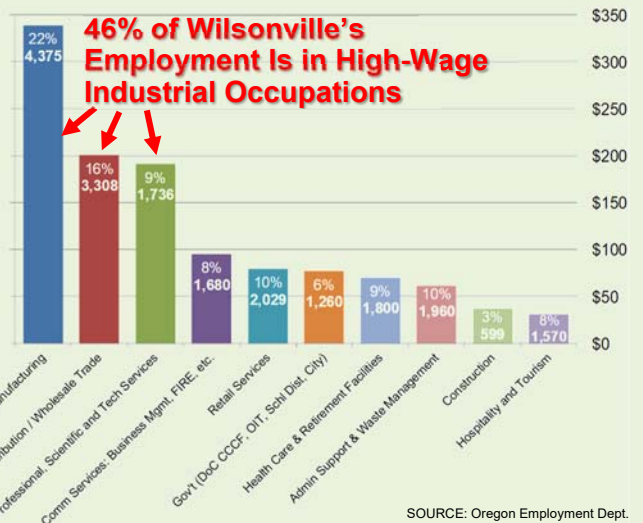


Clackamas Community College, Wilsonville Training Center Campus  
West Linn-Wilsonville School District and Canby School District



## ■ Employment: *Over 20,000 Jobs with \$1.3 Billion Direct Annual Payroll*

Wilsonville's 1,080 businesses provide 20,800 full-time equivalent jobs, of which about half are in high-wage industrial occupations of manufacturing—primarily in high-tech and software engineering—wholesale distribution and professional services. Nine out of 10 employees commute to jobs in Wilsonville primarily from the Portland metro-area and North Willamette Valley, Canby, Woodburn and Salem/Keizer.



Total annual payroll in Wilsonville exceeds \$1.3 billion annually—an +85% increase since 2000—that generates a total direct/indirect regional economic-multiplier impact of over \$3.8 billion per year.

## Top-10 Private-Sector Wilsonville Employers

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

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



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



# 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 82<sup>nd</sup> 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.

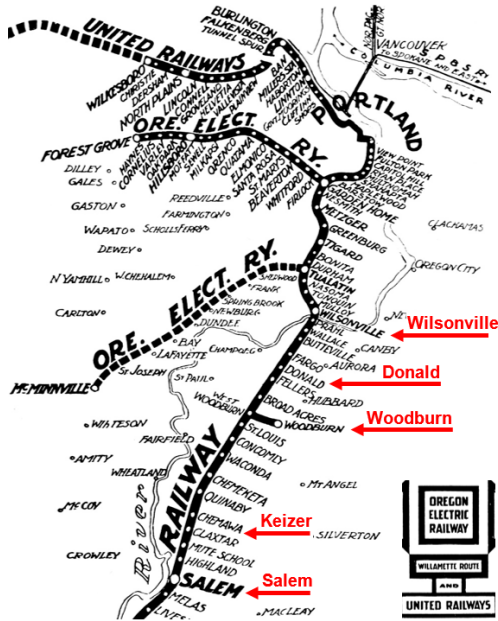
## 2. Fund WES Commuter Rail Extension Study

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](mailto: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

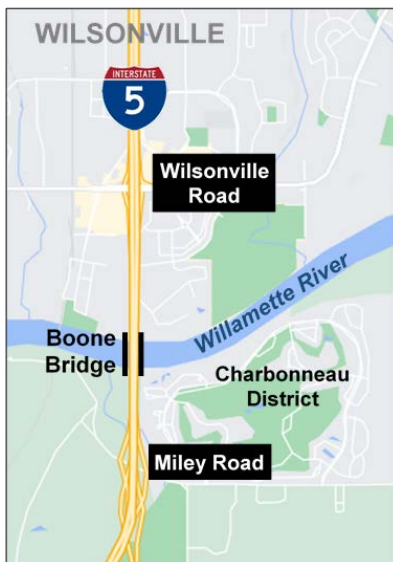
annual corporate and personal income tax revenues from the site reimburse the public investment up to the total site preparation cost.

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.



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

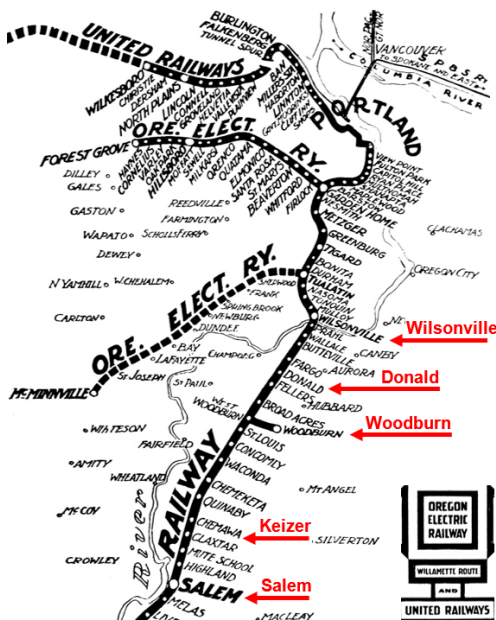
Approximately every seven to eight years the legislature passes a major transportation funding package that has provided both general ODOT programmatic funding increases as well as earmark funding for specific projects.

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. 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.



### 3. 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 shovel-ready 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 to provide 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 – 60<sup>th</sup> 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/60<sup>th</sup> 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.



### 4. 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, 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.

## 5. 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.

## 6. 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.

## **7. 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 COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b> September 16, 2024		<b>Subject:</b> Joint Values and Outcomes for the 2025 State Legislative Transportation Package by the Communities of Clackamas County	
		<b>Staff Member:</b> Mark Ottenad, Public/Government Affairs Director	
		<b>Department:</b> Administration	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> 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  <b>Comments:</b> City Council is scheduled to consider adoption of the Joint Values and Outcomes statement during September 16 Mayor’s Business agenda item.	
<b>Staff Recommendation:</b> N/A.			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b>			
<input checked="" type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable	

**ISSUE BEFORE COUNCIL:**

Does the City Council wish to adopt the “Joint Values and Outcomes for the 2025 State Legislative Transportation Package by the Communities of Clackamas County” that was adopted in August by the Clackamas County Coordinating Committee (C4), which seeks endorsements of C4 member jurisdictions prior to the start of the 2025 legislative session?

**EXECUTIVE SUMMARY:**

Communities of Clackamas County (C4) considered draft text for a Joint Values and Outcomes statement during the June C4 Retreat in order to present a unified, consistent position and message for legislators during the 2025 legislative session that is anticipated to focus on developing a Transportation Funding package. During the C4 Retreat, Co-Chairs of the Joint Committee on Transportation—Sen. Chris Gorsek (Gresham) and Rep. Susan McLain (Hillsboro)—conducted a question-and-answer session with attendees. Both Mayor Fitzgerald and Councilor Berry, City Council representatives to C4 and C4 Metro Subcommittee, participated in the C4 Retreat.

The Joint Values and Outcomes statement was approved by C4 on August 1, and the County seeks C4 member jurisdictions endorsement prior to the September 26 Clackamas County hearing in Happy Valley by the Joint Committee on Transportation, which has been conducting a statewide “roadshow” to better understand communities’ transportation needs and acceptable funding mechanisms for consideration during the 2025 legislative session.

**EXPECTED RESULTS:**

The City provides support or not for the C4 Joint Values and Outcomes statement.

**TIMELINE:**

The County seeks endorsements if feasible prior to September 26 Clackamas County hearing by the Joint Committee on Transportation.

**CURRENT YEAR BUDGET IMPACTS:**

Successful legislation that appropriates state funds for local governments, such as for transportation, could benefit City’s constituents.

**COMMUNITY INVOLVEMENT PROCESS:**

City Council and staff’s assessment of legislative priorities is informed by City’s overall extensive public-engagement process on diverse range of issues.

**POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:**

Successful legislation endorsed by City Council that provides transportation resources can benefit the community

**ALTERNATIVES:**

An alternative would be to not endorse the Joint Values and Outcomes statement.

**CITY MANAGER COMMENT:**

N/A

**ATTACHMENTS:**

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

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

**Approved on 8/1/2024 for Logo Gathering**

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



**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b> Sept. 16, 2024	<b>Subject:</b> 2025 State Legislative Session Priorities  <b>Staff Member:</b> Mark Ottenad, Public/Government Affairs Director  <b>Department:</b> Administration	
<b>Action Required</b>	<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> 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  <b>Comments:</b> City Council is scheduled to consider adoption of 2025 State Legislative Session Priorities during Sept. 16 Mayor’s Business agenda item.	
<b>Staff Recommendations:</b> N/A		
<b>Recommended Language for Motion:</b> N/A		
<b>PROJECT / ISSUE RELATES TO:</b>		
<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 adoption by the City Council of a 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 83<sup>rd</sup> Oregon Legislative Assembly.

**EXECUTIVE SUMMARY:**

Starting in 2023 the City Council adopted a set of specific 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.



**The City’s draft set of 2024 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.\* 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
- 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

Attachment 1, 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 have 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 allows City to timely communicate priorities to our legislators who may then introduce bills on our behalf.

### **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.

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 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 prior 10 years Charbonneau was segmented into a separate set of districts.

- **House District 26: Representative Courtney Neron of Wilsonville** (Democrat), currently serves on the following committees:
  - House Interim Committee On Education - Chair
  - Joint Task Force On Statewide Educator Salary Schedules - Co-Chair
  - House Interim Committee On Early Childhood and Human Services
  - House Interim Committee On Gambling Regulation
  
- **Senate District 13: Senator Aaron Woods of Wilsonville** (Democrat), former City Planning Commissioner, currently serves on the following committees:
  - Joint Committee On Information Management and Technology - Co-Chair
  - Joint Interim Committee On Ways and Means Subcommittee On Transportation and Economic Development - Co-Chair
  - Senate Committee On Conduct
  - Senate Interim Committee On Veterans, Emergency Management, Federal and World Affairs
  - Joint Committee On Conduct
  - Joint Committee On Transportation

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

**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.

**CITY MANAGER COMMENT:**

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

**ATTACHMENTS:**

1. Draft City of Wilsonville/SMART 2025 State Legislative Session Priorities, Sept. 16, 2024
2. City of Wilsonville/SMART 2024 State Legislative Session Priorities, Jan. 18, 2024
3. City of Wilsonville/SMART 2023-24 State Legislative Agenda, 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 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 83<sup>rd</sup> 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 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

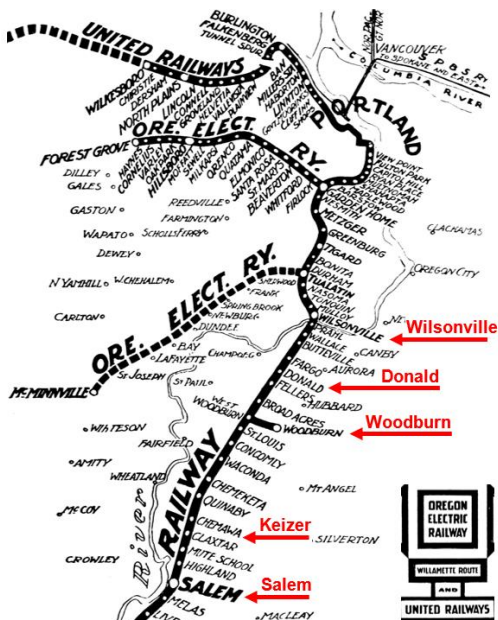
Approximately every seven to eight years the legislature passes a major transportation funding package that has provided both general ODOT programmatic funding increases as well as earmark funding for specific projects.

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?**

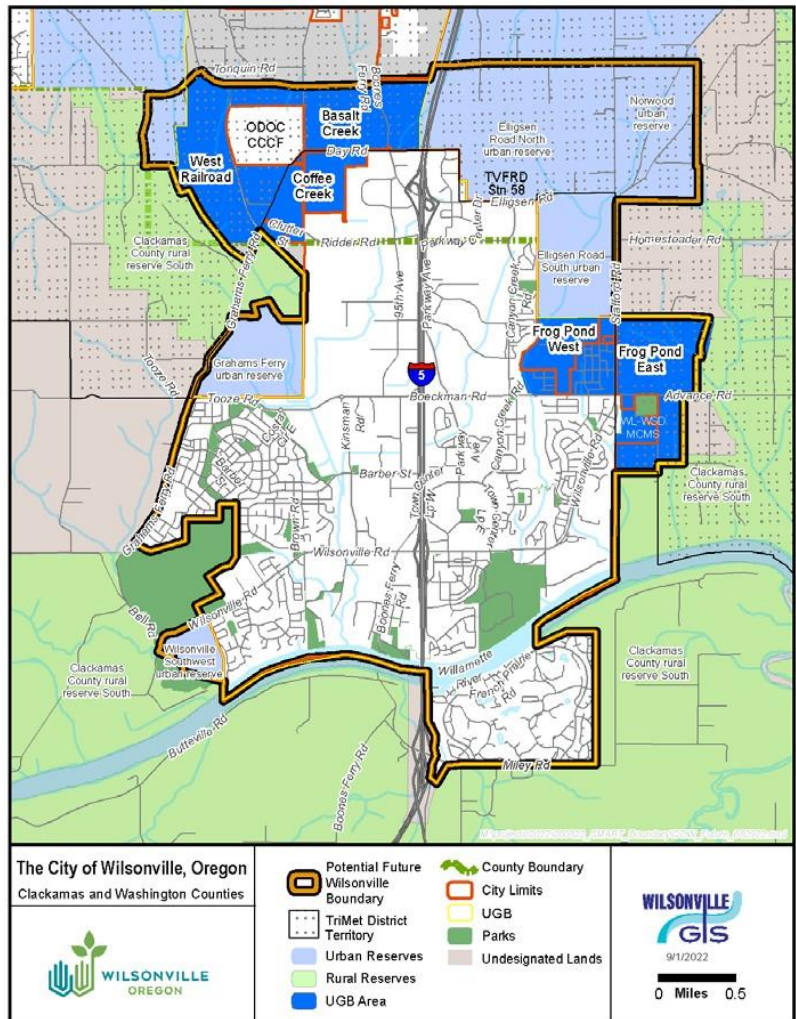
The City of Wilsonville is spending millions of dollars of taxpayer funds to plan and build infrastructure to serve future urbanizing areas located in TriMet district territory that will be within Wilsonville city limits. ***Without a modification of the TriMet district boundary, TriMet will continue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

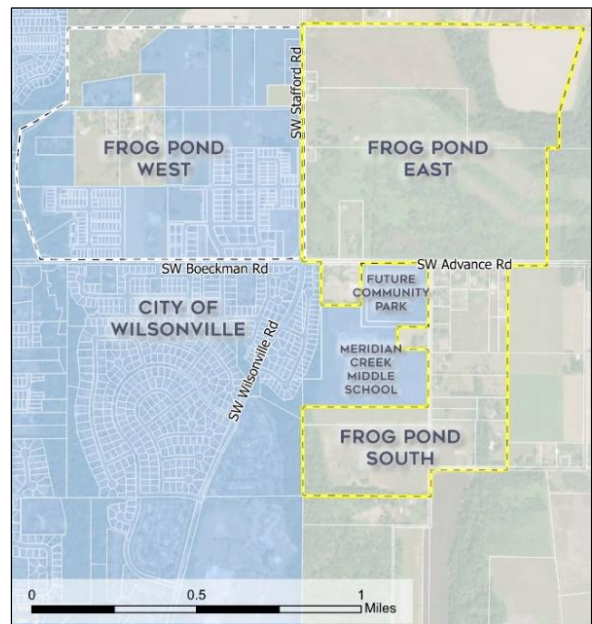
New State resources could include outright grants as well as low-interest loans to cities to advance planning and infrastructure for development of new residential housing.

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 – 60<sup>th</sup> 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/60<sup>th</sup> 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. 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, 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 82<sup>nd</sup> 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.

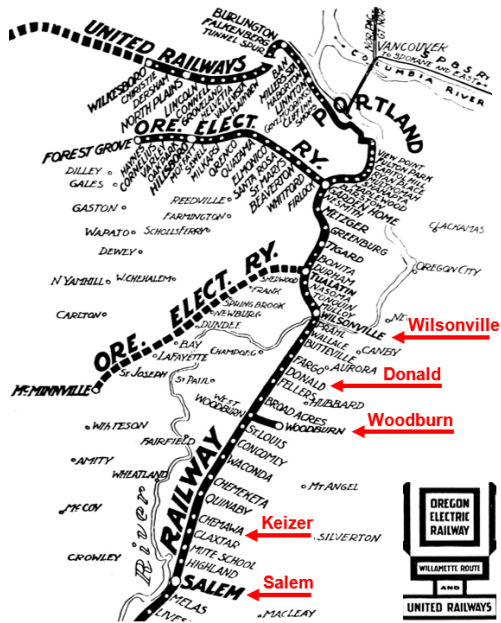
## 2. Fund WES Commuter Rail Extension Study

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

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

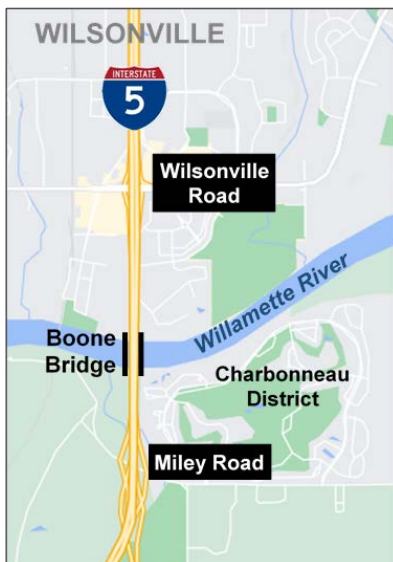
annual corporate and personal income tax revenues from the site reimburse the public investment up to the total site preparation cost.

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.

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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 a 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.



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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.

# 2023-24



# State Legislative Agenda

## Wilsonville City Council

Julie Fitzgerald, Mayor

Kristin Akervall, Council President

Caroline Berry, City Councilor

Joann Linville, City Councilor

Katie Dunwell, 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**  
503-570-1505; [ottenad@ci.wilsonville.or.us](mailto:ottenad@ci.wilsonville.or.us)

**Greg Leo, Public Affairs Consultant, The Leo Co.**  
503-804-6391; [greg@theleocompany.com](mailto:greg@theleocompany.com)

29799 SW Town Center Loop East  
Wilsonville, OR 97070  
[www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us)



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 2023-24 sessions of the 82<sup>nd</sup> Oregon Legislative Assembly.



*Wilsonville City Council, January 19, 2023*

## 1. GOVERNANCE

### ■ Local Autonomy

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

### ■ State Shared Revenues / Unfunded Mandates

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

## 2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

### ■ Transportation

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

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

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

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



### ■ Transit

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

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



### 3. ECONOMIC & COMMUNITY DEVELOPMENT

#### ■ Land Use and Infrastructure Development

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

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

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

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

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

#### ■ Workforce Development

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

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

### 4. ENVIRONMENTAL IMPACT

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



# FAST FACTS: City of Wilsonville & South Metro Area Regional Transit (SMART)

Item C.

## ■ 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 21<sup>st</sup> largest city.

Jurisdiction	2000 Census	2022 PSU Est.	% Change
City of Wilsonville	13,991	27,414	96%
Portland metro region*	1,444,219	1,847,040	28%
State of Oregon	3,421,399	4,278,555	25%

\* 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.

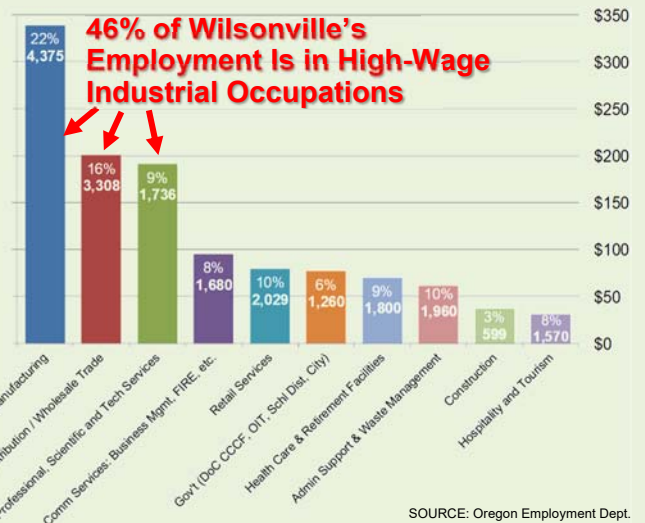


Clackamas Community College, Wilsonville Training Center Campus  
West Linn-Wilsonville School District and Canby School District



## ■ Employment: *Over 20,000 Jobs with \$1.3 Billion Direct Annual Payroll*

Wilsonville's 1,080 businesses provide 20,800 full-time equivalent 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.

**CITY COUNCIL ROLLING SCHEDULE**  
**Board and Commission Meetings**  
**Items known as of 09/05/24**

**September**

9/18	Wednesday	5:00 pm	Arts, Culture, and Heritage Commission	Council Chambers
9/23	Monday	6:30 pm	Development Review Board-B	Council Chambers
9/25	Wednesday	6:30 pm	Library Board	Library
9/30	Monday	6:30 pm	Wilsonville-Metro Community Enhancement Committee	Council Chambers

**October**

10/7	Monday	7:00 pm	City Council	Council Chambers
10/8	Tuesday	6:00 pm	Joint ACHC/DEI Meeting	Council Chambers
10/9	Wednesday	6:00 pm	Planning Commission	Council Chambers
10/10	Thursday	6:00 pm	Parks & Rec Advisory Board	Council Chambers
10/11	Friday	2:00 pm	Tourism Promotion Steering Committee	Council Chambers
10/14	Monday	6:30 pm	Development Review Board A	Council Chambers
10/16	Wednesday	5:00 pm	Arts, Culture, and Heritage Commission	Council Chambers
10/16	Wednesday	6:00 pm	Kitakata Sister City Advisory Board	Parks & Rec Bldg
10/21	Monday	7:00 pm	City Council	Council Chambers
10/22	Tuesday	6:00 pm	Metro-CEC	Council Chambers
10/23	Wednesday	6:30 pm	Library Board	Library
10/28	Monday	6:30 pm	Development Review Board B	Council Chambers

**Community Events:**

**SEPTEMBER**

- 9/17 Piecemakers Quilters, 9:00 am, Tauchman House
- Ukulele Jam, 9:00 am, Parks & Rec
- Intermediate English Class, 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

All dates and times are tentative; check the City’s online calendar for schedule changes at [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us).

## 9/17 Continued

Virtual Reality Fitness, 1:00 pm, Community Center  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community  
 Soccer Shots Fall Season, 3:30 pm, Memorial Park  
 Barre Tone-Season 1, 5:45 pm, Community Center  
 Soul Flow Yoga-Season 1, 7:15 pm, Community Center

9/18 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, Community Center  
 Conversational Spanish Group, 10:30 am, Community Center  
 Sit and Be Fit, 11:00 am, Community Center  
 Lunch at the Community Center, 12:00 pm, Community Center  
 Walk at Lunch-Revitalize Health & Wellness, 12:00 pm  
 Pinochle/Cribbage, 1:00 pm, Community Center  
 Bingo, 1:00 pm, Community Center  
 Teen Afterschool Drop-In Activities, 3:00 pm, Library  
 KidoKinetics-Sports Play, 3:15 pm, Community Center  
 ODOT Boone Bridge Open House, 5:30 pm, City Hall

9/19 I-5 Connection Chorus Group, 10:00 am, Community Center  
 Bridge for Beginners Lessons, 10:00 am, Community Center  
 Family Storytime, 10:30 am, Community Center  
 Walking Book Club, 1:00 pm, Library  
 Ladies Afternoon Out, 1:00 pm, Community Center  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community  
 Baking with Sam - Sourdough Bread at Home, Community Center  
 Mushroom Hunting, 6:00 pm, Library

9/20 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  
 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

9/21 Soccer Shots Fall Season, 9:00 am, Memorial Park Ball Fields  
 KidoKinetics Hoops Scoops & Shots, 9:00 am, Memorial Park Ball Fields  
 Spanish Storytime, 11:00 am, Library

All dates and times are tentative; check the City's online calendar for schedule changes at [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us).

- 9/22 Book Binding, 12:00 pm, Library  
Midlife Movement, 4:30 pm, Community Center
- 9/23 Healthy Bones and Balance, 8:30 am, Community Center  
Advanced Healthy Bones and Balance, 9:30 am, Community Center  
Balance the Fall, 10:30 am, Community Center  
Beginning English Class, 11:00 am, Library  
Sit, Stand and Be Fit, 11:00 am, Community Center  
Lunch at the Community Center, 12:00 pm, Community Center  
Weight Loss Support Group, 12:30 pm, Community Center  
Mexican Train Dominoes, 1:00 pm, Community Center  
Bridge Group Play, 1:00 pm, Community Center  
Teen Advisory Board Meeting, 4:15 pm, Library  
Body Sculpt, 6:00 pm, Community Center
- 9/24 Piecemakers Quilters, 9:00 am, Tauchman House  
Ukulele Jam, 9:00 am, Parks & Rec  
Intermediate English Class, 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  
Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
Tai Chi Continuing-Season 1, 3:00 pm, Community  
Soccer Shots Fall Season, 3:30 pm, Memorial Park  
Barre Tone-Season 1, 5:45 pm, Community Center  
Soul Flow Yoga-Season 1, 7:15 pm, Community Center
- 9/25 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  
Conversational Spanish Group, 10:30 am, Community Center  
Sit and Be Fit, 11:00 am, Community Center  
Lunch at the Community Center, 12:00 pm, Community Center  
Walk at Lunch-Nichols Family Agency: Allstate Insurance, 12:00 pm  
Pinochle/Cribbage, 1:00 pm, Community Center  
Teen Afterschool Drop-In Activities, 3:00 pm, Library  
KidoKinetics-Sports Play, 3:15 pm, Community Center

All dates and times are tentative; check the City's online calendar for schedule changes at [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us).

- 9/26 Body Renew, 7:15 am, Community Center  
 I-5 Connection Chorus Group, 10:00 am, Community Center  
 Bridge for Beginners Lessons, 10:00 am, Community Center  
 Family Storytime, 10:30 am, Library  
 Ladies Afternoon Out, 1:00 pm, Community Center  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community
- 9/27 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  
 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
- 9/28 Soccer Shots Fall Season, 9:00 am, Memorial Park Ball Fields  
 Macrame Rainbow Workshops (Teens), 2:00 pm, Community Center
- 9/29 Midlife Movement-Session 1, 4:30 pm, Community Center
- 9/30 Healthy Bones and Balance, 8:30 am, Community Center  
 Advanced Healthy Bones and Balance, 9:30 am, Community Center  
 Estate Planning, 10:30 am, Community Center  
 Beginning English Class, 11:00 am, Library  
 Sit, Stand and Be Fit, 11:00 am, Community Center  
 Lunch at the Community Center, 12:00 pm, Community Center  
 Weight Loss Support Group, 12:30 pm, Community Center  
 Mexican Train Dominoes, 1:00 pm, Community Center  
 Bridge Group Play, 1:00 pm, Community Center  
 Body Sculpt, 6:00 pm, Community Center

## OCTOBER

### Disability Heritage Month

### Hispanic Heritage Month

- 10/1 Piecemakers Quilters, 9:00 am, Tauchman House  
 Ukulele Jam, 9:00 am, Parks & Rec  
 Intermediate English Class, 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

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## 10/1 Continued

Lunch at the Community Center, 12:00 pm, Community Center  
 Partners Bridge, 12:30 pm, Community Center  
 Poetry Club, 1:00 pm, Community Center  
 ODHS Drop-In Assistance, 1:00 pm, Library  
 Virtual Reality Fitness, 1:00 pm, Community Center  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community  
 Soccer Shots Fall Season, 3:30 pm, Memorial Park  
 Oil Painting with Judy Stubb – Autumn Images, 5:30 pm, Parks & Rec  
 Barre Tone-Season 1, 5:45 pm, Community Center  
 Soul Flow Yoga-Season 1, 7:15 pm, Community Center

## 10/2 Rosh Hashanah (all day)

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  
 Conversational Spanish Group, 10:30 am, Community Center  
 Blood Drive, 11:00 am, Library  
 PROFILES (online), 11:00 am, Library  
 Sit 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  
 Bingo, 1:00 pm, Community Center  
 Teen Afterschool Drop-In Activities, 3:00 pm, Library  
 KidoKinetics-Sports Play, 3:15 pm, Community Center

## 10/3 Body Renew-Session 1, 7:15 am, Community Center

I-5 Connection Chorus Group, 10:00 am, Community Center  
 Bridge for Beginners Lessons, 10:00 am, Community Center  
 Family Storytime, 10:30 am, Library  
 Ladies Afternoon Out, 1:00 pm, Community Center  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community  
 Parenting the Love and Logic Way, 6:00 pm, Parks & Rec Admin Bldg

## 10/4 WIC Pop-Up Clinic, 10:00 am, Library

Play Group, 10:30 am, Library  
 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  
 First Friday Films, 3:00 pm, Library

All dates and times are tentative; check the City's online calendar for schedule changes at [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us).

- 10/5 Bulky Waste Day, 9:00 am, Republic Services  
 Soccer Shots-Saturdays (Fall/Winter Season), 9:00 am, Memorial Park or Comm Ctr  
 Paper Shredding Event, 9:00 am, City Hall  
 Space Talks, 11:00 am, Library  
 Town Hall w/Rep. Courtney Neron, 3:00 pm, Library
- 10/6 Autumnal Paintings in Watercolor, 12:00 pm, Memorial Park Shelter  
 Floor Broom Workshop, 2:30 pm, Steiner-Boozier Barn  
 Midlife Movement-Session 1, 4:30 pm, Community Center
- 10/7 Healthy Bones and Balance, 8:30 am, Community Center  
 Advanced Healthy Bones and Balance, 9:30 am, Community Center  
 Ridewise Travel Training, 10:30 am, Community Center  
 Beginning English Class, 11:00 am, Library  
 Sit, Stand and Be Fit, 11:00 am, Community Center  
 Lunch at the Community Center, 12:00 pm, Community Center  
 Weight Loss Support Group, 12:30 pm, Community Center  
 Mexican Train Dominoes, 1:00 pm, Community Center  
 Bridge Group Play, 1:00 pm, Community Center  
 Teen Advisory Board Meeting, 4:15 pm, Library  
 Body Sculpt with Jules Moody, 6:00 pm, Community Center
- 10/8 Piecemakers Quilters, 9:00 am, Tauchman House  
 Ukulele Jam, 9:00 am, Parks & Rec  
 Intermediate English Class, 10:00 am, Library  
 ODHS Drop-In Assistance 10:00 am, Library  
 Medicare 101, 10:30 am, Community Center  
 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  
 Caregiver/Alzheimer's Support Group, 1:00 pm, Community Center  
 ODHS Drop-In Assistance, 1:00 pm, Library  
 Virtual Reality Fitness, 1:00 pm, Community Center  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community  
 Soccer Shots Fall Season, 3:30 pm, Memorial Park  
 Barre Tone-Season 1, 5:45 pm, Community Center  
 Soul Flow Yoga-Season 1, 7:15 pm, Community Center
- 10/9 International Walk+Roll to School Day (all day)  
 Core, Floor & More + Stretch, 5:45 a.m., 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

All dates and times are tentative; check the City's online calendar for schedule changes at [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us).



## 10/9 Continued

Family Storytime, 10:30 am, Library  
 Conversational Spanish Group, 10:30 am, Community Center  
 Sit 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  
 STEAM Stuff, 2:30 pm, Library  
 Teen Afterschool Drop-In Activities, 3:00 p.m., Library  
 KidoKinetics-Sports Play, 3:15 pm, Community Center  
 Kindergarten Carnival, 4:00 pm, Library

## 10/10 World Health Day (all day)

Body Renew-Session 1, 7:15 am, Community Center  
 I-5 Connection Chorus Group, 10:00 am, Community Center  
 Bridge for Beginners Lessons, 10:00 am, Community Center  
 Family Storytime, 10:30 am, Library  
 Art Club-Postponed  
 Ladies Afternoon Out, 1:00 pm, Community Center  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community  
 Parenting the Love and Logic Way, 6:00 pm, Parks & Rec Admin Bldg  
 Teen Murder Mystery & Costume, Contest, 9:00 pm, Library

## 10/11 Yom Kipper (all day)

National Coming Out Day (all day)  
 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  
 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

## 10/12 Soccer Shots Fall Season, 9:00 am, Memorial Park or Comm. Ctr

Oil Painting with Judy Stubb-Chrysanthemums, 10:00 am, Parks & Rec Bldg  
 Pink Pig Puppet Theatre, 11:00 am, Library  
 Book Notes Concert, 2:00 pm, Library  
 Candle Making Workshop, 3:30 pm, Parks & Rec Bldg

## 10/13 Midlife Movement-Session 1, 4:30 pm, Community Center

All dates and times are tentative; check the City's online calendar for schedule changes at [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us).

- 10/14 Indigenous Peoples Day (all day)  
 Library closed – staff in-service (all day)  
 Healthy Bones & Balance, 8:30 am, Community Center  
 Advanced Healthy Bones and Balance, 9:30 am, Community Center  
 Veterans Funeral 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  
 Weight Loss Support Group, 12:30 pm, Community Center  
 Mexican Train Dominoes, 1:00 pm, Community Center  
 Bridge Group Play, 1:00 pm, Community Center  
 Body Sculpt, 6:00 pm, Community Center
- 10/15 Piecemakers Quilters, 9:00 am, Tauchman House  
 Ukulele Jam, 9:00 am, Parks & Rec  
 Intermediate English Class, 10:00 am, Library  
 ODHS Drop-In Assistance 10:00 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  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community  
 Soccer Shots Fall Season, 3:30 pm, Memorial Park  
 Barre Tone-Season 1, 5:45 pm, Community Center  
 Soul Flow Yoga-Season 1, 7:15 pm, Community Center
- 10/16 Core, Floor & More + Stretch, 5:45 a.m., 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  
 Conversational Spanish Group, 10:30 am, Community Center  
 Sit 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  
 Bingo, 1:00 pm, Community Center  
 Teen Afterschool Drop-In Activities, 3:00 p.m., Library  
 KidoKinetics-Sports Play, 3:15 pm, Community Center
- 10/17 Body Renew-Session 1, 7:15 am, Community Center  
 I-5 Connection Chorus Group, 10:00 am, Community Center  
 Bridge for Beginners Lessons, 10:00 am, Community Center  
 Book Walk, 1:00 pm, Library  
 Ladies Afternoon Out, 1:00 pm, Community Center  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community  
 Parenting the Love and Logic Way, 6:00 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](http://www.ci.wilsonville.or.us).

- 10/18 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  
 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
- 10/19 Soccer Shots-Saturdays (Fall/Winter Season), 9:00 am, Memorial Park or Comm Ctr  
 Fall Harvest Festival 2024, 10:00 am, Memorial Park or Comm Ctr  
 Spanish Storytime, 11:00 am, Library
- 10/20 Daffadil Planting – Volunteers Needed!, 9:00 am, Inza Wood Middle School  
 Midlife Movement, 4:30 pm, Community Center
- 10/21 Mini Hoopers, 8:00 am, Boones Ferry & Boeckman Creek Primary Schools  
 Healthy Bones and Balance, 8:30 am, Community Center  
 AARP Smart Driver, 9:00 am, Community Center  
 Advanced Healthy Bones and Balance, 9:30 am, Community Center  
 Beginning English Class, 11:00 am, Library  
 Sit, Stand and Be Fit, 11:00 am, Community Center  
 Lunch at the Community Center, 12:00 pm, Community Center  
 Weight Loss Support Group, 12:30 pm, Community Center  
 Mexican Train Dominoes, 1:00 pm, Community Center  
 Bridge Group Play, 1:00 pm, Community Center  
 Genealogy Club, 1:00 pm, Community Center  
 Teen Advisory Board Meeting, 4:15 pm, Library  
 Body Sculpt, 6:00 pm, Community Center
- 10/22 Mini Hoopers, 8:00 am, Boones Ferry & Boeckman Creek Primary Schools  
 Piecemakers Quilters, 9:00 am, Tauchman House  
 Ukulele Jam, 9:00 am, Parks & Rec  
 Intermediate English Class, 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  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community  
 Soccer Shots Fall Season, 3:30 pm, Memorial Park  
 Barre Tone-Season 1, 5:45 pm, Community Center  
 Soul Flow Yoga-Season 1, 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](http://www.ci.wilsonville.or.us).

- 10/23 Core, Floor & More + Stretch, 5:45 a.m., Community Center  
 Mini Hoopers, 8:00 am, Boones Ferry & Boeckman Creek Primary Schools  
 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, Community Center  
 Conversational Spanish Group, 10:30 am, Community Center  
 Sit 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 p.m., Library  
 KidoKinetics-Sports Play, 3:15 pm, Community Center
- 10/24 Body Renew-Session 1, 7:15 am, Community Center  
 Mini Hoopers, 8:00 am, Boones Ferry & Boeckman Creek Primary Schools  
 I-5 Connection Chorus Group, 10:00 am, Community Center  
 Bridge for Beginners Lessons, 10:00 am, Community Center  
 Family Storytime, 10:30 am, Library  
 Ladies Afternoon Out, 1:00 pm, Community Center  
 Grief Support Group, 1:00 pm, Community Center  
 Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
 Tai Chi Continuing-Season 1, 3:00 pm, Community  
 Parenting the Love and Logic Way, 6:00 pm, Parks & Rec Admin Bldg
- 10/25 Mini Hoopers, 8:00 am, Boones Ferry & Boeckman Creek Primary Schools  
 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  
 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  
 Adult Murder Mystery Event, 7:00 pm, Library
- 10/26 Mini Hoopers, 8:00 am, Boones Ferry & Boeckman Creek Primary Schools  
 Soccer Shots-Saturdays (Fall/Winter Season), 9:00 am, Memorial Park or Comm Ctr
- 10/27 Midlife Movement-Session 1, 4:30 pm, Community Center

All dates and times are tentative; check the City's online calendar for schedule changes at [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us).

- 10/28 Mini Hoopers, 8:00 am, Boones Ferry & Boeckman Creek Primary Schools  
 Healthy Bones and Balance, 8:30 am, Community Center  
 Advanced Healthy Bones and Balance, 9:30 am, Community Center  
 Long Term Care, 10:30 am, Community Center  
 Beginning English Class, 11:00 am, Library  
 Sit, Stand and Be Fit, 11:00 am, Community Center  
 Lunch at the Community Center, 12:00 pm, Community Center  
 Weight Loss Support Group, 12:30 pm, Community Center  
 Mexican Train Dominoes, 1:00 pm, Community Center  
 Bridge Group Play, 1:00 pm, Community Center  
 Teen Advisory Board Meeting, 4:15 pm, Library  
 Body Sculpt, 6:00 pm, Community Center
- 10/29 Mini Hoopers, 8:00 am, Boones Ferry & Boeckman Creek Primary Schools  
 Piecemakers Quilters, 9:00 am, Tauchman House  
 Ukulele Jam, 9:00 am, Parks & Rec  
 Intermediate English Class, 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  
 Soccer Shots, 3:30 pm, Palermo Park  
 Barre Tone-Season 1, 5:45 pm, Community Center  
 DEI Speaker Series, 6:00 pm, Library  
 Soul Flow Yoga-Season 1, 7:15 pm, Community Center
- 10/30 Core, Floor & More + Stretch, 5:45 a.m., Community Center  
 Mini Hoopers, 8:00 am, Boones Ferry & Boeckman Creek Primary Schools  
 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, Community Center  
 Conversational Spanish Group, 10:30 am, Community Center  
 Sit 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 p.m., Library  
 KidoKinetics-Sports Play, 3:15 pm, Community Center  
 "The Year of Magical Thinking" theatre production, 6:00 pm, Library

All dates and times are tentative; check the City's online calendar for schedule changes at [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us).

10/31 Mini Hoopers, 8:00 am, Boones Ferry & Boeckman Creek Primary Schools  
I-5 Connection Chorus Group, 10:00 am, Community Center  
Bridge for Beginners Lessons, 10:00 am, Community Center  
Family Storytime, 10:30 am, Library  
Ladies Afternoon Out, 1:00 pm, Community Center  
Grief Support Group, 1:00 pm, Community Center  
Beginning Tai Chi-Season 1, 2:00 pm, Community Center  
Tai Chi Continuing-Season 1, 3:00 pm, Community  
Parenting the Love and Logic Way, 6:00 pm, Parks & Rec Admin Bldg

**TABLE 3.1 POTENTIAL FUTURE DEVELOPMENT BY LAND USE TYPE IN TOWN CENTER**

	COMMERCIAL (SQ. FT.)	RETAIL (SQ. FT.)	OFFICE (SQ. FT.)	RESIDENTIAL (UNITS)
EXISTING	299,240	321,340	178,950	80
NET NEW DEVELOPMENT (20 YEAR)	130,230	31,860	297,440	880
NET NEW DEVELOPMENT (40 YEAR)	204,595	50,000	541,050	1,600
<b>NET TOTAL</b>	<b>503,835</b>	<b>371,340</b>	<b>720,000</b>	<b>1,680</b>
PROJECTED EMPLOYEES	1,000	740	2,880	n/a

*Note: Commercial land uses includes a broad category of real estate. For this analysis, commercial land uses are typically larger types of development, such as grocery stores, restaurants, larger retail (non-main street type uses) and entertainment uses. Retail, as defined for Town Center, are typically smaller scale uses typical of a main street development pattern. Residential unit calculations assume units of approximately 750 square feet, although the expectation is that a variety of housing unit sizes (studio, one, two and three bedroom) would be constructed over time. Square footage and housing units were determined using GIS analysis, market feasibility, and proposed zoning district density allowances. Approximately 40 percent of the square footage of developable parcels was removed to accommodate for landscaping, new streets, off-street parking (including loading and circulation), public spaces, stormwater retention and treatment.*

**THE FUTURE TOWN CENTER**

Town Center’s evolution will take time and there are many steps to reach the ultimate vision the Wilsonville community has developed. Land uses, transportation connections, and parks described in this chapter are all pieces in creating a walkable hub and heart of the community. The focus should always be on achieving the vision and goals of the Plan, while acknowledging that many of these transformational steps are incremental, both publicly and privately funded, and complex in nature.

# City of Wilsonville

## 2023 Annual Report



Republic Services of Clackamas and Washington Counties





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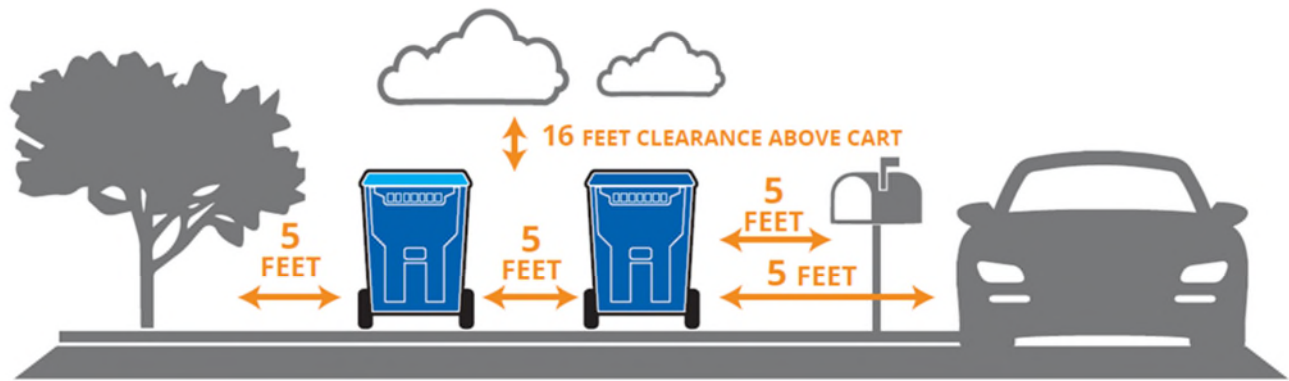
# Residential Material Hauled

January through December 2023

Material	Destination	Q1	Q2	Q3	Q4	2023
Commingled Recycling	Willamette Resources Inc. (WRI)	296.1	296.2	285.0	314.2	1,191.6
Glass	Willamette Resources Inc. (WRI)	59.4	55.5	53.9	58.5	227.2
Garbage	Willamette Resources Inc. (WRI)	965.8	1,028.3	1,010.4	1,010.0	4,014.5
Yard Debris with Food Waste	Willamette Resources Inc. (WRI)	341.8	670.9	414.2	695.9	2,122.9
<b>Totals:</b>		<b>1,663.1</b>	<b>2,050.9</b>	<b>1,763.5</b>	<b>2,078.7</b>	<b>7,556.2</b>

Page Note: All material is reported out in tons.

## Residential Container Placement Reminder



Proper placement improves operational efficiencies and decreases service hazards.

# Commercial Material Hauled

January through December 2023

Material	Destination	Q1	Q2	Q3	Q4	2023
Cardboard	Willamette Resources Inc. (WRI)	466.7	446.2	404.5	456.5	1,774.0
Commingle	Willamette Resources Inc. (WRI)	31.4	28.9	26.1	28.7	115.0
Glass	Willamette Resources Inc. (WRI)	19.7	19.3	18.7	18.1	75.8
Garbage	Willamette Resources Inc. (WRI)	1,480.3	1,477.1	1,425.6	1,540.3	5,923.3
<b>Totals:</b>		<b>1,998.1</b>	<b>1,971.5</b>	<b>1,874.9</b>	<b>2,043.6</b>	<b>7,888.0</b>

**Page Note:** All material is reported out in tons.



# Drop Box & Compactor Material Hauled

January through December 2023

Material	Destination	Q1	Q2	Q3	Q4	2023
Cardboard	Willamette Resources Inc. (WRI)	182.6	148.1	155.4	158.5	644.5
Commingle	Willamette Resources Inc. (WRI)	6.9	15.9	7.5	6.9	37.2
Concrete	S&H Logging	995.0	929.8	890.0	886.5	3,701.3
	Brian Clopton	37.5	112.5	95.6	128.3	373.8
Dirt and Stone	S&H Logging	-	7.5	7.5	-	15.0
Dry Waste	Willamette Resources Inc. (WRI)	1,945.8	1,970.5	1,955.0	1,874.7	7,746.0
Glass	Potters Glass	13.9	203.4	199.5	169.0	585.8
	Willamette Resources Inc. (WRI)	351.9	219.7	242.6	175.9	990.0
Metal	Metro Metals	5.6	4.9	3.3	4.7	18.4
	Willamette Resources Inc. (WRI)	36.3	36.2	39.9	54.1	166.5
Garbage	Coffin Butte	113.3	209.6	143.3	46.0	512.3
	Hillsboro (Rose City)	17.4	75.7	53.3	22.2	168.6
	Marion County Burner	10.0	3.0	8.6	8.3	30.0
	Willamette Resources Inc. (WRI)	902.6	870.0	873.8	903.5	3,549.8
Sod	S&H Logging	6.0	15.0	9.0	6.0	36.0
Special Waste	Coffin Butte	67.5	96.6	112.4	84.9	361.6
Wood	Willamette Resources Inc. (WRI)	144.9	151.8	150.4	107.1	554.2
Yard Debris	S&H Logging	7.5	6.3	9.0	7.5	30.3
	Willamette Resources Inc. (WRI)	2.1	-	1.6	15.1	18.9
<b>Totals:</b>		<b>4,848.7</b>	<b>5,077.1</b>	<b>4,958.1</b>	<b>4,660.4</b>	<b>19,544.3</b>

Page Note: All material is reported out in tons.



## Material Destinations

Name	Location	Quantity
Brian Clopton	Sherwood, Oregon	373.8
Coffin Butte Landfill	Corvallis, Oregon	873.8
Hillsboro (Rose City)	Hillsboro, Oregon	168.6
Marion County Burner, Covanta	Salem, Oregon	30.0
Metro Metal Northwest Inc.	Portland, Oregon	18.4
Potter's Industries	Canby, Oregon	585.8
S&H Recycling	Tualatin, Oregon	3,782.5
Willamette Resources Inc. (WRI)	Wilsonville, Oregon	29,151.1

**Page Note:** All material is reported out in tons.



# Statement of Income

For Year Ending December 31, 2023

Line Items	2023
Revenue	\$8,096,208
Franchise Fees	379,529
Cost of Operations	6,931,085
Gross Profit	\$785,595
Sales, General and Administrative	616,764
Operating Income	\$168,831
<i>Op Income as a % of Revenue</i>	<i>2.1%</i>
Income Taxes	\$47,475
Net Income	\$121,355
<i>Net Income as a % of Revenue</i>	<i>1.5%</i>

Page note: 2023 financials are not final until Clackamas County completes their annual audit (*Direct Cost Report or DCR*). Financials will be updated during our next rate review.



# Schedule of Expenses

For Year Ending December 31, 2023

Line items	2023
<i>Pass Through Expenses</i>	
Franchise Fees	\$379,529
Franchise Fees	\$379,529
 <i>Cost of Operations</i>	
Disposal & Recycle	\$3,960,784
Labor	\$1,759,925
Truck & Equipment Expense	\$1,057,196
Other Direct Expense	\$153,180
Cost of Operations	\$6,931,085
 <i>Sales, General and Administrative</i>	
Management & Administrative Expense	\$487,721
Other Overhead Expenses	\$129,044
Sales, General, and Administrative	\$616,764

Page note: 2023 financials are not final until Clackamas County completes their annual audit (*Direct Cost Report or DCR*). Financials will be updated during our next rate review.



# Customer Counts

## Residential Customers

20-Gallon Can	736
35-Gallon Cart	2,866
65-Gallon Cart	2,051



## Multifamily Customers

35-Gallon Cart	3
65-Gallon Cart	1
95-Gallon Cart	1
Front Load	52



## Commercial Customers

35-Gallon Cart	4
65-Gallon Cart	20
95-Gallon Cart	64
Front Load	333



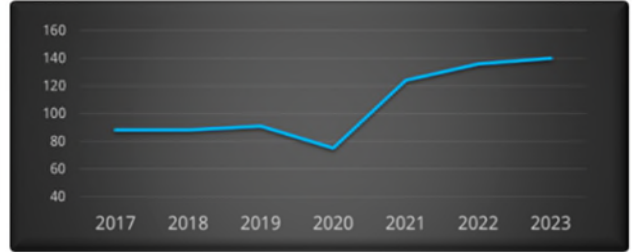
## Industrial Hauls

10-Yard Drop Boxes	775
20-Yard Drop Boxes	1,211
30-Yard Drop Boxes	2,229
+40-Yard Drop Boxes	1,937

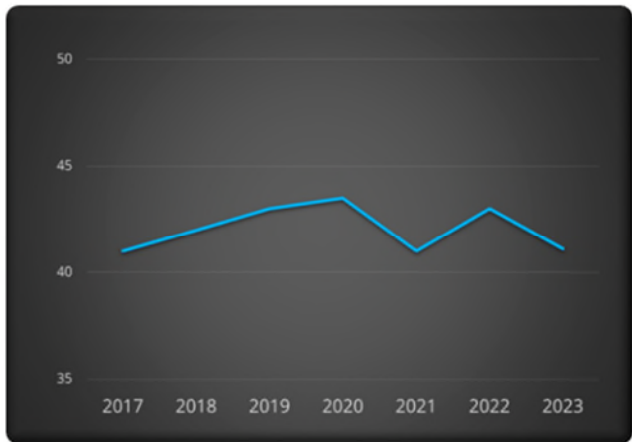


# Operational Efficiency Tracker

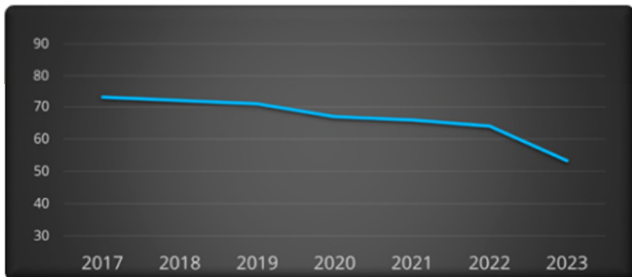
## Residential Drive-bys Per Hour



## Commercial Yards Per Hour



## Industrial Minutes Per Haul



## Wilsonville Customer Service

"Your customer service representative was pleasant and very full of customer zeal. She loves everyone!" -Janet

"Our driver went above and beyond! Wanted to let you know they get an +A!" -Keith, with US Bank

"Service exceeded her my expectations 10,000%! You were very kind, patient, and helped me understand my account. I give you an +A +A +A!" -Mary

"Driver did a fantastic job this morning! Lots of construction going and he proceeded to still pick up garbage and back down the road. Huge thank you to the driver!" -Jane

"Appreciate representative's clear and helpful info when answering drop-box questions and help setting up auto pay!" -Doug

### Customer Service Summary

 10 customer complaints in 2023; all were resolved within 24hours









 10 customer compliments (five listed above)

# Safety First Check-ins with Drivers



## Recycling Depot

Wilsonville Residents can drop-off the following materials, without charge, at our Ridder Road Recycling Depot.

-  Cardboard
-  Electronic Waste (e-Waste)
-  Glass Bottles
-  Metal
-  Metal Cans
-  Paper
-  Plastic Jugs
-  Plastic Tubs



**REPUBLIC**<sup>®</sup>  
**SERVICES**

Sustainability in Action



Located just off Interstate 5 at 10295 SW Ridder Road, Wilsonville, Oregon.



# Wilsonville Bulky Waste Day

May 11th, 2024

Vehicles: 427    Tons Collected: 50.3



## Wilsonville Leaf Drop Events

City Hall on Nov. 18th: 4 — 30yard drop boxes

Charbonneau on Nov. 9th: 2 — 30yard drop boxes

Charbonneau on Nov. 16th: 2 — 30yard drop boxes



# Commercial Waste Audits

Tailored Waste Audits and Material Solution Plans

Company Specific Recycling Presentations

*Certified Partners in Sustainability*

Right Sizing Service Levels




**Food Waste Overview**

- ✳ 40% of Food Produced
- ✳ 15-20% of Food Purchased at Grocery Stores
- ✳ Global Food Waste 3<sup>rd</sup> Largest Emitter of GHGs
  - [Behind #1 China and #2 USA](#)
  - [Annually Account for 3.3 Billion Tons of CO2](#)

# Oregon's Opportunity to Recycle

In 2023, the City of Wilsonville and Clackamas County reached out to Republic Services to help the City meet its Opportunity to Recycle Outreach requirements.

Republic Services sent out additional recycling messaging on customer invoices in 2023 and will continue to do that going forward. In 2024, Wilsonville and the County have expanded their request for full color bill inserts to be added to the outreach strategy.



State of Oregon Department of Environmental Quality

## 2023 Opportunity to Recycle Report

City of Wilsonville

### GENERAL REQUIREMENTS AND LOCAL GOVERNMENT PROGRAM ELEMENTS

Please check the boxes that describe the recycling activities occurring in your jurisdiction. **You must also include examples and documentation of all education and promotional activities being implemented.** If possible, please submit report and documentation electronically. (Note: This form is merely a summary of DEQ's requirements. The complete Opportunity to Recycle rules can be found in Oregon Administrative Rules [OAR 340-090-0030](#), [OAR 340-090-0040](#) and [OAR 340-090-0042](#).

### Materials Collected

Check off those materials included in each type of collection program. For residential curbside programs, also indicate the frequency of collection, size of containers used and whether a free roll cart (C) or bin (B) is provided, or if no container (N) is provided. If the local government has selected Program Element (g) *Expanded Recycling Drop-Off Depots* to collect recyclable materials, list the drop-off depots in the blue section below.

	Container: C=Cart, B=Bin, N=None	Size of container	Frequency: W=Weekly, M=Monthly, E=Every other week, N=None	Paper		Metal			Plastic				Other						
				Cardboard & brown paper (Occ)	Newspaper (Onp)	Hi-grade (office) paper (Hi)	Mixed scrap paper (junk mail, etc) (Mwpp)	Steel (tinned) cans (Ti)	Aluminum containers, foil (Al)	Other scrap metal	Plastic bottles (minimum PET, HDPE) (Pb)	Plastic tubs (minimum HDPE, PP)	Other rigid plastic - not containers (Mp)	Plastic film (polyethylene)	Container glass (Gl)	Used motor oil (Uo)	Yard debris (Yd)	Wood waste (Ww)	Food waste (Fw)
Residential commingled	C	65	W	X	X	X	X	X	X	X	X								
Residential yard debris	C	60	W												X			X	
Residential materials not collected in the commingled container above	B	14	W										X	X/N					X
Multifamily collection				X	X	X	X	X	X	X	X		X	*	+			+X	
Commercial collection				X	X	X	X	X	X	X	X		X					X	



# Recycling Direct Mailer

Reduce, reuse, and then recycle right  
to reduce the energy needed to make new products, reduce pollution, and create jobs.

## Recycling

Reciclaje Yrwb Rác Tái chế 回收

Plastic bottles, plastic round containers, metal, paper & cardboard  
6 oz or larger, empty & dry. Flatten cardboard.

Motor Oil: Put in a labeled, 2 gal. or less, screw-top container (e.g. milk jug) and set next to glass bin. Residential only.

Full guide online - 7 languages  
[www.clackamas.us/recycling/recycleguide.html](http://www.clackamas.us/recycling/recycleguide.html)  
Metro's Recycling Information Center | 503-234-3000  
ClackCo Sustainability & Solid Waste | 503-557-6363

## Glass

In separate glass bin

Vidrio Czekno Rác Thủy tinh 玻璃

Bottles & jars only  
empty & dry, no lids

## Batteries

Pilas Garapeakon Bin 电池

1. Prepare

Type

- Button cells
- Car batteries
- Lithium/Aluminum
- Battery packs (household items)

Do NOT Take

- Airline (AA, AA, etc.)
- Carbox Zinc
- 6 & 9 volt

Single family residential customers only.

2. Bag all batteries

3. Set on top of glass

### YOUR GARBAGE & RECYCLING SERVICE

#### CHOOSE CONTAINER SIZE

<p>20 GALLON Roll Cart</p> <p>60 POUNDS Weight Limit</p>	<p>32 GALLON Roll Cart</p> <p>60 POUNDS Weight Limit</p>	<p>60 GALLON Roll Cart</p> <p>100 POUNDS Weight Limit</p>	<p>90 GALLON Roll Cart</p> <p>120 POUNDS Weight Limit</p>
--	--	---	---

#### CHOOSE YOUR SERVICE LEVEL

- WEEKLY Pick up:** One garbage container of any size, plus one additional container each for recycling, glass, and yard waste\*.
- MONTHLY Pick up:** One, 32 gallon garbage container, plus one additional container each for recycling and glass. Garbage pick up is monthly; other collections are weekly.
- ON-CALL Pick up:** One, 32 gallon garbage container. Call for pick up.

\* Yard waste in urban areas only. Those within the Cities of Lake Oswego and Wilsonville can include food waste.

#### COLLECTION DAY REMINDERS

- Place containers within 3 ft. of curb with 1 ft. between them.
- Extra garbage? Set out an extra bag on your collection day for a small fee.
- Call your company to pick up items too large to fit in your garbage cart for an extra fee.

#### BEYOND THE CURB

- Buying good-condition, secondhand items saves money and avoids waste.
- Many materials not accepted for curbside recycling can be recycled at drop-off sites.
- Toxic chemicals, light bulbs, computers, TVs, sharps, and other hazardous waste must be taken to facilities that properly handle them.



Information compiled by Clackamas County Sustainability & Solid Waste

## Heat, snow, ice and ash... Will they pick up my trash?

Disruptions to garbage service are few and far between. However, safety is a top priority and can lead to delayed collections, especially during severe weather. Please make sure your contact info is current so you will receive notifications if your garbage day is impacted.



### Update your contact info today!

Update your phone number and email address using one of these convenient options:

[www.RepublicServices.com](http://www.RepublicServices.com) (Log in to make changes)

503-981-1278



# Big Rig Day

## Boeckman Creek Primary School



# Toys for Tots Bulky Waste Drive



## WRI Site Tours



# Recycling *Simplified*

Republic Services collaborated with professional educators to develop a free Pre-K through High School academic resource for educators. This project turned into *Recycling Simplified* (<https://recyclingsimplified.com/for-educators>). Available resources include lesson prep for teachers, grade level presentations and lesson plans, children’s stories, activity worksheets, student certificates, and take home materials for parents. Visual examples below and on pages 18-20. All of this is provided to all Wilsonville Schools *free* of charge.

## Accessible Value



Engaging activities for learning at home



Developed by teachers, vetted by parents



Empowers entire family to make a difference by recycling



Flexible and easy - complete any time, in any order



Easily access on any device



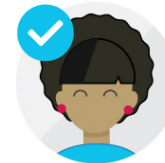
Printer optional



Carefully aligned to grade-level curriculum standards



Provided to you 100% free of charge



Written and vetted by real teachers



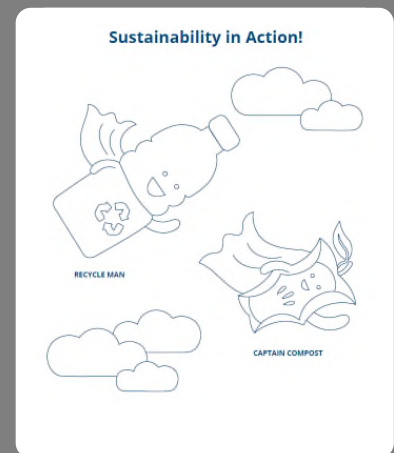
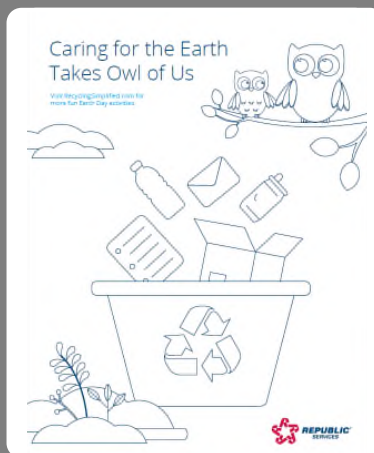
Lessons designed to fit within a typical class period



Lessons can be used individually or as a unit



Easy for teachers to implement, engaging for students



Recycling *Simplified*

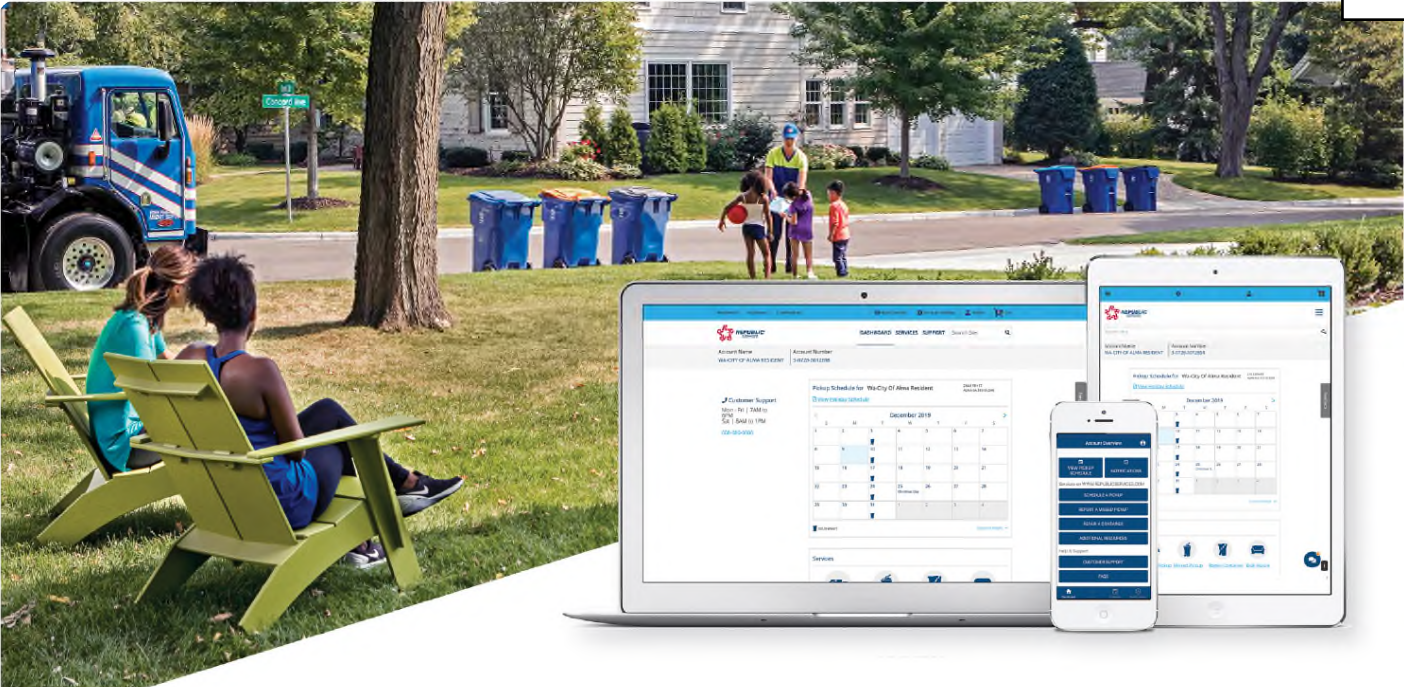


**REPUBLIC**  
SERVICES

Visit [RepublicServices.com/EarthDay](https://RepublicServices.com/EarthDay) to learn more.

# Celebrating Diversity





# New! Manage your service from anywhere.

Now it's easier than ever to quickly request services and access resources you need in minutes.

The Republic Services® app is a convenient way to:

- Manage your personal info and communication preferences.
- Get exclusive access to LiveChat agents for questions and help.
- Set reminders to never forget trash day again.
- Gain access to resources including recycling tips.
- Get updates on holidays schedules, tree removal, etc.

Download the app or visit [RepublicServices.com/Account](https://RepublicServices.com/Account) to create your online account.



Sustainability in Action





## Republic Services of Clackamas and Washington Counties

Annual Report assembled by  
Travis Comfort, Municipal Administrator

10295 SW Ridder Road  
Wilsonville, Oregon 97070



## Sustainability in Action



**CITY COUNCIL MEETING  
STAFF REPORT**

<p><b>Meeting Date:</b> September 16, 2024</p>	<p><b>Subject: Resolution No. 3177</b>                  A Resolution of the City of Wilsonville Amending the Intergovernmental Agreement between the City of Wilsonville, Tualatin Valley Water District, and the Willamette Water Supply Commission for the Raw Water Facilities Project</p> <p><b>Staff Member:</b> Amanda Guile-Hinman, City Attorney                  Delora Kerber, Public Works Director</p> <p><b>Department:</b> Legal/Public Works</p>	
<p><b>Action Required</b></p> <p><input checked="" type="checkbox"/> Motion  <input type="checkbox"/> Public Hearing Date:  <input type="checkbox"/> Ordinance 1<sup>st</sup> Reading Date:  <input type="checkbox"/> Ordinance 2<sup>nd</sup> Reading Date:  <input checked="" type="checkbox"/> Resolution  <input type="checkbox"/> Information or Direction  <input type="checkbox"/> Information Only  <input type="checkbox"/> Council Direction  <input checked="" type="checkbox"/> Consent Agenda</p>	<p><b>Advisory Board/Commission Recommendation</b></p> <p><input type="checkbox"/> Approval  <input type="checkbox"/> Denial  <input type="checkbox"/> None Forwarded  <input checked="" type="checkbox"/> Not Applicable</p> <p><b>Comments:</b> N/A</p>	
<p><b>Staff Recommendation:</b> Staff recommends Council adopt the Consent Agenda.</p>		
<p><b>Recommended Language for Motion:</b> I move to adopt the Consent Agenda as read.</p>		
<p><b>Project / Issue Relates To:</b></p>		
<p><input type="checkbox"/> Council Goals/Priorities:</p>	<p><input type="checkbox"/> Adopted Master Plan(s):</p>	<p><input checked="" type="checkbox"/> Not Applicable</p>

**ISSUE BEFORE COUNCIL:**

Consider amending Exhibit 2 in the Intergovernmental Agreement with Tualatin Valley Water District and the Willamette Water Supply System Commission regarding the Raw Water Facilities Project (RWF\_1.0).

**EXECUTIVE SUMMARY:**

The Intergovernmental Agreement Between the City of Wilsonville, Tualatin Valley Water District, and the Willamette Water Supply System Commission regarding the Raw Water Facilities Project (RWF\_1.0) (Raw Water Facilities Project Agreement) was executed in October 2019 (see **Attachment 1**) and includes Exhibit 2 with anticipated construction milestone dates. In the last 5 years, the project dates have changed, requiring an update to the exhibit.

Willamette Water Supply System Commission (“Commission”) staff have requested adjusting the final completion date for the project by six months, to June 30, 2025 (Phase 2). Phase 2 represents installation of equipment into the raw water facility and further represents final completion of the project. The Commission will also consider approval of the amendment at its October 3, 2024 meeting. If the updates are approved, as outlined below and in the Resolution, then the construction end dates in Exhibit 2 will be updated within the Intergovernmental Agreement with the Willamette Water Supply System Commission regarding the Raw Water Facilities Project (RWF\_1.0)

**Exhibit 2: Schedule Design and Construction Milestones**

Project	100% Draft Final Design	100% Final Design	Construction Start	Existing Construction End Date from 2019	Updated Construction End Date
RWF Work					
Phase 1	11/27/2019	2/5/2020	6/5/2020	2/24/2022	9/9/2022 (actual)
Phase 2 <sup>(1)</sup>	11/27/2019	2/5/2020	9/16/2022	12/3/2024	6/30/2025

(1) Construction end represents achievement of final completion

**EXPECTED RESULTS:**

The construction end date for Phase 2 of the raw water facilities work will be completed on or before June 30, 2025.

**TIMELINE:**

Completion of Phase 2 will occur on or before June 30, 2025, and represents final completion of the project.

**CURRENT YEAR BUDGET IMPACTS:**

N/A

**COMMUNITY INVOLVEMENT PROCESS:**

N/A

**POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:**

N/A

**ALTERNATIVES:**

Decline to amend Exhibit 2 and consider contractual agreements if Willamette Water Supply does not meet the timeframes provided.

**CITY MANAGER COMMENT:**

N/A

**ATTACHMENTS:**

1. Intergovernmental Agreement (executed October 29, 2019)
2. Resolution No. 3177
  - A. Amended Exhibit 2 to Intergovernmental Agreement

**INTERGOVERNMENTAL AGREEMENT****BETWEEN****THE CITY OF WILSONVILLE AND  
THE WILLAMETTE WATER SUPPLY SYSTEM COMMISSION****RAW WATER FACILITIES PROJECT (RWF\_1.0)**

THIS INTERGOVERNMENTAL AGREEMENT (this "Agreement") is made and entered into between the **City of Wilsonville**, a political subdivision of the State of Oregon, acting by and through its City Council ("Wilsonville"), and the **Willamette Water Supply System Commission**, an Oregon intergovernmental entity organized under ORS Chapter 190 (the "WWSS Commission"). Wilsonville and the WWSS Commission are referred to herein individually as a "Party" and jointly as the "Parties." **Tualatin Valley Water District**, a domestic water supply district organized under ORS Chapter 264, acting by and through its Board of Commissioners ("TVWD"), is a co-owner of the "WRWTP/Park Property," as defined below, and is therefore also a necessary party to this Agreement.

**RECITALS**

- A. WHEREAS, ORS Chapter 190 authorizes units of local government to enter into intergovernmental agreements for the performance of any or all activities and functions that a party to such an agreement has the authority to perform; and
- B. WHEREAS, TVWD, the City of Hillsboro ("Hillsboro"), and the City of Beaverton ("Beaverton") entered into an intergovernmental agreement creating the WWSS Commission to set forth the terms for the joint ownership, financing, design, permitting, construction, operation, maintenance, repair, and replacement of the Willamette Water Supply System ("WWSS") in a prudent, economic, and efficient manner to provide high quality water to their respective municipal water supply systems; and
- C. WHEREAS, TVWD, Hillsboro, Beaverton, and the Cities of Wilsonville, Sherwood, and Tigard have entered into the Willamette Intake Facilities Intergovernmental Agreement, dated April 18, 2018 ("WIF Agreement"), creating an ORS Chapter 190 intergovernmental entity for the ownership, management, and operation of the Willamette Intake Facilities, as those facilities are defined in the WIF Agreement ("WIF"), and to provide for design and construction to upgrade and expand the Willamette Intake Facilities; and
- D. WHEREAS, TVWD, Hillsboro, and Wilsonville entered into a Ground Lease for the Raw Water Pipeline, dated March 21, 2018 ("Ground Lease"), and a Pipeline Easement, signed March 26, 2018 but not recorded ("Pipeline Easement"), that will allow the Willamette Intake Facilities to connect via pipeline over the real property owned by TVWD and Wilsonville to the WWSS raw water pipeline located in and along Wilsonville right-of-way. The Pipeline Easement will be recorded in the future with the as-built conditions; and
- E. WHEREAS, Wilsonville and TVWD entered into a Willamette Water Supply System Intake Facility Agreement and the First Amendment to Agreement Regarding Water Treatment Plant Design, Construction, Operation, and Property Ownership, both documents dated March 21, 2018, which provide, among other things, placement of the raw water pipeline, electric duct bank, and appurtenant structures; and

- F. WHEREAS, the WWSS Commission oversees the Willamette Water Supply Program (“WWSP”) and has designated the WWSP to exercise the responsibilities and obligations for the planning and design of WWSS projects; and
- G. WHEREAS, the WWSS Commission desires to construct improvements to a raw water intake and pump station and construct a large diameter water supply transmission line and related improvements (“Project Work”) and the Project Work will occupy portions of the Willamette River Water Treatment Plant (“WRWTP”) and adjacent Wilsonville public park property (“Park”), which property is currently owned by Wilsonville and TVWD (collectively, “WRWTP/Park Property”); and
- H. WHEREAS, as co-owners of the WRWTP/Park Property, Wilsonville and TVWD must agree to the use of the WRWTP/Park Property, as described herein; and
- I. WHEREAS, TVWD is also the managing agency of the WWSS Commission and has advocated to Wilsonville to allow for this use of the WRWTP/Park Property by the WWSS Commission; and
- J. WHEREAS, WWSP has entered into a contract with a construction contractor that includes the Project Work (“RWF\_1.0 Contract”) with a layout plan and scope of work that must be approved, in writing, by Wilsonville, due to its location on WRWTP/Park Property; and
- K. WHEREAS, in conjunction with the construction of the Project Work, the WWSS Commission wishes to move two of Wilsonville’s existing WRWTP raw water pumps, which Wilsonville is willing to allow as long as the WWSS Commission provides an inspection of the pumps and restores them back in place in good and efficient operating condition, as more particularly described below; and
- L. WHEREAS, it is the mutual desire of the Parties to enter into this Agreement to allow the Project Work on WRWTP/Park Property, in exchange for the consideration set forth below, including relocation of the existing WRWTP pumps described below, on behalf of Wilsonville;

## **AGREEMENT**

NOW, THEREFORE, in consideration of the terms, conditions, and covenants set forth below and the recitals set forth above, which are incorporated into this Agreement as if fully set forth herein, the Parties agree as follows:

### **ARTICLE I - PROJECT GOALS**

- 1.1 The Parties are coordinating the design and construction of the Project Work on the WRWTP/Park Property.
- 1.2 The Project Work is intended to achieve the following overall goals (“Project Goals”):
- 1.2.1 Wilsonville: To review and approve the Project Work to ensure it does not unreasonably disturb the WRWTP/Park Property, operation of the WRWTP, or other Wilsonville work in those areas.
- 1.2.2 WWSS Commission: Through the WWSP, to design and construct portions of the water transmission facilities and pipeline constructed to further the objectives of the WWSS Commission in increasing water

supply, reliability, redundancy, and resiliency to its member service areas. The Project Work under this Agreement is part of that effort. For purposes of this Agreement, all rights and responsibilities of WWSP identified herein shall be deemed to be the rights and responsibilities of the WWSS Commission.

- 1.3 The Parties acknowledge that the Project Work cannot interfere in any way with the ability of the WRWTP to produce safe, reliable, and uninterrupted drinking water.

## ARTICLE II - PROJECT DESCRIPTION

- 2.1 The Project Work primarily consists of design and construction of raw water facilities and a large-diameter water transmission line and appurtenances according to design, plans, and technical specifications, as depicted in **Exhibit 1**, RWF Project Overall Site Plan and Other Ancillary Improvements.
- 2.2 Because two of the existing raw water pumps at WRWTP are being relocated as part of the Project Work, WWSP will provide an inspection of the existing pumps and refurbish as needed to fully restore pumps to good operational condition, at no cost to Wilsonville. WWSP will work with its consultant, pump suppliers, and others, as needed, to determine the feasibility of adding resiliency improvements for the existing pumps, such as a seismic clip for the pump column and anchorage for the pump and motor. It is assumed these improvements will be designed by the pump supplier. WWSP will design and construct new discharge butterfly valves and dismantling joints on the discharge of the two relocated existing WRWTP pumps for resiliency. WWSP will also compensate Wilsonville \$50,000 for two new pump inlet baskets (payment to be made within ninety (90) days of the date of this Agreement). Repairs and reinstallation will be fully warranted for two (2) years. The foregoing is collectively referred to hereinafter as the "Relocation Work."
- 2.3 One set of contract documents will be used for the Project Work, including the Relocation Work.
- 2.4 The use of Water Infrastructure Finance and Innovation Act ("WIFIA") funding is anticipated for the Project Work. WIFIA funding requires compliance with certain conditions, including, but not limited to, Davis-Bacon and related acts, American Iron and Steel Act, Disadvantaged Business Enterprises Program, regulations governing debarment and suspension, Equal Employment Opportunity Executive Order, civil rights laws, Drug-Free Workplace Act, and restrictions on lobbying. Project Work will be constructed under a single construction contract complying with the requirements of WIFIA funding. WWSP will be solely responsible for compliance with all of the foregoing. Because the Relocation Work is part of the Project Work, some WIFIA requirements may be coincidentally applied but compliance and costs associated therewith will be the sole responsibility of WWSP.

## ARTICLE III - PROJECT CONSIDERATION

- 3.1 In consideration for allowing the Project Work to include relocation of two existing WRWTP pumps, WWSP will make all of the above-described Relocation Work at no charge to Wilsonville.
- 3.2 Additional consideration provided by the WWSS Commission for this Agreement includes:

- Construction of a new H20 rated 12-foot wide paved pedestrian path in the Park;
- Construction of a path to the river and river view path;
- Construction of a new river overlook area;
- Installation of pedestrian trail lighting on Morey Lane along the upper site area;
- Installation of 4-inch fiber conduit, per Public Works standards, the length of the WRWTP/Park Property, with pull boxes parallel to the Project Work duct bank;
- Reconstruction of the Arrowhead Creek stormwater outfall from point of connection to the outfall, including downstream energy dissipation;
- Planting of landscape outside of the WWSS Commission fence on the upper site;
- Installation of an 8-inch domestic waterline that connects at Brockway Drive and the future 5<sup>th</sup> and Kinsman Road waterline; and
- Design and installation of a new key card kiosk at the WRWTP entry gate on the east side of the drive area that will provide access for both the WWSS Commission and Wilsonville.

3.3 As additional consideration for allowing WWSP to construct on WRWTP/Park Property, WWSP must also meet all of the Wilsonville Development Review Board (DRB) conditions of approval, as agreed to and set forth in the DRB conditions of approval.

#### ARTICLE IV - WWSP OBLIGATIONS FOR DESIGN

- 4.1 WWSP has designated Jenn Minton, P.E., as WWSP Project Manager for the Project Work and the WWSP representative responsible for coordination of the Project Work with Wilsonville pursuant to this Agreement. Mike Britch, P.E., will be the WWSP Principal Engineer for the Project Work.
- 4.2 WWSP will perform or cause to be performed all tasks needed to design and construct the Project Work, including preparation of plans/drawings, standard details, technical specifications, contractor's estimate, and other documents required for completion of the contract documents and design milestones described in **Exhibit 2**. WWSP will provide Wilsonville ten (10) business days to complete a design review of the Project Work at the following significant milestone: 90 percent design documents. WWSP will consider and incorporate Wilsonville review comments that do not significantly impact Project Work costs or schedule. If WWSP disagrees with the Wilsonville comments and Wilsonville still desires to have the comments addressed or included, the Parties will utilize the mediation process set forth in the Ground Lease.
- 4.3 WWSP will coordinate and will cause its consultants to coordinate with Wilsonville and its consultants, including attendance at all design team meetings, permit team



- meetings, real estate meetings, public information/outreach meetings, and other scheduled meetings. The Wilsonville Project Representative and WWSP Project Manager will mutually determine the type, frequency, and timing of meetings to meet the needs of a well-coordinated project.
- 4.4 WWSP will share and coordinate updates on the Project Work schedule with the Wilsonville Project Representative.
  - 4.5 WWSP will provide necessary design coordination to advance the design and construction of the Project Work to achieve the key milestones described in **Exhibit 2**.
  - 4.6 WWSP will prepare the bid package for the Project Work, inclusive of the 'front-end' documents, including bidding information, bid forms, contract forms, standard general conditions, special provisions, technical specifications, design plans, and others as required for successful bidding and construction of the Project Work (collectively, "Contract Documents"). The Relocation Work will be included in the Project Work bid package.
  - 4.7 WWSP will provide and pay for key card access at the new south personnel gate from the WRWTP Park and into the raw water pump station that will provide access for both the WWSS Commission and Wilsonville. The access point will have a hard key as a manual override as part of the design.
  - 4.8 WWSP will prepare the draft Contract Documents and provide them to Wilsonville for review and comment. WWSP will incorporate or otherwise respond to Wilsonville's review comments in a manner acceptable to both Parties' Project Managers.
  - 4.9 WWSP will administer the Project Work bidding and solicit bids in compliance with all public contracting laws and in compliance with the agreement for the RWF\_1.0 Contract.
  - 4.10 WWSP will perform the design and design coordination for all Project Work.
  - 4.11 WWSP will design, construct, and pay for all of the items listed in Article III - Project Consideration.
  - 4.12 As required in Section 5 of the Pipeline Easement, WWSP will design the raw water pipeline and an ancillary pipe/duct to have a minimum of eight feet of cover. Notwithstanding the foregoing, Wilsonville agrees that if WWSP replaces certain existing Wilsonville pipelines with new pipe, encased in a steel casing extended a minimum one foot beyond the edge of trench, then in that specific area, as shown on **Exhibit 1**, the raw water pipeline may cross over the top of the newly encased Wilsonville pipeline(s) at a depth of less than eight feet but not less than five feet. Additionally, when WWSP completes its proposed design for related duct banks, it may request that it be allowed to place the duct banks at a lesser depth, and Wilsonville will consider that request upon review of the final plans.

## **ARTICLE V - WILSONVILLE OBLIGATIONS**

- 5.1 Wilsonville hereby designates Delora Kerber, P.E., as Wilsonville Project Representative responsible for coordination of the Project Work with WWSP and WRWTP pursuant to this Agreement. Patty Nelson is Wilsonville's Principal

Engineer, responsible for Design Documents and construction oversight of the Relocation Work.

- 5.2 Wilsonville will review and approve the design, drawings, and specifications WWSP provides for the Relocation Work.
- 5.3 By executing this Agreement, Wilsonville grants to WWSP and any WWSS Commission consultants and contractors a right-to-rely on the information provided by Wilsonville under this Agreement.
- 5.4 Wilsonville is planning an independent expansion of the existing WRWTP. The Wilsonville WRWTP Expansion Work is not part of the Project Work. See Section 9.9.

#### **ARTICLE VI - JOINT OBLIGATIONS FOR DESIGN**

- 6.1 To minimize Project delays or cost increases, the Parties agree to work together diligently to identify and jointly resolve any design or constructability issues with the Project Work at the earliest possible stage of the design process. When such issues arise, the Parties agree to work together to find mutually acceptable solutions in furtherance of the stated Project Goals.
- 6.2 The location of any pipeline, pipeline appurtenances, and other facilities related to the Project Work shall be mutually agreed to by both Parties during the design of the Project and before any construction can occur.
- 6.3 The Parties will provide each other reasonable amounts of information not otherwise required by this Agreement, and will coordinate and attend regular design coordination meetings, regular permit team meetings, public information and outreach team meetings, and other meetings as required for successful coordination and completion of the Project. The Parties' Project Managers will determine the anticipated frequency and timing of meetings depending on the needs of the Project.
- 6.4 The Parties will jointly perform a constructability review of the Contract Documents at 90 percent design completion of the Project Work and incorporate comments into final Contract Documents.
- 6.5 The Parties will work collaboratively in developing Project Work schedules, milestones, reviews, health and safety plans, Project performance metrics, and other activities as required for the successful coordination and completion of the Project Work.

#### **ARTICLE VII - WWSP OBLIGATIONS FOR CONSTRUCTION**

- 7.1 WWSP has designated Rod Warner as WWSP Construction Manager. The WWSP Construction Manager shall be the designated point of contact with the Wilsonville Project Representative and the Wilsonville Principal Engineer. Mike Britch, P.E., will be the WWSP Principal Engineer and the WWSP representative to handle dispute resolution for this Project.
- 7.2 WWSP will be responsible for the overall management and administration of the construction contract for the Project Work.

- 7.3 WWSP will be responsible for inspection, construction management, and administration for the Project Work.
- 7.4 WWSP will be responsible for the Relocation Work, to be included in the Project Work, at no cost to Wilsonville, as described in Section 2.2.
- 7.5 WWSP will include the Wilsonville Project Representative and Wilsonville Principal Engineer in regular construction coordination meetings, public information and outreach meetings, and other meetings as required for successful coordination and completion of the Project.
- 7.6 WWSP will review shop drawings, contractor and subcontractor submittals, requests for information (RFI), and other requested clarifications related to construction of the Project Work.
- 7.7 WWSP is solely responsible for managing the Project Work construction schedule, including established milestones. WWSP will provide its construction contractor's baseline schedule and monthly schedule updates for Wilsonville review and comments. WWSP will consider and incorporate Wilsonville review comments that do not significantly impact Project Work costs or schedule. WWSP will closely coordinate with Wilsonville on Project Work that may impact the operation of the WRWTP.
- 7.8 WWSP will receive, catalog, and route to Wilsonville RFIs, requests for substitutions, submittals, and any other documents pertaining to the Relocation Work for review and comment within five (5) business days, using e-Builder as administered by WWSP for the Parties. WWSP will defer to Wilsonville for the disposition and/or response for all RFIs, substitutions, and submittals related solely to the Relocation Work. Access to all Project Work documents, including, but not limited to, submittals, RFIs, contract correspondence, quality control and assurance requirements, daily reports, and photos, will be available to the Parties through e-Builder.
- 7.9 WWSP will cause the construction contractor to name and endorse WWSP, the WWSS Commission, Wilsonville, and their elected or appointed officials, staff, employees, consultants, and agents, as additional insureds on all policies provided by the construction contractor under the contract. The endorsements to policies shall provide for not less than thirty (30) days' written notice of cancellation. WWSP will provide Wilsonville a copy of the certificates for its records. WWSP will cause the construction contractor to extend indemnity and hold harmless provisions given to WWSP to Wilsonville, its members, officers, boards, employees, consultants, and agents.
- 7.10 WWSP will have overall responsibility for Project administration and inspection of the Project Work and at all times be responsible to monitor and manage the construction contractor's work as provided in the construction Contract Documents. WWSP will regularly communicate with and direct the contractor performing the Relocation Work to be consistent with the decisions of the Wilsonville Principal Engineer. WWSP will have sole and total decision-making authority on Project Work, except for Project Work that impacts the operation of the WRWTP, including the operation of the existing pumps, in which case WWSP will coordinate with Wilsonville.

- 7.11 If Wilsonville's Project Representative, or her designated onsite inspector, or the Wilsonville Principal Engineer, observes a situation reasonably believed to involve safety issues that threaten life, bodily harm, environmental harm, or damage to the WRWTP, Wilsonville will notify the WWSP Construction Manager of the need to stop the Project Work based on those observations. The WWSP Construction Manager will immediately stop the Project Work at the request of Wilsonville. WWSP's Construction Manager has the authority to issue a stop work order at any time and will notify Wilsonville's Project Representative, Principal Engineer, or the designated onsite supervisor as soon thereafter as reasonably possible.
- 7.12 WWSP will be responsible to ensure that the Relocation Work is installed in accordance with the Contract Documents and will handle any disagreements, disputes, delays, or claims with the construction contractor related to or as a result of the Relocation Work, as provided by Section 12.6. Wilsonville agrees to cooperate with WWSP in handling any claims related to the Relocation Work. WWSP will fully warrant the installation and good working condition of the pumps for two (2) years from the date of a full installation inspection and written approval by the City.
- 7.13 WWSP will not authorize or consent to construction contractor's changes to key milestones, as shown in **Exhibit 2**, without written approval by Wilsonville, except in the case of a force majeure as defined in the Contract Documents.
- 7.14 After the Relocation Work has been accepted by Wilsonville and the relocated pumps have been fully operational for two (2) years, WWSP will assign any remaining rights under performance and payment bonds or warranties with respect to the two existing pumps to Wilsonville.
- 7.15 Upon the completion of the construction and completion of record drawings, WWSP will deliver one set of redline as-built drawings for the Project Work to Wilsonville. WWSP will be responsible for producing record drawings for the Project Work.
- 7.16 WWSP, its consultants, and its construction contractor shall coordinate with Wilsonville and its consultants, including jointly attending regular construction coordination meetings, regular permitting and environmental meetings, real estate meetings, public information and outreach meetings, and other meetings as required for successful coordination and completion of the Project Work. The WWSP Construction Manager and Wilsonville Project Representative shall mutually determine the anticipated frequency and timing of meetings depending on the needs of the Project.
- 7.17 WWSP's contractor will be responsible for providing controlled access to the WRWTP during construction. WWSP's contractor will limit access to the Park by the public for public safety reasons during the construction as needed. Time frames for limited access will be defined in the final approved version of the land use application or as otherwise modified.
- 7.18 WWSP will be responsible for maintenance of Park areas that are closed to the public during construction during the closure period. This requirement applies to lands that are not directly affected by the construction activities that will be replaced at the completion of construction. Maintenance requirements will be generally consistent with Wilsonville's Parks & Recreation Department historical practices.

- 7.19 WWSP will plan and execute outages as needed for the Project Work. Provisions will be made for operation of the plant, utilizing bypass pumping or other methods, if the duration of a planned outage exceeds the agreed upon timeframe established in a collaborative manner and documented in the Contract Documents.
- 7.20 WWSP will provide materials testing, independent of construction contractor testing requirements of the Contract Documents, and construction inspection for Project Work.
- 7.21 WWSP understands that Wilsonville's 5<sup>th</sup> to Kinsman Project may be occurring at the same time as some of the Project Work. A portion of the 5<sup>th</sup> and Kinsman Project will reconstruct portions of Arrowhead Creek Way and Industrial Way (collectively, "Arrowhead Way"), during which time the existing roadways will not be available for construction access for the Project Work. During those overlapping times, WWSP will be required to obtain and construct an alternative construction access for the Project Work. The City Engineer will provide WWSP with at least ninety (90) days' prior notice of the dates when the Arrowhead Way access will not be available for WWSP use.

#### **ARTICLE VIII - WILSONVILLE OBLIGATIONS FOR CONSTRUCTION PHASE**

- 8.1 Wilsonville hereby designates Delora Kerber, P.E., as the Wilsonville Representative responsible for coordination of the Project Work with WWSP and WRWTP pursuant to this Agreement and the Wilsonville Representative to handle dispute resolution for this Project. Patty Nelson is Wilsonville's Principal Engineer responsible for the coordination of the Relocation Work. In addition to the Representative and Principal Engineer, Wilsonville may have a full time construction oversight inspector on site (On-Site Inspector) and, if Wilsonville elects to do so, Wilsonville will supply the WWSP Construction Manager with contact information for the On-Site Inspector.
- 8.2 Wilsonville will cause its contract operator for the WRWTP to coordinate and cooperate with WWSP and its representatives and contractor to achieve timely and efficient delivery, commissioning, and startup of the Project Work as long as the construction work does not hinder the ability of the WRWTP to produce safe and reliable drinking water.
- 8.3 Wilsonville will coordinate with WWSP on any disagreements, disputes, delays, or claims with the construction contractor related to or as a result of the Relocation Work, as provided by Section 12.6.
- 8.4 Wilsonville will provide a raw water source for use by WWSP during construction for testing of the Project Work. Raw water for pump testing and other related system commissioning and startup activities for Project Work will be returned to the caisson or to the stormwater outfall to Arrowhead Creek. Any discharge to Arrowhead Creek must be in compliance with City of Wilsonville stormwater discharge requirements.
- 8.5 Wilsonville shall participate in WWSP monthly health and safety meetings.
- 8.6 Wilsonville will provide review of RFIs and other requested clarifications related to the Relocation Work. Wilsonville shall provide a response to WWSP as set forth in Section 7.8.

- 8.7 Wilsonville may require additional or corrective work to be completed for the Relocation Work if, in the sole judgment of Wilsonville, the work is not complete in accordance with the Contract Documents. If Wilsonville determines the Relocation Work is not in compliance with the Contract Documents, the Wilsonville Principal Manager shall inform WWSP at the earliest opportunity following discovery, and WWSP will require its construction contractor to perform corrective actions as necessary. The method of enforcement will be agreed upon and the cost of enforcement will be paid by WWSP.
- 8.8 Wilsonville will determine, in its reasonable discretion, when the Relocation Work has achieved substantial completion and final completion, as defined in the Contract Documents. The Wilsonville Project Representative and Principal Engineer shall jointly provide a construction punch list for the Relocation Work to WWSP upon substantial completion of the Relocation Work and participate with the WWSP Project Manager for inspection and final completion of the Relocation Work.
- 8.9 WWSP is responsible to properly install the relocated pumps, in accordance with the Contract Documents, and for the pumps to be in good working order and operational condition. Wilsonville must review and approve any change orders or work change directives relating to the Relocation Work prior to issuance to the construction contractor. Within five (5) business days of receiving the proposed change order or work change directive, Wilsonville will notify WWSP in writing of any concerns or disputes with a proposed change order or work change directive. WWSP may proceed to direct its construction contractor to perform work only if it deems an emergency or other circumstance requires immediate action to prevent adverse health and safety conditions. In such a case, Wilsonville reserves all rights to make a claim against WWSP for any damages suffered as a result thereof. WWSP may be liable to Wilsonville for any contract delays as a result thereof or for any other damages or claims by Wilsonville. Wilsonville will be entitled to seek relief directly from WWSP, and WWSP will be required to seek relief from the contractor if the damage was caused by the contractor's work.
- 8.10 Wilsonville will coordinate and meet with WWSP to resolve any disagreements, disputes, delays, or claims related to, or as a result of, the Relocation Work, as provided by Section 12.6.
- 8.11 Wilsonville and its consultants shall coordinate with WWSP, its construction contractor, and its consultants, including jointly attending regular construction coordination meetings, regular permitting and environmental meetings, real estate meetings, public information and outreach meetings, and other meetings as required for successful coordination and completion of the Project Work. Wilsonville and the WWSP Construction Manager shall mutually determine the anticipated frequency and timing of meetings depending on the needs of the Project Work.
- 8.12 Wilsonville will support a request to WIF to allow a WWSP contractor to install a water quality panel in the raw water pump station and associated instruments to monitor raw water quality. The type and size of the panel will be agreed upon by WWSP and Wilsonville.
- 8.13 Wilsonville will support a request to WIF to allow WWSP to tie into the existing electrical system to make provisions for added resiliency. The tie in will allow the WWSS to provide backup power to the WIF infrastructure, including air burst system, raw water pump station building lighting and heating, and raw water pump station

- security, in case of WRWTP power loss. Backup power will not be provided to WRWTP infrastructure downstream of the system separation point, as defined in the WIF agreement. Backup power will be provided by using a transfer switch. In the event of an emergency, the WWSS Commission will notify Wilsonville that the transfer switch is being used to provide backup power as soon as practicable.
- 8.14 Wilsonville will allow a WWSP contractor, and support a request to WIF where applicable, to install security cameras and key card access readers for security purposes in locations including, but not limited to, the interior and exterior of the raw water pump station building, the bike path, and the upper site. WWSP will provide Wilsonville with card keys for the readers and access to the data/video from the security cameras.

## **ARTICLE IX - JOINT OBLIGATIONS FOR CONSTRUCTION**

- 9.1 The Parties shall mutually determine the anticipated frequency and timing of meetings depending on the needs of the Project Work.
- 9.2 The Parties will coordinate and work collaboratively in developing Project Work milestones, constraints, work sequences, construction administration requirements, quality control and assurance requirements, and other activities as required for successful coordination and completion of the Project Work.
- 9.3 To minimize potential Project Work schedule delays, construction contractor cost increases, or other Project Work issues, the Parties agree to work together diligently to identify and jointly resolve any construction issues at the earliest possible stage, including those issues that involve the construction contractor. When such issues arise, the Parties agree to work together to find mutually acceptable solutions in furtherance of the Project Goals. WWSP will lead the resolution with the construction contractor as mutually agreed by the Parties.
- 9.4 The Parties agree the operation of the WRWTP will take precedence over any and all Project Work construction activities.
- 9.5 The Parties agree to include health and safety requirements in the Contract Documents that meet the objectives of both Parties.
- 9.6 The construction contractor is required to develop and maintain a Project Work baseline schedule on which the WWSP Construction Manager and Wilsonville Project Representative shall collaboratively review and comment. Each Party shall allow the other Party to comment on schedule revisions.
- 9.7 WWSP will generally take the lead on managing complaints, including, but not limited to, general public complaints and complaints related to environmental and/or land use permitting. Notwithstanding the foregoing, Wilsonville reserves the right to report environmental, land use, or permit violations. If WWSP is violating land use or permitting requirements by Wilsonville, Wilsonville reserves the right to issue a stop work order.
- 9.8 The Parties agree to the following guidelines for handling public/media interactions:
- 9.8.1 Social media includes all means of communicating or posting information or content of any sort on the Internet, including to one's own or someone

else's web log or blog, journal or diary, personal website, social networking or affinity website, web bulletin board, chat room, whether or not associated or affiliated with WWSP or Wilsonville, or any other form of electronic communication to the public.

- 9.8.2 Wilsonville and WWSP each agree to allow the other to review its social media content related to Project Work before posting it.
- 9.9 The Parties acknowledge Wilsonville's WRWTP Plant Expansion Project will be occurring at the same time as the Project Work and agree to coordinate their construction schedules to avoid disruption or delay of either Party's work. The Parties also acknowledge that the WRWTP Plant Expansion Project must take priority. Therefore, in the event of any critical construction conflict or delay that Wilsonville determines, in good faith, cannot be reasonably resolved to avoid such conflict or delay, the WWSP Project Work will be required to stand down as necessary to allow the WRWTP Project to timely proceed or to produce safe, reliable, and uninterrupted drinking water at all times.
- 9.10 The Parties agree to coordinate on outreach efforts such as signage, groundbreaking, and ribbon cutting.

#### **ARTICLE X - COMPENSATION FOR CONSTRUCTION**

- 10.1 All costs related to Wilsonville's inspection, oversight, and supervision of Project Work shall be paid for by WWSP at actual cost plus eight percent (8%), consistent with the Ground Lease, and will be paid by WWSP within thirty (30) days after receipt of an invoice for the same from Wilsonville.

#### **ARTICLE XI - JOINT FUTURE OBLIGATIONS AFTER CONSTRUCTION**

- 11.1 Following final completion of the Project Work, it shall be the WWSS Commission's responsibility to maintain stormwater facilities from WWSP's point of connection to, and including, the outfall at Arrowhead Creek. WWSP will also maintain key card access readers at the raw water pump station gate and south WRWTP personnel gate. The WWSS Commission will discharge raw water through the outfall to support ongoing maintenance activities. Actual discharge will be in compliance with the City of Wilsonville's discharge requirements.
- 11.2 The WWSS Commission will obtain an irrigation meter from Wilsonville to pay for water usage and will maintain the new irrigation system inside the fence at the upper site and continue to use the connections to Wilsonville's potable water supply following construction for longer-term operation of the irrigation system. Temporary irrigation, of limited duration of two years, as required for plant mitigation outside of the fence at the upper site, will also be metered, paid for, and maintained by WWSP.
- 11.3 The WWSS Commission will maintain all landscaping it installs (or that is replaced by either the WWSS Commission or Wilsonville) outside of the WWSS Commission fence, as shown on the Project Work plans.
- 11.4 Following final completion, it shall be Wilsonville's responsibility to maintain the Park pedestrian path, path to the river, river view path, river overlook area, pedestrian trail lights, entry gate key card kiosk, 8-inch redundant domestic water line, and the 4-inch fiber conduit.



## ARTICLE XII - GENERAL PROVISIONS

- 12.1 *Laws of Oregon.* The Parties agree to abide by all applicable laws and regulations regarding the handling and expenditure of public funds. This Agreement shall be governed by the laws of the State of Oregon. Jurisdiction will be in Clackamas County Circuit Court. The construction contract shall contain all required public contract provisions of ORS Chapter 279A and 279C.
- 12.2 *Default.* Either Party will be deemed to be in default if it fails to comply with any term, condition, or covenant in this Agreement. The Parties agree time is of the essence in the performance of this Agreement. The non-defaulting Party will provide the defaulting Party with written notice of default and allow thirty (30) days within which to cure or diligently commence to cure the defect within a reasonable time. If a defaulting Party fails to cure or fails to diligently commence to cure the default, the non-defaulting Party may elect to terminate this Agreement. In the event this Agreement is terminated, the Parties will pay for costs incurred for satisfactorily completed and authorized work up to the time of termination. Each Party will be liable for all costs and damages arising from its individual default. If a default causes a delay to the non-defaulting Party's construction schedule that results in actual additional costs, including but not limited to delay damages, the defaulting Party will be responsible for all cost increases and related damages, plus the non-defaulting Party's construction schedule will take priority for the purposes of avoiding or minimizing additional delay and allowing the non-defaulting Party to retain the original schedule, and the defaulting Party's construction may need to be delayed.
- 12.3 *Indemnification.* This Agreement is for the benefit of the Parties only and there are no third-party beneficiaries. Subject to the limitations related to government agencies under the Oregon Constitution, each Party agrees to indemnify and hold the other harmless, including their respective officers, employees, agents, and representatives, from and against all claims, demands, causes of action, and suits of any kind or nature for personal injury, death, or damage to persons or property on account of any acts or omissions arising out of this Agreement. Indemnification is subject to and shall not exceed the limits of liability of the Oregon Tort Claims Act (ORS 30.260 through 30.300). In addition, each Party shall be solely responsible for any contract claims, delay damages, permit compliance, permit violations, or similar items arising from or caused by the action or inaction of the Party.
- 12.4 *Documents Are Public Records.* All records, reports, data, documents, systems, and concepts, whether in the form of writings, figures, graphs, or models, that are prepared or developed in connection with the Project Work shall be subject to the applicable provisions of the Oregon public records law.
- 12.5 *Modification of Agreement.* No waiver, consent, modification, or change of terms of this Agreement shall bind either Party unless in writing, signed by both Parties. Such waiver, consent, modification, or change, if made, shall be effective only in specific instances and for the specific purpose given.
- 12.6 *Dispute Resolution.*
- 12.6.1 Mediation. Should any dispute arise between the Parties, the Parties agree to meet informally to negotiate the problem, upon notice from one Party to the other specifying the dispute that needs to be resolved. If such informal negotiation fails, the Parties will mediate the dispute using a

professional mediator, and the Parties will split the cost of the mediator. A Party desiring mediation shall provide the other Party with a written notice (the "Request to Mediate"), which shall set forth the nature of the dispute. The Parties will cooperate in good faith to select the mediator within seven (7) days of either Party requesting mediation, and may adopt any procedural format that seems appropriate for the particular dispute. Mediation should be scheduled within fourteen (14) days of selection of the mediator, or as soon as possible, based on availability.

In the event the Parties cannot agree on a mediator, the Parties will ask any circuit court judge to appoint a mediator. The mediator will then set the ground rules for the mediation. In the event a written settlement agreement cannot be reached by the Parties within thirty (30) days from the date of the Request to Mediate, or such longer time frame as may be agreed upon, in writing, by the Parties, then the Parties may either agree to binding arbitration or, if the Parties do not agree, then either Party may seek legal relief through the circuit court in Clackamas County.

12.6.2 Arbitration. If the Parties agree to arbitration, selection of the arbitrator, time frame for arbitration, and ground rules for arbitration will be agreed upon at that time. Any arbitrator or arbitrators selected must have a minimum of ten (10) years' of municipal law experience, unless the Parties mutually agree, in writing, otherwise.

12.6.3 Injunctive Relief and Specific Performance. Notwithstanding Subsection 12.6.1 or 12.6.2, even if the Parties agree to mediation or arbitration, either Party may still request immediate equitable remedies of either specific performance or injunctive relief to occur while mediation or arbitration is pending or ongoing. The Parties will otherwise agree to abate the court case pending resolution.

12.7 *Remedies.* Subject to the provisions of Article X - Compensation for Construction, and the dispute resolution process set forth in Section 12.6, any Party may institute legal action to cure, correct, or remedy any default, to enforce any covenant or agreement, or to enjoin any threatened or attempted violation of this Agreement. All legal actions shall be initiated in Clackamas County Circuit Court. The Parties, by signature of their authorized representative below, consent to the personal jurisdiction of those courts.

12.8 *Severability.* If any term(s) or provision(s) of this Agreement or the application thereof to any person or circumstance shall, to any extent, be determined by a court to be invalid or unenforceable, the remainder of this Agreement and the application of those terms and provisions shall not be affected thereby and shall be valid and enforceable to the fullest extent permitted by law.

12.9 *Nondiscrimination.* No person shall be denied or subjected to discrimination in receipt of the benefits of any services or activities made possible by or resulting from this Agreement on the grounds of race, color, religion, gender, sexual orientation, national origin, disability, age, or marital status. Any violation of this provision shall be considered a material defect and shall be grounds for cancellation, termination, or suspension, in whole or in part, by Wilsonville or WWSP.

- 12.10 *Excused Performance.* In addition to the specific provisions of this Agreement, no default shall be deemed to have occurred where delays or default is due to war, insurrection, strikes, walkouts, riots, floods, drought, earthquakes, fires, casualties, acts of God, governmental restrictions imposed or mandated by governmental entities other than the Parties, enactment of conflicting state or federal laws or regulations, new or supplementary environmental regulation, litigation, or similar bases for excused performance that are not within the reasonable control of the Party to be excused.
- 12.11 *Integration.* This Agreement contains the entire agreement between the Parties with respect to the subject matter herein. Notwithstanding the foregoing, this Agreement is not intended to supersede any provision of the WIF Agreement, the Ground Lease, or the Pipeline Easement.
- 12.12 *Assignment/Additional Parties.* This Agreement may be assigned by either Party subject to the consent of the non-assigning Party, which consent shall not be unreasonably withheld.
- 12.13 *Access to Books, Records, and Accounting.* WWSP will maintain books, records, and reports of the Project Work showing all income, receipts, expenses, and costs. These records shall be maintained for a period of three (3) years following Final Completion. All such books, records, and reports may be examined and copies made by Wilsonville at reasonable times upon reasonable notice.

**ARTICLE XIII - TERM OF AGREEMENT**


- 13.1 The term of this Agreement shall be from the date of execution through the end of the Project Work warranty period, two (2) years following final acceptance of the Project Work, unless mutually agreed to by both Parties, in writing. Notwithstanding the above, the ongoing maintenance responsibilities described in Article XI – Joint Future Obligations After Construction remain enforceable obligations under this Agreement (including the default, remedy, venue, and attorneys’ fees provisions) after the term expires.
- 13.2 This Agreement may be amended or extended for periods of up to one (1) year at a time by mutual written consent of the Parties, subject to the provisions of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have set their hands as of the day and year hereinafter written. This Agreement is effective upon the date of the final signature.

**CITY OF WILSONVILLE, OREGON**

**APPROVED AS TO FORM:**

By:   
Bryan Cosgrove

 for  
Barbara A. Jacobson, City Attorney

As Its: City Manager

Dated: 10/29/19


**TUALATIN VALLEY WATER DISTRICT**

By:   
Name: Tom Hickmann  
As Its: Chief Executive Officer  
Dated: 10/28/19

**APPROVED AS TO FORM:**

  
Clark Balfour, Legal Counsel TVWD

**WILLAMETTE WATER SUPPLY SYSTEM  
COMMISSION, OREGON**

By:   
Name: DAVID KRASKA  
As Its: GENERAL MANAGER  
Dated: 10-28-2019

**APPROVED AS TO FORM:**

  
Clark Balfour, Legal Counsel WWSS



Exhibit 2: Schedule Design and Construction Milestones

Date Updated: September 20, 2019

Project		100% Draft Final Design	100% Final Design	Construction Start	Construction End
<b>RWF Work</b>					
Phase 1		11/27/2019	2/5/2020	6/5/2020	2/24/2022
Phase 2 <sup>(1)</sup>		11/27/2019	2/5/2020	9/16/2022	12/3/2024

(1) Construction end represents achievement of final completion

**RESOLUTION NO. 3177****A RESOLUTION OF THE CITY OF WILSONVILLE AMENDING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF WILSONVILLE, TUALATIN VALLEY WATER DISTRICT, AND THE WILLAMETTE WATER SUPPLY COMMISSION FOR THE RAW WATER FACILITIES PROJECT.**

WHEREAS, the City of Wilsonville (“City”) and Tualatin Valley Water District (TVWD) jointly own real property and water system facilities commonly known as the Willamette River Water Treatment Plant which includes a water intake facility; and

WHEREAS, the Willamette Water Supply System Commission (WWSS Commission) is constructing improvements to the raw water intake and pump station to enlarge and upgrade the water intake facilities to a capacity of 150 million gallons per day and constructing a large diameter water supply transmission line and related improvements, collectively known as the Raw Water Facilities Project (Project); and

WHEREAS, the Project occupies portions of the Willamette River Water Treatment Plant and adjacent Wilsonville park property, which property is jointly owned by TVWD and the City; and

WHEREAS, the City, TVWD, and the WWSS Commission entered into an Intergovernmental Agreement on October 29, 2019 regarding the terms and conditions for construction of the Project; and

WHEREAS, the Parties desire to amend the Agreement to provide new construction milestone dates in Exhibit 2.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

Section 1. Findings. The City Council adopts the above-stated recitals and the Staff Report accompanying this Resolution as its Findings, as if fully set forth herein.

Section 2. The City Council hereby adopts the amended Exhibit 2 of the Intergovernmental Agreement Between the City of Wilsonville, Tualatin Valley Water District and the Willamette Water Supply System Commission Raw Water Facilities Project (RWF\_1.0), attached hereto as **Exhibit A** and incorporated by reference herein.

Section 3. Effective Date. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 16<sup>th</sup> day of September, 2024, and filed with the Wilsonville City Recorder this date.

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JULIE FITZGERALD, MAYOR

ATTEST:

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Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Linville

Councilor Berry

Councilor Dunwell

EXHIBIT:

A. Amended Exhibit 2



# EXHIBIT A TO RESOLUTION NO. 3177

**AMENDED** Exhibit 2: Schedule Design and Construction  
 Milestones Date Updated: September 16, 2024

Project		100% Draft Final Design	100% Final Design	Construction Start	Construction End
<b>RWF Work</b>					
Phase 1		11/27/2019	2/5/2020	6/5/2020	9/9/2022
Phase 2 <sup>(1)</sup>		11/27/2019	2/5/2020	9/16/2022	6/30/2025

**(1) Construction end represents achievement of final completion**



## CITY COUNCIL MINUTES

July 15, 2024, at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

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### CALL TO ORDER

1. Roll Call
2. Pledge of Allegiance

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, July 15, 2024. The Mayor called the meeting to order at 7:03 p.m., followed by roll call and the Pledge of Allegiance.

### PRESENT

Mayor Fitzgerald  
 Council President Akervall  
 Councilor Linville  
 Councilor Berry  
 Councilor Dunwell

### STAFF PRESENT

Amanda Guile-Hinman, City Attorney  
 Andrea Villagrana, Human Resource Manager  
 Aria Aziz, Admin. Intern  
 Bryan Cosgrove, City Manager  
 Dan Pauly, Planning Manager  
 Jeanna Troha, Assistant City Manager  
 Kimberly Rybold, Senior Planner  
 Kimberly Veliz, City Recorder  
 Miranda Bateschell, Planning Director  
 Zoe Mombert, Assistant to the City Manager

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

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

Motion made by Councilor Akervall Seconded by Councilor Linville.

**Voting Yea:**

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

**Vote:** Motion carried 5-0.

**MAYOR'S BUSINESS**

## 4. Boards/Commission Appointments/Reappointments

Arts, Culture, and Heritage Commission – Appointment

Appointment of Aaron Harris to the Arts, Culture, and Heritage Commission for a term beginning 7/15/2024 to 6/30/2026.

**Motion:** I moved to ratify the appointment of Aaron Harris to the Arts, Culture, and Heritage Commission for a term beginning 7/15/2024 to 6/30/2026.

Motion made by Councilor Akervall Seconded by Councilor Dunwell.

**Voting Yea:**

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

**Vote:** Motion carried 5-0.

## 5. Upcoming Meetings

Prior to presenting the report, the Mayor stated that she and Council President Akervall were joining the meeting remote as they were out of town with family obligations. The Mayor then reported on the following events.

DEI Calendar Dates of Observance

- The Mayor reminded that the City's Diversity, Equity and Inclusion Committee had selected for each month various religious or ethnic dates of celebration and observance.
- For the month of July, special occasions observed include Disability Pride Month and the July 26<sup>th</sup> signing of the Americans with Disability Act of 1990 by President George H.W. Bush.

Juneteenth Celebration

- The DEI Committee held their fourth annual Juneteenth Celebration on June 19, 2024.
- There was record attendance, a speech by Kimberly Howard Wade Executive Director of Caldera Arts and music provided by DJ Bryson Wallace.
- The event's sponsors included Swire Coca Cola, Columbia Distributing, Hilton Garden in Wilsonville, and Oregon Institute of Technology were appreciated for making the event possible.

### Korean War Memorial Ceremony and Grand Opening of Interpretive Center

- The Mayor thanked members of the community, City staff and our veterans for an incredible Korean War Memorial Ceremony held on June 29, 2024.
- In addition to having a number of dignitaries speak, including Governor Kotek, Congresswoman Salinas and Consul General Eunji Seo of the Republic of Korea.
- After the ceremony, the grand opening of the Korean War Memorial Interpretive Center was held in the Parks and Recreation building.
- The donors to the Korean War Memorial Interpretive Center and the Park and Recreation staff were thanked for their participation and support.
- The Mayor recalled in 2013, the idea for an Interpretive Center to be stationed at the Parks and Recreation building was discussed.
- The Mayor was pleased to report that what started as an idea had now come to fruition.

### Korean War Veterans Association (KWVA) Meeting

- The Mayor shared that she had the opportunity to present before the Oregon Trail Chapter of the Korean War Veterans Association during their monthly meeting in June.
- The Mayor hoped the Oregon Korean War Memorial Interpretive Center could be a continuation of a way to bring more genuine understanding of veterans and what they have done for Korea and the United States and freedom across the world.

### Laser Light Show

- The Mayor, her granddaughter, and many community members attended the City's 4th of July laser light show and concert in Town Center Park.

### Movies in the Park

- The Mayor announced the upcoming lineup of the City sponsored movie showings held in various City throughout the summer months.

### City Council Meeting

- The next City Council meeting was scheduled for Monday, August 5, 2024.

## **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.

Staff shared it there was one speaker card submitted however, that individual left prior to citizen input.

## **COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS**

### 6. Council President Akervall

Councilor Akervall reported on the following:

- Korean War Memorial Ceremony and Grand Opening of Interpretive Center on June 29, 2024
- Juneteenth Celebration on June 19, 2024
- Library's Summer Reading Program from June 1, 2024, to August 31, 2024
- Library of Things

### 7. Councilor Linville

Councilor Linville shared that she too attended some of the events previously mentioned. She then commented on the below events:

- Laser Light Show on July 4, 2024
- Opioid Settlement Prevention, Treatment and Recovery Board meeting on July 10, 2024
- Rotary Club annual Free Summer Concert Series at Town Center Park started, July 18, 2024

In closing Councilor Linville told community members to be aware of scammers in the metro area driving up to individuals walking and asking for directions and during that time stealing jewelry, watches, and other items.

Staff were directed to put out advisory warnings to the community about these scams.

### 8. Councilor Berry

Councilor Berry reported on the following:

- AARP Smart Driver class on June 18, 2024
- Korean War Memorial Ceremony and Grand Opening of Interpretive Center on June 19, 2024
- Clackamas County Coordinating Committee Subcommittee meeting on July 17, 2024
- North Willamette Research and Extension Center (NWREC) Open House on July 17, 2024

Reminded the audience of the City Manager Reports included monthly in the Council packet. She added in the Community Development report it was shared that many staffers had children graduating from high school this year. She congratulated the students for reaching this milestone.

### 9. Councilor Dunwell

Councilor Dunwell reported on the Washington County Subcommittee meeting on July 15, 2024.

Lastly, Councilor Dunwell, as a citizen of Wilsonville, shared her commitment to the community despite running unopposed for City Council. She emphasized the importance of addressing divisiveness and misinformation spread on social media within the City. As an elected official, Councilor Dunwell herself was cautious on social media but observed community webpages with misinformation, lies, and name-calling. She then further discussed a posting on a community webpage on July 2, 2024, posted by Wilsonville resident and Clackamas County Commissioner Ben West. Commissioner West who had commented on Wilsonville Spokesman article titled “As Home Depot continues its push to move into Wilsonville, the city accuses the company of bribery.” This post was then commented on by 131 individuals.

Councilor Dunwell reminded the audience that on April 15, 2019, then City Councilor West voted yes to the Town Center Plan on first reading and was absent for the second reading. She then read aloud the comments Councilor West had made at the April 15, 2019, City Council meeting.

Councilor Dunwell emphasized the importance of distinguishing opinions from facts, referencing the 1991 and 2019 Town Center Plans. She defended the City Council's decision regarding the Class 1 and Class 2 reviews, urging community members to research and engage with accurate information instead of relying on social media. Councilor Dunwell highlighted the need for civic responsibility, especially in light of misinformation and name-calling online. She encouraged community members to understand the responsibilities of elected officials and to engage with the City directly.

## **CONSENT AGENDA**

The City Attorney read into the records the Consent Agenda item.

10. Minutes of the May 20, 2024, City Council Meeting.

**Motion:** Moved to approve the Consent Agenda as read.

Motion made by Councilor Akervall Seconded by Councilor Berry.

**Voting Yea:**

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

**Vote:** Motion carried 5-0.

## **NEW BUSINESS**

The City Attorney read into the record the titles of Resolution Nos. 3163 and 3164.

Andrea Villagrana, Human Resource Manager and Jeanna Troha, Assistant City Manager quickly briefed Council on the resolutions.

Councilor Linville acknowledged that the Council had ample time to review the collective bargaining agreements prior to voting for adoption.

**11. Resolution No. 3163**

A Resolution Adopting Collective Bargaining Agreement Between the City of Wilsonville and Service Employees International Union Local 503 (SEIU).

**Motion:** Moved to adopt Resolution No. 3163.

Motion made by Councilor Berry Seconded by Councilor Dunwell.

Staff and representatives from both unions were appreciated for coming to an agreement.

**Voting Yea:**

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

**Vote:** Motion carried 5-0.

The Mayor requested a motion on Resolution No. 3164.

**12. Resolution No. 3164**

A Resolution Adopting Collective Bargaining Agreement Between The City Of Wilsonville And Wilsonville Municipal Employees Association (WILMEA).

**Motion:** Moved to adopt Resolution No. 3164.

Motion made by Councilor Berry Seconded by Councilor Dunwell.

It was reiterated that Council had received an extensive opportunity to examine both agreements. Staff and the bargaining units were congratulated again for the time and effort employed to agree on these collective bargaining agreements.

**Voting Yea:**

Mayor Fitzgerald, Councilor Akervall, Councilor Linville, Councilor Berry, Councilor Dunwell

**Vote:** Motion carried 5-0.

**CONTINUING BUSINESS**

There was none.

**PUBLIC HEARING**

There was none.

**CITY MANAGER’S BUSINESS**

No report.

**LEGAL BUSINESS**

City Attorney announced the United States Supreme Court issued its decision on the Grants Pass case. The case was on whether there was an Eighth Amendment protection against prosecuting people for camping on public property. The United States Supreme Court ruled that it is not an Eight Amendment violation to prosecute people for camping on public property. The decision has certain implications for many states, however, Oregon’s unique because of House Bill 3115. The bill essentially codified the Martin vs. Boise and Grants Pass decision. Therefore, the City Attorney anticipated there would be more to come on this topic.

**ADJOURN**

The Mayor adjourned the meeting at 7:49 p.m.

Respectfully submitted,

\_\_\_\_\_  
Kimberly Veliz, City Recorder

ATTEST:

\_\_\_\_\_  
Julie Fitzgerald, Mayor





**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b> September 16, 2024		<b>Subject: Ordinance No. 893 – 2<sup>nd</sup> Reading</b> An Ordinance Of The City Of Wilsonville Adding Sections 2.380 Through 2.386 To The Wilsonville Code Concerning The Diversity, Equity And Inclusion Committee.  <b>Staff Member:</b> Bryan Cosgrove, City Manager, Amanda Guile-Hinman, City Attorney, and Zoe Mombert, Assistant to the City Manager  <b>Department:</b> Administration and Legal	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: September 5, 2024 <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: September 5, 2024 <input checked="" type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: September 16, 2024 <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  <b>Comments:</b> Diversity, Equity and Inclusion Committee made a recommendation that the City Council adopt the committee bylaws at its June 11, 2024, meeting.	
<b>Staff Recommendation:</b> Staff recommends Council adopt Ordinance No. 893 on second reading.			
<b>Recommended Language for Motion:</b> I move to adopt Ordinance 893 on second reading.			
<b>Project / Issue Relates To:</b> Diversity, Equity and Inclusion Committee			
<input checked="" type="checkbox"/> Council Goals/Priorities: Diversity, Equity + Inclusion (DEI): We are committed to promoting DEI in the delivery of City services to the community and in our organizational operations.	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable	

**ISSUE BEFORE COUNCIL:**

The addition of the Diversity, Equity and Inclusion (DEI) Committee to Chapter 2 of the Wilsonville Code.

**EXECUTIVE SUMMARY:**

In 2021, following community listening sessions and three City Council Work Sessions, the City Council created the Diversity, Equity and Inclusion (DEI) Committee by approving Resolution No. 2893. The Resolution established the 11 – 13 member advisory committee which advises the City Council on policy, programming, and communications related to Diversity, Equity and Inclusion (DEI). The committee members are expected to think broadly to represent the community as a whole and to ensure that historically marginalized groups have a voice. Committee members are appointed to serve three-year terms. Up to two (2) student committee members are appointed for up to two (2) one-year terms.

The DEI Committee developed a strategic plan, which the City Council adopted via Resolution No. 2979 in July 2022, and prioritized the action items in the strategic plan in August 2022. The committee has focused its efforts on raising awareness and providing education opportunities for the community to support and learn about historically marginalized communities. To be effective, the committee often partners with City departments, other city boards, or other community organizations.

Here is a brief list of the committee's accomplishments:

Fiscal Year 2020-2021

First Juneteenth Celebration – June 19, 2021

Fiscal Year 2021-2022

Committee started meeting in July 2021

Developed a mission and vision (December 14, 2021)

Juneteenth Celebration – June 18, 2022

Fiscal Year 2022-2023

Developed a Strategic Plan (adopted by council July 18, 2022)

Prioritize the strategic Plan on August 9, 2022

## Priority 1 Projects-

Lecture series: Develop community conversations on DEI-related topics (i.e. racism, sexism, ageism, classism, heterosexism, access, prejudice, discrimination, bias, naming etc.); address topics with sensitivity, conviction, and compassion. Collaborate with City boards and commissions, community, school district, other cities.

Received grant from Parks and Recreation Department

## Lecture Series (Five Sessions)

- Increased turn out each meeting
- Positive feedback
- Interest in viewing/ sharing (now being recorded)

Developed a cultural calendar (highlight events, holidays, etc.)

- Complete (adopted by City Council January 5, 2023)
- All dates on City Website and recognized in the Boones Ferry Messenger (BFM)

Flag Policy (adopted by City Council January 5, 2023)

- Provided input to City Attorney and recommendations to City Council to update the update and codify the City's Flag Policy

Juneteenth Celebration – June 17, 2023

- Food, music, speaker, local community groups

Worked with other cities/school district to elevate, promote, support or partner in the development of cultural events (Pride, Dia de los Muertos, etc.)

Chair participated in the West Linn-Wilsonville School District Equity Summit

Promoted and participated in Wilsonville High School's Dia de los Muertos event

#### Fiscal Year 2023-2024

Continued to highlight cultural calendar dates on the city website, recognize in the BFM and on social media

Continued Speaker Series (formerly lecture series) – Four meetings featuring community voices

Continued to work with other cities/school district to elevate, promote, support or partner in the development of cultural events (Pride, Dia de los Muertos, etc.)

Chair participated in the West Linn- Wilsonville School District Equity Summit

Promoted and participated in Wilsonville High School's Dia de los Muertos event

Developed Las Posadas event to engage the Latino community

- Over 50 participants
- Event included light refreshments, pinata, and shared the significance of Las Posadas in both English and Spanish

Updated the DEI Committee bylaws

Provided multiple letters of support for city grant applications

Partnered with the Arts, Culture and Heritage Committee to commission a temporary Pride Mural

- A reception including refreshments and Storytime were held to celebrate the mural and Pride Month

Committee designed a Pride Pin and "All are Welcome" decal for city facilities

Juneteenth Celebration – June 19, 2024

Food, music, speaker, local community groups and this year crafts

The committee has taken time to evaluate their bylaws to determine what has worked well and what needed improvement. In 2023, the DEI committee bylaws were updated (Resolution No. 3104) to include an attendance policy for their members. As the committee's work has gone on and it has built a strong foundation for its work, the committee requested that staff bring back its bylaws for further review with the intention of becoming a standing committee codified in the Wilsonville Code, requiring that the bylaws be adopted by ordinance. During the review of its bylaws, the committee made one recommended modification. Currently, board members are appointed in January however the chair and vice chair are selected at the beginning of the fiscal year (July). The draft bylaws recommend having its chair appointments occur consistently with the appointment of board members.

Chair Karla Brashear and Vice Chair Erica Pham shared the committee's work and requested to include the committee in the Wilsonville Code to become a standing committee at the August 5, 2024 City Council meeting. The City Council reviewed the draft revisions to Chapter 2 of the Wilsonville Code after hearing the DEI Committee Chairs' presentation. The City Council recommended that:

"A Committee member may be removed for misconduct or nonperformance of duty by motion passed by a majority of the Council."

of draft section 2.383 (E) be removed

The DEI Committee was briefed on the Council discussion at their August 12 meeting. They did not object to the revision of section 2.383 (E) and understood the City Council's concern.

The City Council held a public hearing on September 5, 2024. City staff presented the history of the City of Wilsonville's efforts to be an inclusive community and community interest in using an equity lens in the City's work. Additionally, staff discussed the proposed Wilsonville Code section 2.380-2.386.

There was public testimony from four (4) current DEI Committee members and two (2) additional community members in support of the ordinance. Additionally, three (3) emails were submitted to the City Recorder in support of the ordinance before the public hearing. Finally, there were also three (3) community members that spoke in opposition of the ordinance.

After hearing the public testimony, the public hearing was closed. The Council discussed ordinance and comments before they voted unanimously to adopt Ordinance 893 on first reading.

**EXPECTED RESULTS:**

Establish a standing Diversity, Equity and Inclusion Committee in the Wilsonville Code, by ordinance, as requested by the DEI Committee.

**CURRENT YEAR BUDGET IMPACTS:**

Making the DEI Committee a standing committee will not impact the current budget.

**COMMUNITY INVOLVEMENT PROCESS:**

The DEI Committee was established based on community member input in 2020. Since then, the 13-member board, made up of community members have been involved in advancing the DEI Committee Strategic Plan. DEI committee meetings are open to the public and no comments were provided on the recommended bylaws.

**POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:**

The DEI committee was originally created to address:

- Increased Representation, Diversity on City Boards
- Consistent City communication to brand Wilsonville as an inclusive community
- More Inclusive Cultural Events, Celebrations & Holiday Recognitions
- Education to the Broader Community
- Opportunities for DEI Advocates to Network and Work More Efficiently Together

By adding the DEI Committee bylaws into the Wilsonville Code, making it a standing committee, it strengthens the City Council's commitment to the City's diversity, equity, inclusion, accessibility and belonging work.

**ALTERNATIVES:**

The City Council can also choose not to make the DEI Committee a standing committee by ordinance. If the City Council does not wish to proceed, the DEI Committee would continue to operate as an ad hoc committee.

**CITY MANAGER COMMENT:**

N/A

**ATTACHMENT:**

1. Ordinance No. 893

**ORDINANCE NO. 893**

**AN ORDINANCE OF THE CITY OF WILSONVILLE ADDING SECTIONS 2.380 THROUGH 2.386 TO THE WILSONVILLE CODE CONCERNING THE DIVERSITY, EQUITY AND INCLUSION COMMITTEE.**

WHEREAS, on May 1, 2017, the Wilsonville City Council (“City Council”) passed Resolution No. 2626 declaring Wilsonville as “an inclusive City that has and will continue to welcome the collective contributions of all persons, honoring and respecting people of every race, color, national origin, immigration or refugee status, heritage, culture; and

WHEREAS, on May 3, 2021, the City Council passed Resolution No. 2893 creating the Diversity, Equity and Inclusion Committee (the “Committee”); and

WHEREAS, Resolution No. 2893 established certain bylaws of the Committee; and

WHEREAS, the Committee has been meeting regularly since July 2021; and

WHEREAS, the Committee recommended, and on July 18, 2022, the City Council passed Resolution No. 2979, which approved the DEI Strategic Plan as the work plan (the “Plan”) for the Committee; and

WHEREAS, the Committee, in consultation with the Plan, City Council, other City boards and commissions, and City staff, has: (1) created a speaker series to shed light and the history and lived experiences of people in historically marginalized communities; (2) developed a cultural calendar that highlights events and holidays; (3) hosted or promoted events that are listed on the cultural calendar; (4) recommended City Council adoption of a flag policy; (5) reviewed public outreach strategies; and (6) provided input on several City projects; and

WHEREAS, through implementing its Plan, hosting and supporting events, and offering insights on various projects and outreach, the Committee adds significant value to the community, the City Council, and City boards and commissions.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. Findings. The staff report accompanying this Ordinance and the above-recitals are incorporated as the City Council’s findings as if fully set forth herein. The Committee promotes the health, safety, and welfare of the City.

Section 2. The following provisions are added to Chapter 2 of the Wilsonville Code:

**“2.380 Diversity, Equity and Inclusion Committee.**

The Diversity, Equity and Inclusion Committee is hereby created as a deliberative and recommending body of the City Manager’s Office, subject to the provisions of Sections 2.380 through 2.386.

**2.381 Purpose.**

The purpose of the Diversity, Equity and Inclusion Committee is to create a culture of acceptance and mutual respect that acknowledges differences and strives for equitable outcomes of opportunity, access and inclusion by:

- A. Advising the Wilsonville City Council (“Council”) on policy decisions related to diversity, equitable outcomes, and inclusion;
- B. Making recommendations to the Council on public engagement strategies and methods by which all Wilsonville residents have the opportunity to better participate in the decision- making process;
- C. Advising the Council on culturally responsive service delivery, programming, and communication strategies;
- D. Creating, updating and overseeing progress on the City’s Diversity, Equity and Inclusion Plan;
- E. Identifying local community leaders and building more leadership capacity in Wilsonville’s diverse communities.

**2.382 Appointments.**

The Mayor appoints and the Council confirms Committee members, who serve at the pleasure of the Council.

**2.383 Membership.**

- A. *Number of Members.* The Diversity, Equity and Inclusion Committee shall be composed of no less than eleven (11) to no more than thirteen (13) members.
- B. *Residency.* Members must reside, own a business, or attend



school within the City of Wilsonville city limits. A majority of members appointed must reside within the City limits. The Council can confirm member(s) to the Diversity, Equity and Inclusion Committee who does not meet any of these residency criteria if it is determined that the member(s) brings significant value to the Committee.

C. *Appointments.* The Council will confirm the committee members pursuant to WC 2.382. The Council will strive to appoint members to the Diversity, Equity and Inclusion Committee who bring their lived experiences regardless of their immutable traits including, but not limited to, race, ethnicity, LGBTQ+, gender, socio-economic status/history, differently abled, age amongst other identities. Appointed members will be expected to think broadly in terms of how issues of racism, sexism, ableism, and other discriminatory and prejudicial biases impact all community members in Wilsonville.

D. *Terms.* Committee terms are for three years, commencing in January of each year. All members may serve two consecutive three-year terms. Members who have served two full terms may be reappointed to the Diversity, Equity and Inclusion Committee after a one-year hiatus from the Committee. A vacancy in a position may be appointed to fulfill the remainder of any term. Terms of appointment for less than three (3) years shall not count towards the maximum time of service, including partial term appointments to fill vacancies.

E. *Removal.* A Committee member can be absent from four (4) meetings in one (1) calendar year; after the fifth absence in one (1) calendar year, the Committee member will automatically be removed from the Committee, without the need for a vote to remove by the Council.

F. *Youth Members.* The Council will appoint up to two (2) Wilsonville-area high school student(s) to serve up to (2) two one (1) year term on the Committee. The up-to two (2) youth members are counted

toward the total membership stated in WC 2.383(A). The youth member(s) will be a voting member(s).

**Section 2.384 Organization.**

A. At the first meeting of each calendar year, the Diversity, Equity and Inclusion Committee will elect a chair and vice-chair from the voting members.

B. The Chair (Vice Chair in the absence of the Chair) will preside over all meetings.

C. An appointed City staff person or outside contractor will serve as secretary to keep notes of each public meeting and assist with administrative tasks.

D. The Committee will meet on an agreed-upon schedule at least four (4) times per year. The Chair may also call a special meeting with one week's advance notice. Such meeting notice may be given by email or regular mail.

E. A meeting may be held without a quorum; however, to vote on a matter by the Committee must have a quorum present which will consist of a simple majority of appointed voting members.

F. Committee members may participate in a meeting by telephone or videoconference.

G. Unless falling under an exemption to public meetings laws, all meetings will otherwise be public meetings, announced and conducted in accordance with public meeting requirements.

H. Except as provided under Oregon Public Meetings Law, the Rules of Parliamentary Law and Practice as in Roberts Rules of Order Revised Edition ("Roberts Rules") shall govern each committee meeting. In the event of a conflict between Oregon Public Meetings Law and Roberts Rules, Oregon Public Meetings Law shall control.

**Section 2.385 Voting.**

All members are entitled to vote in person (including by telephone or video conference) at a meeting. Proxies are not allowed. A majority vote of the members voting on the question will be required to carry any matters submitted, except as provided in Section 2.386 herein. A member who abstains from a vote shall be counted as present for purposes of the quorum but not counted as having voted on the question.

**Section 2.386 Amendments.**

Any recommendations by member(s) of the Diversity, Equity and Inclusion Committee to amend the provisions governing the Diversity, Equity and Inclusion Committee may be made at a regular or special Committee meeting and approved by a vote of at least two-thirds of the incumbent Committee members. Such recommendations shall be reviewed by the City Attorney for legal compliance and conformance to City Code, and thereafter be presented to City Council for approval.”

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 at a regular meeting thereof this 5<sup>th</sup> day of September, 2024, and scheduled the second reading on September 16, 2024 commencing at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

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Kimberly Veliz, City Recorder

ENACTED by the City Council on the 16<sup>th</sup> day of September, 2024, by the following votes:

Yes: \_\_\_\_\_

No: \_\_\_\_\_

\_\_\_\_\_  
Kimberly Veliz, City Recorder

DATED and signed by the Mayor this \_\_\_\_\_ day of \_\_\_\_, 2024

\_\_\_\_\_  
JULIE FITZGERALD MAYOR

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Linville

Councilor Berry

Councilor Dunwell

### From The Director's Office

Greetings,

On Friday August 16, 2024, at the request of Mayor Fitzgerald, Community Development Department staff led a residential development opportunities tour for homebuilders, economic development professionals and real estate agents, with Portland Metropolitan Association of Realtors (PMAR) in the lead. Due to the positive response to the tour concept, the event was expanded to include local/regional business associations with development interests (Westside Economic Alliance, Clackamas County Business Alliance, Smart Growth Network, Home Builders Association), elected officials, and state housing staff from Department of Land Conservation and Department (DLCD) and the Governor's office. In all, about 40 folks participated.



Planning Manager Daniel Pauly with DLCD staff

The driving and walking tour included visits to Town Center, the Transit Oriented Development affordable housing site at SMART Central, Villebois and Frog Pond. The tour highlighted past accomplishments, current undertakings and future plans. Wilsonville has a variety of residential housing development opportunities that include single-family, multi-family and various middle-housing options in both established/developing neighborhoods, as well as new greenfield lands in Frog Pond East and South, where capacity for over 1,300 units is planned.

While City staff are always excited to share our story and the work we do, the tour provided an interesting opportunity to learn from one another. Hearing issues and learning concepts from others makes us better at what we do, with the goal of creating livable cities that serve the needs of citizens at every point in their lives by providing a variety of residential housing options at a spectrum of price points and configurations.

Over the past couple of years, Planning Division staff have been significantly engaged with the Governor's Office and DLCD staff on housing legislation and rulemaking. The tour provided an opportunity for Wilsonville to showcase the range of residential housing development opportunities for key public-sector leaders making policy and private-sector developers building housing. The Mayor's vision to have the City host this event provided the Staff with an excellent opportunity to educate and influence housing advocates and key state policy officials and lawmakers, both now, in the upcoming 2025 legislative session and beyond.

Respectfully submitted,

Chris Neamtzu, AICP

## Building Division

### Building Inspection Innovation—Drones

Wilsonville's Building Division has been at the forefront of integrating innovative technologies to enhance the efficiency and effectiveness of its operations. One of the most notable advancements has been the use of drones for solar inspections. This cutting-edge approach has revolutionized the way solar panels are inspected, ensuring that they are functioning optimally and safely.

Drones equipped with high-resolution cameras and thermal imaging technology have become invaluable tools for the Building Division. These drones can quickly and accurately capture detailed images and thermal data of solar panels, identifying any potential issues such as cracks, defects, or hotspots. This method is not only faster but also safer, as it eliminates the need for inspectors to climb onto roofs or navigate difficult terrain.

The use of drones has significantly reduced the time required for solar inspections. Traditional methods often involved manual inspections that were time-consuming and labor-intensive. With drones, the Building Division can conduct thorough inspections in a fraction of the time, allowing for more frequent and comprehensive assessments. This efficiency ensures that any problems with solar panels are detected early, preventing potential failures and maintaining the overall performance of the solar systems. Moreover, drones provide a cost-effective solution for solar inspections. The ability to quickly gather and analyze data reduces labor costs and minimizes the need for expensive equipment. This cost savings can be passed on to residents and businesses in Wilsonville, making solar energy more accessible and affordable for the community.

The integration of drones into the Building Division's operations also aligns with Wilsonville's commitment to sustainability and innovation. By leveraging advanced technology, the city is able to support the growth of renewable energy sources while maintaining high standards of safety and efficiency. This forward-thinking approach not only benefits the environment but also enhances the quality of life for Wilsonville's residents.



## Economic Development Division

### **ESS Inc. Announces \$50M Financing Package With EXIM Bank**

ESS Inc., a leading manufacturer of long-duration energy storage systems (LDES) for commercial and utility-scale applications, announced that a financing package of \$50 million was approved by the Export-Import Bank of the United States (EXIM) Board of Directors under the Make More in America Initiative. This financing will fund the expansion of ESS's production capacity in Wilsonville to meet rapidly growing global demand for LDES. ESS is delivering iron flow energy storage systems to customers in Europe, Australia and Africa, providing energy resilience and accelerating the global transition to clean energy.



Financing approved by EXIM will enable the tripling of annual production capacity in Wilsonville. New manufacturing capacity funded by this initiative will be based upon the proven battery module production processes developed and refined by ESS.

Senator Ron Wyden, EXIM executive leadership, and Mayor Julie Fitzgerald were present to cut the ribbon and celebrate this expansion announcement at ESS facilities on August 5, 2024.

### **Export Import Bank Hosts Roundtable With South Metro Manufacturers**

Leaders from the "EXIM" Bank of the United States were in town to celebrate a \$50M financing package approved for ESS Inc.—local long-duration flow battery manufacturer. On August 6, EXIM hosted manufacturers from across Wilsonville, Sherwood, and Tualatin at Sherwood City Hall for a roundtable discussion about how EXIM can assist Oregon traded sector companies to reach new markets, increase revenue, and create American jobs.



### **Could Wilsonville Host a Key Hub for Pacific Northwest Data?**

Economic Development staff has been working with a lead that is interested in strategically locating an "interconnect" data center in Wilsonville. While data centers are not typically a development type communities seek after, (they consume a lot of electricity and sometimes water with low employee counts) they are an essential component of today's economy and digital world. Once established, data centers rarely pick up and move. For all their shortcomings, they do create a large amount of taxable assessed value, which bolsters public budgets with a long-term revenue stream. The proposed data center would create redundancy and better connectivity within the Pacific Northwest, where few such "interconnect" data centers currently exist. This project is in its nascence, and may not materialize at all, but it is a noteworthy aspect of the current economic development work program in Wilsonville.

## Economic Development Division

### Twist Bioscience Meets Key Performance Requirements, Receives First Rebate Check Under WIN Program

The City signed a development agreement with Twist Bioscience in 2021, to formalize Twist’s successful application under the Wilsonville Investment Now (WIN) economic development incentive program, which offers partial property tax rebates to qualifying companies that make significant capital investments and create high-paying jobs in the City. Twist began operations in late 2022 at their Parkway Avenue location. During calendar year 2023, their first full year in operation, Twist met all eligibility/



performance requirements outlined in the aforementioned development agreement investing over \$70M in capital expenditures and hiring over 250 employees with an average wage of over \$70,000 annually. In keeping with the agreement, the City issued the first tax rebate check on July 30, 2024. The rebate is equal to the amount of taxes associated with the new assessed value added to the property by Twist Bioscience—the “tax increment.” Pre-existing taxable value, before Twist’s investment, continues to benefit the tax rolls and public agency budgets. For the next six (6) years, if Twist continues to meet performance requirements, they will receive annual tax rebates, after which time the property will be taxed at 100% in perpetuity.


### Childcare Provider Consortium Develops New 2024 Survey for Families

Before the creation of the Childcare Provider Consortium, staff had developed and distributed a survey to Wilsonville families (residents and employees). That 2022 survey provided good insight, but fell short in certain areas.

The Consortium has developed a new survey in order to update data from 2022 and gain additional insights pertaining to the challenges families face in procuring and affording childcare in the city.

The survey was launched in conjunction with the Party in the Park on August 22. We will continue to solicit survey responses through the City’s typical communications channels through the end of summer and fall.

Staff and representatives of the Consortium plan to brief Council with the survey findings and a progress report from the Consortium generally in late 2024.


WILSONVILLE  
OREGON

### 2024 Childcare Survey for Families

\* Do you live in Wilsonville?

Yes

No

\* Do you work in Wilsonville?

Yes

No

Next



## Economic Development Division

### Community Investment Trusts

Community Land Trusts (CLT) are a tool many communities have employed for decades, in order to create and retain an inventory of permanently affordable housing, while simultaneously allowing residents to own property and build wealth/equity.

A new concept, still in its infancy, is a Community Investment Trust (CIT), which focuses on commercial, rather than residential, real estate. The tool allows residents within a defined boundary to communally own shares of commercial real estate, which allows renters and residents to build wealth through the ownership of assets in the form of dividends and equity over time. It also allows the commercial/retail space to be rented to local businesses at affordable rates for a more vibrant, diverse, and resilient local economy.



The first CIT is right in our backyard at Plaza 122 in East Portland. (<https://investcit.com/Community/Detail/1>) It is an interesting case study and model that could be replicated elsewhere. In August, staff met with the team that created this CIT in partnership with MercyCorps Northwest. Much more diligence is needed, but staff would like to brief Council on this concept in the future and gauge interest in exploring a Wilsonville CIT. A nonprofit partner would be needed, as well as funding for a feasibility study. And most importantly, a property that lends itself to this model will need to be identified.

For all of Wilsonville's virtues, one area of weakness exists in the proliferation of national/corporate chains and a perceived lack of diversity of retail and restaurant choices. These conditions are due in part to the fact that much of the City's commercial real estate is owned by large national real estate investment companies, who intentionally seek out national brands as tenants, while eschewing small, local businesses who are perceived as more risky credits. A CIT would allow the community to take control of at least a small piece of real estate in order to create more hospitable conditions for local businesses, while allowing Wilsonville residents, including and especially renters, to own assets and build wealth.

More to come. Stay tuned!

## Engineering Division, Capital Projects

### 2024 Street Maintenance (4014/4717)

Bid opening was held on May 21 and Council awarded on June 3, this project aims to:

#### **Boones Ferry Road (Wilsonville Road to Bailey Street)**

- Reconstruction of pavement section
- Updating of all non-compliant ADA pedestrian ramps
- Pedestrian signal improvements at Boones Ferry Road at the entrance to Fred Meyer
- Updating of the mid-block pedestrian crossing near Killer Burger

#### **Bailey Street (Boones Ferry Road to cul-de-sac near Subaru Dealership)**

- Reconstruction of pavement section
- Updating of all non-compliant ADA pedestrian ramps

#### **Boberg Road (Boeckman Road to Barber Road)**

- Reconstruction of entire road section

### Boberg (Sewer) Manhole Replacement (2100)

This project just completed replacement of a sewer manhole and installation of an internal diversion structure adjacent to the new Public Works campus. This diversion structure will send flows from one sewage basin that sees high stormwater flows through inflow and infiltration (I&I) during rain events, to be diverted to a lower flow sewage basin. This diversion will reduce the potential of any sewage backups in the higher flow basin.

### Boeckman Creek Flow Mitigation (7068)

This project will look at storm water flows coming off the Siemens site towards Boeckman Creek. Historically, these flows were directed towards the Coffee Creek wetlands, but with development of the Siemens site, flows were altered to head towards Boeckman Creek in the 1980s. These flows are needed to return to their natural waterways with the installation of the new Boeckman bridge. Two main project sites exist, one between Parkway Avenue and Ash Meadows Road, and the other is on the Siemens campus. Surveying, geotechnical exploration, wetland delineations, and archeological investigations have been complete on both sites, ahead of schedule. Engineering modeling of the system is underway, the first round of deliverables have been given to the City showing promising results for amount of work needing to be reduced. The team is gearing up for public outreach later this month.

### 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. CIP 7054, Gesellschaft Water Well Channel Restoration, will also be brought into this project to minimize City design and construction costs. Consultant proposal for additional work was accepted, and data was gathered near the west side of the Wilsonville Bridge at Boeckman Creek. Preliminary design iterations are underway to determine workable solutions to meet all project needs. A public open house will be held in early September to seek input on the design to refine the layout. Currently, project constraints are being analyzed to help determine required design elements. Council input will be requested on the October 7 meeting for direction on the scope of the project.

## Engineering Division, Capital Projects

### **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 are complete. Sidewalks are currently being installed.
- Joint utility trench - This work includes installing conduits underground to move overhead lines underground.
  - ◊ East of the bridge – Work here is complete, utility companies have started moving wires.
  - ◊ West of the bridge – Work here is complete. Utility companies have started moving wires underground.
  - ◊ Under the bridge – work will commence after the bridge structure is in place.
- Work in the roundabout (RAB) at Canyon Creek and Boeckman will ramp up September, with the first quarter of the RAB to be built.
- Trail construction from Boeckman under the bridge is well underway.
- **Bridge Construction**
  - ◊ Pile driving is complete, with bridge girders planned to be set in the first week in September with a 550-ton crane.
  - ◊ Bridge abutments are currently under construction with fill being placed for the next several weeks.
  - ◊ Bridge abutments remain under construction with most fill being completed and installed.



The entire project is expected to be complete in fall 2025.

Pictured: mass excavation where the start of the Boeckman Trail and a stormwater pond will be placed.

## Engineering Division, Capital Projects

### Charbonneau Lift Station (2106)

This project involves replacing the Charbonneau wastewater lift station with a submersible lift station and replacing the force main from the station to the I-5 bridge. The design contract was awarded to Murraysmith in December 2021, and final design was completed in October 2023. A construction contract with Tapani, Inc. was awarded by City Council in December 2023, with construction anticipated for completion in September 2024.

### 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 fall 2025.

### WTP Expansion to 20 MGD (1144)

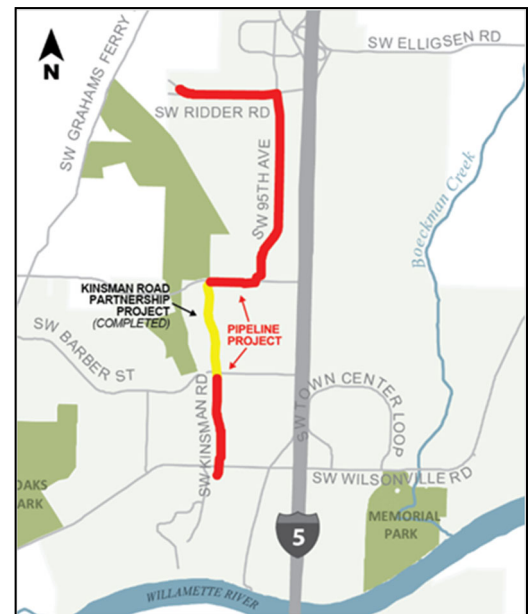
This project will expand the Water Treatment Plant (WTP) capacity to 20 MGD and incorporate related WTP capital improvements. A Construction Manager/ General Contractor (CMGC) alternative contracting method was approved by City Council in March 2020. An engineering contract was awarded to Stantec in July 2020. The CMGC contract was awarded to Kiewit in August 2021. Final design was completed in coordination with the CMGC in March 2022. Construction began in June 2022, with completion expected in December 2024.



### WWSP Coordination (1127)

Ongoing coordination efforts continue with the Willamette Water Supply Program (WWSP). Here are the updates on major elements within Wilsonville:

- **Phase 1, Wilsonville Road (PLM\_1.1)** Arrowhead Creek Lane to Wilsonville Road—**COMPLETE**
- **Phase 2, Garden Acres Road to 124th (PLM\_1.2)** Ridder Road to Day Road—**COMPLETE**
- **Phase 3, Wilsonville Road to Garden Acres Road (PLM\_1.3)** The WWSP's last section of transmission pipeline to be constructed in the City of Wilsonville began in fall 2022, with completion planned for 2024. 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 the northern half of 95th Avenue 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 east side of 95th Avenue from Hillman Court to Ridder Road has been temporarily paved and is opened to two way traffic, with permanent concrete road panel restoration to follow in Summer 2024. Pipe installation and water main relocation began on 95th Avenue from Hillman Court to Boeckman Road at the end of February 2024. Pipe installation has been completed on Kinsman Road between Wilsonville Road and Barber Street and the road has been repaved and is open to two way traffic.



## 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 on-going.

- Frog Pond Crossing subdivision, a 29-lot subdivision located north of Frog Pond Lane, was paved at the end of July. The contractor is working on punchlist items for project closeout. Home construction is underway.
- Frog Pond Estates subdivision, a 22-lot subdivision located south of Frog Pond Lane and west of Frog Pond Ridge, is working on final completion items. Housing construction is anticipated to begin in the Fall 2024.
- Frog Pond Oaks, a 41-lot subdivision located to the west of Frog Pond Crossing, is working to complete the new neighborhood park.
- Frog Pond Overlook, a 24-lot subdivision located north of Frog Pond Lane, and west of Frog Pond Vista, is continuing to work on mass grading and installation of the sanitary sewer and storm sewer systems. Infrastructure construction is anticipated to be substantially complete by the end of 2024.
- Frog Pond Primary, the new West Linn-Wilsonville School District primary school on Boeckman Road is working primarily onsite. A portion of Sherman Drive has been paved. The remaining portions of paving along Sherman Drive is anticipated to occur in the fall.
- Frog Pond Terrace, a 19-lot subdivision located north of Morgan Farms, is continuing to work on mass grading and installing utilities including the sanitary sewer and storm mains. Infrastructure construction is anticipated to be substantially complete by the end of 2024.
- Frog Pond Vista subdivision, a 44-lot subdivision to the west of Frog Pond Oaks, is continuing to work on punchlist items for project closeout. Home construction is underway.
- 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. Plans are under review by City staff.



Frog Pond Overlook



Frog Pond Terrace

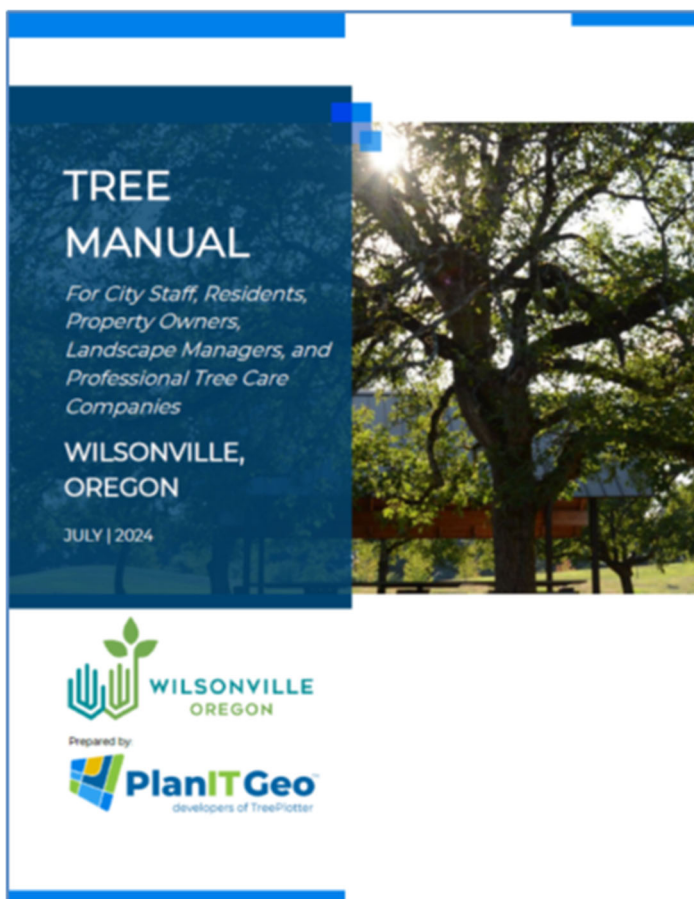
# Natural Resources Division

## Tree Manual

In December 2021, the City Council adopted the Urban Forest Management Plan (UFMP) to guide the City’s programs and actions related to the urban forest. The UFMP provides an integrated approach to preserving, sustaining, and regenerating Wilsonville’s urban forest into the future.

The UFMP project list included the tree manual. The tree manual provides a valuable resource for planners, developers, homeowners, homeowners associations (HOAs) and tree care companies and includes tree-related policies, guidelines, practices, and standards. In July 2024, the consultant (PlanIt Geo) finalized the tree manual. It is now available on the City’s website:

[https://www.ci.wilsonville.or.us/sites/default/files/fileattachments/natural\\_resources/page/102641/wilsonville\\_or\\_tree\\_manual\\_jul2024.pdf](https://www.ci.wilsonville.or.us/sites/default/files/fileattachments/natural_resources/page/102641/wilsonville_or_tree_manual_jul2024.pdf)



## Planning Division, Current

### Administrative Land Use Decisions Issued

- 9 Type A Tree Permits
- 1 Type B Tree Permit
- 2 Type C Tree Permits
- 3 Class 1 Administrative Reviews
- 2 Class 2 Administrative Reviews
- 1 Class 1 Sign Permit

### Construction Permit Review, Development Inspections, and Project Management

In August, 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 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)

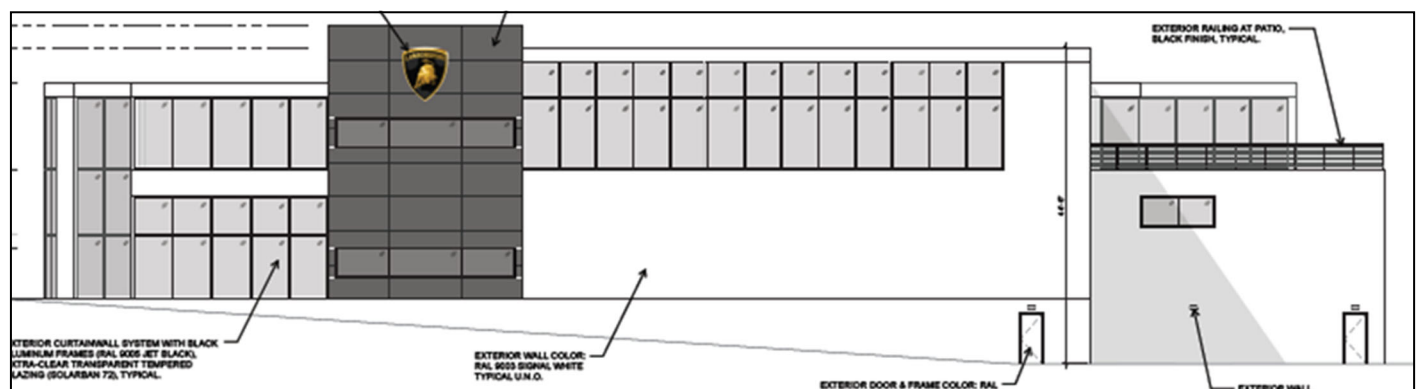
DRB Panel A did not meet in August.

DRB Panel B met on August 26. Following a public hearing, the Board unanimously adopted Resolution No. 435, approving the development of a Lamborghini dealership on Parkway Avenue in north Wilsonville.

### DRB Projects Under Review

During August, Planning staff actively worked on the following major projects in preparation for potential public hearings before the Development Review Board:

- Frog Pond Ridgecrest-54-home subdivision in Frog Pond West
- New bus wash and other improvements at SMART/Fleet
- New Lamborghini Dealership on Parkway Avenue in North Wilsonville along I-5
- Residential zone change and partition off Camelot Street
- Zone change and new parking lot for OrePac near Kinsman Road and 5th Street



Proposed Elevation of Lamborghini Dealership Facing I-5

## Planning Division, Long Range

### Frog Pond East and South Master Plan

With the Frog Pond East and South Master Plan adopted in December 2022, the City is now focusing on implementation. Two outstanding implementation steps are in process: (1) Development Code amendments, and (2) an infrastructure funding plan. During August, the project team



## FROG POND EAST & SOUTH MASTER PLAN

worked to respond to outstanding questions, particularly storm water and required street improvements, in preparation for a continued public hearing in October.

### 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 August, the City held the second project task force meeting, presenting an overview of Wilsonville's existing housing initiatives and introducing potential new strategies for consideration. Future meetings will build on this information, providing more opportunities to discuss the strategies and evaluate each strategy's potential to address the housing needs identified in the Housing Needs and Capacity Analysis.

### Industrial Land Readiness 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. The first phase of the project focuses on the Basalt Creek area, with a later second phase focusing on the entire City. During August, work continued with ECONorthwest on the economic analysis of the Basalt Creek area, including looking at available land and development potential. Transportation and natural resource evaluation work is also ongoing for the Basalt Creek area. During August, City staff also worked on getting a contract in place for the second, citywide phase of the project

### Oregon White Oak Response Coordination and Leadership

In August, 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. Contracting Arborist, Morgan Holen's report on the her visual assessment of publicly owned Oregon white oak trees is complete. The report includes recommendations for care as well as recommendations for the removal of impacted trees. The overall health of Wilsonville's White Oaks is fair with less decline observed than anticipated. Unfortunately, the Cumberland Oak Tree located at Wilsonville High School has been found to be impacted by MOB. The infested limbs have been removed with hope the tree's health can improve. Outreach to residents, educational information sharing, and coordination on tree care and removal continues.

In addition to the "log catch experiment", which involves a set of eight (8) oak bolts filled with ethanol to attract the MOB, two (2) new management tests are underway in Wilsonville. An experiment involving irrigation of a vulnerable tree grove in Frog Pond hopes to discover if improving the health of OWO trees can support them in fighting off infestation by reducing the impact of drought. A repellent test is also underway in the Carriage Oaks neighborhood. A full report and update will be presented at the September 5 City Council Work Session.



## Planning Division, Long Range

### Planning Commission

The Planning Commission did not meet in August.

### Transit-Oriented Development at the Wilsonville Transit Center

The Equitable Housing Strategic Plan identified exploration of Transit-Oriented Development (TOD) at the Wilsonville Transit Center as a near-term implementation action. Throughout 2023, the City worked with the project's selected developer, Palindrome, to refine development plans for the site. The now city-approved project includes 121 units of housing affordable to households making between 30% and 80% of Area Median Income, along with ground-floor tenants including a welcome center for SMART, a new home for Wilsonville Community Sharing, and a coffee house/taproom space. On August 26, Palindrome held a ceremonial groundbreaking for the project, with attendees including 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.

General project information is available on the project website:

<https://ci.wilsonville.or.us/planning/page/wilsonville-transit-center-tod>

FINANCE—The department where everyone counts

- **Budget Supplemental:** The City’s first fiscal year 2024-2025 budget supplemental is scheduled to go before Council on October 7. More detail to come by way of a Council Staff Report before the public hearing is held.
- **Front Counter Coverage:** This marks the one year anniversary since Finance assumed the responsibility of the City Hall, downstairs front counter—in an effort to meet as many of City Hall’s internal and external customer’s needs right as they walk in the front door. In response, we’ve received much positive feedback; most notably from citizens appreciative of not having to climb the stairs to pay a bill.
- **Sustainability:** Our recent email campaign to Utility Billing customers helped us convert 144 more accounts to paperless billing.
- **Increased Data Security:** Although we continue to encourage and promote paperless billing and electronic payments, for those customers who wish to pay by phone, Utility billing has updated messaging on the utility bill, website, and email to let customers know there is a toll free number they can call, to make these payments. This automated line is available 24/7 and helps us stay in compliance with Payment Card Industry (PCI) standards. In response, beginning September 1, staff will no longer take payments by phone. In contrast, these calls will be redirected to the toll free number. Below is a copy of the flyer that was included with this month’s mailed invoices.



**Questions? Call Utility Billing**  
503-570-1610

**To Pay by Phone:**  
1-855-439-0684

Note: To cut waste and encourage online payments, the City will soon stop including envelopes in statements delivered by mail.

## Utility Billing Made Easy

**Go Green! Register Online Today!**

**Benefits of Paying Online:**

- Schedule payments in advance
- Receive statements & reminders via e-mail
- Reduce paper; no filing or shredding
- Avoid buying stamps & envelopes
- Eliminate mail theft & check fraud

**To enroll , visit [ci.wilsonville.or.us/utility-billing](http://ci.wilsonville.or.us/utility-billing)**

Pay with:

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Go Green!  
Sign up now!

- **Attached Financials:** Finance continues to monitor all departments for on-going budget compliance.

**City of Wilsonville - Fund Summaries**  
**Reporting Month: August FY 2025**



	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
<b>110 - General Fund</b>				
Taxes	\$ 16,395,000	\$ 599,185	\$ 15,795,815	4%
Intergovernmental	3,299,090	61,580	3,237,510	2%
Licenses and permits	176,700	127,439	49,261	72%
Charges for services	439,822	16,512	423,310	4%
Fines and forfeitures	190,000	35,355	154,645	19%
Investment revenue	620,000	314	619,686	0%
Other revenues	704,070	78,538	625,532	11%
Transfers in	5,292,360	805,546	4,486,814	15%
<b>TOTAL REVENUES</b>	<b>\$ 27,117,042</b>	<b>\$ 1,724,468</b>	<b>\$ 25,392,574</b>	<b>6%</b>
Personnel services	\$ 13,336,720	\$ 1,973,058	\$ 11,363,662	15%
Materials and services	13,991,845	1,305,770	12,686,075	9%
Capital outlay	210,200	58,735	151,465	28%
Transfers out	7,808,917	343,717	7,465,200	4%
<b>TOTAL EXPENDITURES</b>	<b>\$ 35,347,682</b>	<b>\$ 3,681,280</b>	<b>\$ 31,666,402</b>	<b>10%</b>
<b>610 - Fleet Fund</b>				
Charges for services	\$ 1,781,890	\$ 296,982	\$ 1,484,908	17%
Investment revenue	27,000	-	27,000	0%
<b>TOTAL REVENUES</b>	<b>\$ 1,808,890</b>	<b>\$ 296,982</b>	<b>\$ 1,511,908</b>	<b>16%</b>
Personnel services	\$ 1,059,030	\$ 155,542	\$ 903,488	15%
Materials and services	823,040	70,534	752,507	9%
Capital outlay	257,000	-	257,000	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 2,139,070</b>	<b>\$ 226,076</b>	<b>\$ 1,912,994</b>	<b>11%</b>
<b>230 - Building Inspection Fund</b>				
Licenses and permits	\$ 939,000	\$ 302,725	\$ 636,275	32%
Investment revenue	140,000	-	140,000	0%
<b>TOTAL REVENUES</b>	<b>\$ 1,079,000</b>	<b>\$ 302,725</b>	<b>\$ 776,275</b>	<b>28%</b>
Personnel services	\$ 1,027,800	\$ 150,304	\$ 877,496	15%
Materials and services	201,036	69,939	131,097	35%
Transfers out	368,400	61,400	307,000	17%
<b>TOTAL EXPENDITURES</b>	<b>\$ 1,597,236</b>	<b>\$ 281,643</b>	<b>\$ 1,315,593</b>	<b>18%</b>
<b>231 - Community Development Fund</b>				
Licenses and permits	\$ 668,567	\$ 200,221	\$ 468,346	30%
Charges for services	443,006	5,895	437,111	1%
Intergovernmental	265,000	-	265,000	0%
Investment revenue	70,000	-	70,000	0%
Transfers in	3,427,337	529,083	2,898,254	15%
<b>TOTAL REVENUES</b>	<b>\$ 4,873,910</b>	<b>\$ 735,199</b>	<b>\$ 4,138,711</b>	<b>15%</b>
Personnel services	\$ 3,976,150	\$ 572,155	\$ 3,403,995	14%
Materials and services	755,100	48,988	706,112	6%
Transfers out	824,000	106,000	718,000	13%
<b>TOTAL EXPENDITURES</b>	<b>\$ 5,555,250</b>	<b>\$ 727,143</b>	<b>\$ 4,828,107</b>	<b>13%</b>
<b>240 - Road Operating Fund</b>				
Intergovernmental	\$ 2,249,000	\$ 599	\$ 2,248,401	0%
Investment revenue	91,500	-	91,500	0%
Other revenues	-	313	(313)	-
<b>TOTAL REVENUES</b>	<b>\$ 2,340,500</b>	<b>\$ 912</b>	<b>\$ 2,339,588</b>	<b>0%</b>
Personnel services	\$ 590,870	\$ 73,157	\$ 517,713	12%
Materials and services	641,312	90,706	550,606	14%
Capital outlay	42,000	-	42,000	0%
Debt service	360,000	44,596	315,404	12%
Transfers out	998,000	48,301	949,699	5%
<b>TOTAL EXPENDITURES</b>	<b>\$ 2,632,182</b>	<b>\$ 256,761</b>	<b>\$ 2,375,421</b>	<b>10%</b>

**City of Wilsonville - Fund Summaries**  
**Reporting Month: August FY 2025**



	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
<b>241 - Road Maintenance Fund</b>				
Charges for services	\$ 2,585,000	\$ 228,527	\$ 2,356,473	9%
Investment revenue	89,000	-	89,000	0%
<b>TOTAL REVENUES</b>	<b>\$ 2,674,000</b>	<b>\$ 228,527</b>	<b>\$ 2,445,473</b>	<b>9%</b>
Transfers out	\$ 2,623,945	\$ 11,941	\$ 2,612,004	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 2,623,945</b>	<b>\$ 11,941</b>	<b>\$ 2,612,004</b>	<b>0%</b>
<b>260 - Transit Fund</b>				
Taxes	\$ 6,200,000	\$ 1,563,014	\$ 4,636,986	25%
Intergovernmental	3,683,000	1,047,242	2,635,758	28%
Charges for services	20,000	3,875	16,125	19%
Investment revenue	640,000	-	640,000	0%
Other revenues	21,000	4,648	16,352	22%
<b>TOTAL REVENUES</b>	<b>\$ 10,564,000</b>	<b>\$ 2,618,779</b>	<b>\$ 7,945,221</b>	<b>25%</b>
Personnel services	\$ 5,611,270	\$ 659,345	\$ 4,951,925	12%
Materials and services	2,909,951	437,573	2,472,378	15%
Capital outlay	2,030,000	-	2,030,000	0%
Transfers out	3,563,550	136,800	3,426,750	4%
<b>TOTAL EXPENDITURES</b>	<b>\$ 14,114,771</b>	<b>\$ 1,233,718</b>	<b>\$ 12,881,053</b>	<b>9%</b>
<b>510 - Water Operating Fund</b>				
Charges for services	\$ 10,263,900	\$ 1,407,463	\$ 8,856,437	14%
Investment revenue	800,000	-	800,000	0%
Other revenues	40,000	1,396	38,604	3%
<b>TOTAL REVENUES</b>	<b>\$ 11,103,900</b>	<b>\$ 1,408,859</b>	<b>\$ 9,695,041</b>	<b>13%</b>
Personnel services	\$ 716,720	\$ 71,242	\$ 645,478	10%
Materials and services	5,935,766	502,953	5,432,813	8%
Capital outlay	1,518,500	49,486	1,469,014	3%
Debt service	375,000	46,387	328,613	12%
Transfers out	8,945,416	215,961	8,729,455	2%
<b>TOTAL EXPENDITURES</b>	<b>\$ 17,491,402</b>	<b>\$ 886,028</b>	<b>\$ 16,605,374</b>	<b>5%</b>
<b>520 - Sewer Operating Fund</b>				
Charges for services	\$ 7,787,000	\$ 666,911	\$ 7,120,089	9%
Investment revenue	420,000	-	420,000	0%
Other revenues	31,500	6,265	25,235	20%
<b>TOTAL REVENUES</b>	<b>\$ 8,238,500</b>	<b>\$ 673,176</b>	<b>\$ 7,565,324</b>	<b>8%</b>
Personnel services	\$ 481,890	\$ 47,972	\$ 433,918	10%
Materials and services	4,219,192	351,354	3,867,838	8%
Capital outlay	230,000	-	230,000	0%
Debt service	2,880,000	31,575	2,848,425	1%
Transfers out	2,813,972	134,440	2,679,532	5%
<b>TOTAL EXPENDITURES</b>	<b>\$ 10,625,054</b>	<b>\$ 565,341</b>	<b>\$ 10,059,713</b>	<b>5%</b>
<b>550 - Street Lighting Fund</b>				
Charges for services	\$ 544,500	\$ 47,732	\$ 496,768	9%
Investment revenue	30,000	-	30,000	0%
<b>TOTAL REVENUES</b>	<b>\$ 574,500</b>	<b>\$ 49,732</b>	<b>\$ 524,768</b>	<b>9%</b>
Materials and services	\$ 331,310	\$ 20,338	\$ 310,973	6%
Transfers out	621,000	-	621,000	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 952,310</b>	<b>\$ 20,338</b>	<b>\$ 931,973</b>	<b>2%</b>
<b>570 - Stormwater Operating Fund</b>				
Charges for services	\$ 3,527,500	\$ 300,616	\$ 3,226,884	9%
Investment revenue	230,000	-	230,000	0%
<b>TOTAL REVENUES</b>	<b>\$ 3,757,500</b>	<b>\$ 300,616</b>	<b>\$ 3,456,884</b>	<b>8%</b>
Personnel services	\$ 459,780	\$ 52,849	\$ 406,931	11%
Materials and services	852,592	57,661	794,931	7%
Debt service	842,000	40,202	801,798	5%
Transfers out	2,141,755	113,396	2,028,359	5%
<b>TOTAL EXPENDITURES</b>	<b>\$ 4,324,127</b>	<b>\$ 264,108</b>	<b>\$ 4,060,019</b>	<b>6%</b>

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
<b>336 - Frog Pond Development</b>				
Licenses and permits	\$ 2,000,000	\$ 176,315	\$ 1,823,685	9%
Investment revenue	93,500	-	93,500	0%
<b>TOTAL REVENUES</b>	<b>\$ 2,093,500</b>	<b>\$ 176,315</b>	<b>\$ 1,917,185</b>	<b>8%</b>
Materials and services	\$ 32,560	\$ -	\$ 32,560	0%
Transfers out	3,061,015	1,152	3,059,863	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 3,093,575</b>	<b>\$ 1,152</b>	<b>\$ 3,092,423</b>	<b>0%</b>
<b>348 - Washington County TDT</b>				
Washington County TDT	\$ -	\$ 311,156	\$ (311,156)	-
Investment revenue	34,000	-	34,000	0%
<b>TOTAL REVENUES</b>	<b>\$ 34,000</b>	<b>\$ 311,156</b>	<b>\$ (277,156)</b>	<b>915%</b>
<b>346 - Roads SDC</b>				
System Development Charges	\$ 900,000	\$ 2,204,808	\$ (1,304,808)	245%
Investment revenue	242,500	-	242,500	0%
<b>TOTAL REVENUES</b>	<b>\$ 1,142,500</b>	<b>\$ 2,204,808</b>	<b>\$ (1,062,308)</b>	<b>193%</b>
Materials and services	\$ 38,820	\$ -	\$ 38,820	0%
Transfers out	9,559,895	9,061	9,550,834	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 9,598,715</b>	<b>\$ 9,061</b>	<b>\$ 9,589,654</b>	<b>0%</b>
<b>396 - Parks SDC</b>				
System Development Charges	\$ 825,000	\$ 79,354	\$ 745,646	10%
Investment revenue	43,500	-	43,500	0%
<b>TOTAL REVENUES</b>	<b>\$ 868,500</b>	<b>\$ 79,354</b>	<b>\$ 789,146</b>	<b>9%</b>
Materials and services	\$ 15,810	\$ -	\$ 15,810	0%
Transfers out	974,383	-	974,383	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 990,193</b>	<b>\$ -</b>	<b>\$ 990,193</b>	<b>0%</b>
<b>516 - Water SDC</b>				
System Development Charges	\$ 1,000,000	\$ 427,778	\$ 572,222	43%
Investment revenue	238,000	-	238,000	0%
<b>TOTAL REVENUES</b>	<b>\$ 1,238,000</b>	<b>\$ 427,778</b>	<b>\$ 810,222</b>	<b>35%</b>
Materials and services	\$ 24,280	\$ -	\$ 24,280	0%
Debt service	457,000	80,100	376,900	18%
Transfers out	8,270,238	64,387	8,205,851	1%
<b>TOTAL EXPENDITURES</b>	<b>\$ 8,751,518</b>	<b>\$ 144,486</b>	<b>\$ 8,607,032</b>	<b>2%</b>
<b>526 - Sewer SDC</b>				
System Development Charges	\$ 550,000	\$ 158,235	\$ 391,765	29%
Investment revenue	31,500	-	31,500	0%
<b>TOTAL REVENUES</b>	<b>\$ 581,500</b>	<b>\$ 158,235</b>	<b>\$ 423,265</b>	<b>27%</b>
Materials and services	\$ 20,640	\$ -	\$ 20,640	0%
Transfers out	2,150,759	4,237	2,146,522	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 2,171,399</b>	<b>\$ 4,237</b>	<b>\$ 2,167,162</b>	<b>0%</b>
<b>576 - Stormwater SDC</b>				
System Development Charges	\$ 200,000	\$ 241,303	\$ (41,303)	121%
Investment revenue	77,500	-	77,500	0%
<b>TOTAL REVENUES</b>	<b>\$ 277,500</b>	<b>\$ 241,303</b>	<b>\$ 36,197</b>	<b>87%</b>
Materials and services	\$ 5,380	\$ -	\$ 5,380	0%
Transfers out	530,093	1,600	528,493	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 535,473</b>	<b>\$ 1,600</b>	<b>\$ 533,873</b>	<b>0%</b>

	<b>Current Year Budget</b>	<b>Year to Date Activity</b>	<b>Remaining Balance</b>	<b>% Used</b>
<b>810 - Westside Program Income</b>				
Investment revenue	\$ 5,000	\$ -	\$ 5,000	0%
<b>TOTAL REVENUES</b>	<b>\$ 5,000</b>	<b>\$ -</b>	<b>\$ 5,000</b>	<b>0%</b>
<b>815 - Westside Capital Projects</b>				
Investment revenue	\$ 128,500	\$ -	\$ 128,500	0%
<b>TOTAL REVENUES</b>	<b>\$ 128,500</b>	<b>\$ -</b>	<b>\$ 128,500</b>	<b>0%</b>
Materials and services	\$ 223,808	\$ 5,817	\$ 217,991	3%
Capital outlay	2,080,000	-	2,080,000	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 2,303,808</b>	<b>\$ 5,817</b>	<b>\$ 2,297,991</b>	<b>0%</b>
<b>825 - Coffee Creek Capital Projects</b>				
Investment revenue	\$ 2,500	\$ -	\$ 2,500	0%
Transfers in	500,000	-	500,000	0%
<b>TOTAL REVENUES</b>	<b>\$ 502,500</b>	<b>\$ -</b>	<b>\$ 502,500</b>	<b>0%</b>
Materials and services	\$ 136,004	\$ -	\$ 136,004	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 136,004</b>	<b>\$ -</b>	<b>\$ 136,004</b>	<b>0%</b>
<b>827 - Coffee Creek Debt Service</b>				
Taxes	\$ 748,000	\$ -	\$ 748,000	0%
Investment revenue	6,000	-	6,000	0%
<b>TOTAL REVENUES</b>	<b>\$ 754,000</b>	<b>\$ -</b>	<b>\$ 754,000</b>	<b>0%</b>
Debt service	\$ 782,000	\$ -	\$ 782,000	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 782,000</b>	<b>\$ -</b>	<b>\$ 782,000</b>	<b>0%</b>
<b>830 - Wilsonville Investment Now Program</b>				
Taxes	\$ 1,056,000	\$ 2,586	\$ 1,053,414	0%
<b>TOTAL REVENUES</b>	<b>\$ 1,056,000</b>	<b>\$ 2,586</b>	<b>\$ 1,053,414</b>	<b>0%</b>
Materials and services	\$ 1,056,000	\$ -	\$ 1,056,000	0%
<b>TOTAL EXPENDITURES</b>	<b>\$ 1,056,000</b>	<b>\$ -</b>	<b>\$ 1,056,000</b>	<b>0%</b>



*Library staff assist guests with a fishing game in front of the library booth at the City of Wilsonville's "Party in the Park" on Aug. 22.*

## From the Director

At the library in August, many of our regular programs go on break, and we get to spend more time out in the community. Library staff attended a number of outreach events during the month, including the Charbonneau volunteer event, the West-Linn Wilsonville Empowerment Center's "Back to School" event, and the City of Wilsonville's "Party in the Park."

Library staff also conduct regular visits to The Springs at Wilsonville and Coffee Creek Correctional Facility, where library staff get to know the residents and provide library services.

We are delighted to share the library beyond the building as we strive to meet the needs of our community.

*-Shasta Sasser, Library Director*

## Children's Services

### STEAM Kids Science Classes

The University of Oregon Museum of Natural and Cultural History, the Oregon Coast Aquarium, and OMSI led free science classes for kids in early August. Topics included music, bats, car engineering and design, and tidepools.

### Children's Summer Reading Program

The Children's Summer Reading Program ended Aug. 31. Over 400 children participated in the program by submitting reading logs, STEAM logs, and Bingo Cards.

### UPCOMING:

- Regular children's programs return in September, including Baby & Toddler Time, Family Storytime, and Play Group.
- Storytime with Author Sara Behrman on Saturday, Sept. 14, at 11am.
- Spanish Storytime on Saturday, Sept. 21, at 11am.
- Creative Corner on Friday, Sept. 27, at 2pm.



*A young patron looks through a microscope at the UO Natural and Cultural History Museum's program "Journey Under the Sea" on Aug. 6.*



*Teens wrapped rubber bands around a watermelon until it exploded at the final Teen Summer Reading Program event.*

## Teen Services

### Teen Summer Reading Program

The Teen Summer Reading Program ended Aug. 31. Over 100 teens participated in the program, which included reading logs, STEAM logs, and Bingo Cards.

Over 200 teens attended the various summer events, with the Laser Tag/ Nerf Day and the "Library After Dark" programs having the highest attendance.

### UPCOMING:

- Teen programs return Sept. 11 with Teen Afterschool Drop-In Activities.



## Adult Services

### “DNA & Paper” Genealogy Presentation

Don Anderson covered the different types of DNA tests and how to use the available tools and matches to uncover what one’s genealogy. This presentation was part of August’s Genealogy Club meeting.

### Backyard Birdwatching

Professional Naturalist Rebecca Lexa shared information about what sort of equipment might be helpful for birdwatching, safe and ethical bird feeding, some common backyard birds to look for, and additional useful tips and resources.

### UPCOMING:

- PROFILES online presentation about Judy Garland on Wednesday, Sept. 4, at 11am.
- Space Talk about meteorites on Saturday, Sept. 7, at 11am.
- Book Notes concert with Peter Spiegel on Saturday, Sept. 14, at 2pm.
- Book Walk discusses *The Invisible Life of Addie LaRue* by V.E. Schwab on Thursday, Sept. 19, at 1pm.



Seventeen people attended the “Backyard Birdwatching” class on Aug. 29.



The annual Short Story Contest accepts stories of 1,500 words or less by writers of all ages, from toddlers through adults.

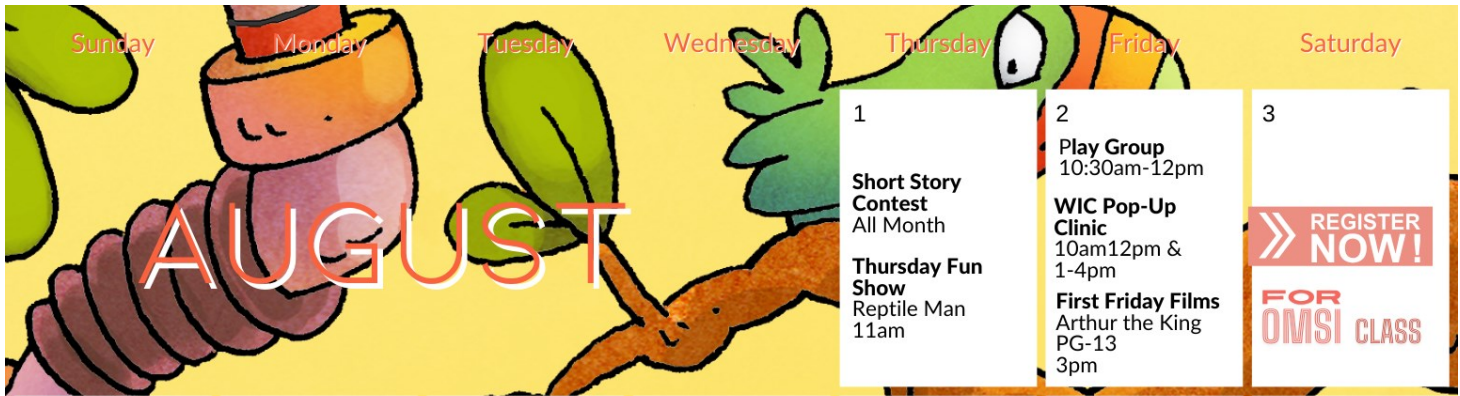
## Around the Library

### August Short Story Contest

We received over 35 short stories written by all ages for our 5th annual Short Story Contest. The stories will be judged by our librarians, with winners to be announced in September.

### Meeting Room A/V Upgrades

The library’s Oak and Rose Rooms received technology upgrades to their audio-visual systems. The upgrades included new projectors as well as technology to facilitate video conferencing.



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 <b>Short Story Contest</b> All Month <b>Thursday Fun Show</b> Reptile Man 11am	2 <b>Play Group</b> 10:30am-12pm <b>WIC Pop-Up Clinic</b> 10am-12pm & 1-4pm <b>First Friday Films</b> Arthur the King PG-13 3pm	3 <b>REGISTER NOW!</b> <b>FOR OMSI CLASS</b>
4	5 <b>Beginnning English Class</b> 11am <b>Red Cross Blood Drive</b> 12:30-6pm	6 <b>ODHS Drop-in</b> 10am-12pm & 1-3pm <b>Intermediate ESL</b> 10am <b>OMSI Sounds of Silence</b> 10-11am 11:30-12:30pm 1-2pm <b>Journey Under the Sea</b> 6pm	7 <b>Profiles</b> Mark Twain Zoom 11am <b>OMSI Going Batty</b> 1-2pm 2:30-3:30pm	8 <b>OMSI Pit Crews</b> 1-2pm 2:30-3:30pm	9 <b>OMSI Tidepool Tango</b> 11am-12pm 2-3pm <b>WIC Pop-Up Clinic</b> 10am-12pm & 1-4pm	10
11	12 <b>Beginnning English Class</b> 11am	13 <b>ODHS Drop-in</b> 10am-12pm & 1-3pm <b>Intermediate ESL</b> 10am	14	15 <b>Walking Bookclub</b> Major Pettigrew's Last Stand by Helen Simonso 1pm	16 <b>WIC Pop-Up Clinic</b> 10am-12pm & 1-4pm	17
18	19 <b>Beginnning English Class</b> 11am <b>Genealogy Club</b> 1pm	20 <b>ODHS Drop-in</b> 10am-12pm & 1-3pm <b>Intermediate ESL</b> 10am	21	22	23 <b>WIC Pop-Up Clinic</b> 10am-12pm & 1-4pm <b>Red Cross Blood Drive</b> 11am-4pm	24
25	26 <b>Beginnning English Class</b> 11am	27 <b>ODHS Drop-in</b> 10am-12pm & 1-3pm <b>Intermediate ESL</b> 10am	28	29 <b>Backyard Birdwatching</b> 6pm	30 <b>Play Group</b> 10:30am-12pm <b>WIC Pop-Up Clinic</b> 10am-12pm-1-4pm	31

**Address**  
8200 SW Wilsonville Rd  
Wilsonville, OR 97070

**Hours**  
Monday - Thursday 10-8  
Friday - Saturday 10-6  
Sunday 1-6

**More Information**  
(503) 682-2744  
wilsonvillelibrary.org  
reference@wilsonvillelibrary.org



**WILSONVILLE  
PUBLIC LIBRARY**



## Parks and Recreation Report | August 2024

### Director's Report

Headlining events for August was the community Party in the Park. This event was an opportunity for departments to provide information about services and engage with the community. New this year was the addition of the Farmer's Market, complete with food trucks and vendor booths. There was also live music by Nate Botsford, chalk art, duck races, lawn games, the SMART train. The event was very well attended.

August also saw the completion of the Memorial Park Skate Park Mural with an official unveiling ceremony on August 24. This exciting project adds a sense of life and vibrancy to the park and has been well received by park patrons. Artist selection was a collaborative effort between the Arts, Culture, and Heritage Commission and members of the Wilsonville Skate Park Association. The project was funded by Wilsonville-Metro Community Enhancement grant. The mural unveiling kicked off the third annual Wilsonville Skate Jam in partnership with the Wilsonville Skate Park Association. The Skate Jam is a great event that brings out skaters of all ages and skill levels. They are each given an opportunity to showcase their skills and win prizes. The event also had music (DJ'd), Kona Ice, and a free raffle which was open to anyone in attendance.

Other ongoing events this month included concerts, movies, and the wrap up of summer camps. Work continues on many projects throughout our park system, with the headliner being the exciting new all inclusive playground at Boones Ferry Park. The grand opening/ribbon cutting is scheduled for September 28. All are welcome!

~Kris Ammerman

## Recreation Updates

### Fall Brings New Classes!

Several new classes are being offered this fall including broom making, candle making, macrame, midlife movement, kidokinetics, and more! Beloved classics will also make their return this season, like Mini Hoopers Basketball, Harvest Festival and Community Tree Lighting. Find a class that's right for you at [Wilsonville-ParksandRec.com/Register](https://Wilsonville-ParksandRec.com/Register)

### Healthy Living for your Brain and Body Workshop

For centuries, it's been known that the health of the brain and the body are connected. But now, science is able to provide insights into how to make lifestyle choices that may help you keep your brain and body healthy as you age. The Alzheimer's Association presented about research in the areas of diet and nutrition, exercise, cognitive activity and social engagement, and shared hands-on tools to help incorporate recommendations into a plan for healthy aging. While there are currently no proven methods to prevent cognitive decline or dementia, research has shown that we can take action to reduce our risk of developing it and help maintain or potentially improve overall health.

### AARP Smart Driver

A full class of 12 took part in an all day classroom training learning tips and techniques to be a safe, defensive driver. As an added bonus, those completing the course are eligible for discounts on their auto insurance.

## Arts Updates

The Memorial Park Skatepark Mural was completed this month, by Washington based muralist and skater Abigail Penfold. Penfold's design was selected by the City's Arts, Culture, and Heritage Commission (ACHC) along with members from the skate community. The City received 50 RFQ Submissions from talented artists throughout the country and narrowed it down to award Penfold the project. Her design is titled 'Nature's Boardshop' and depicts the story of local wildlife building a skateboard. There are 10 unique sections of the mural, each with a different scene from beavers to squirrels to fish! The majority of her design was done with spray paint. The selection panel chose Penfold's design because they felt it would connect not only to the skaters but to the park-goers, tie into the natural surrounding areas, and had a sense of humor. On Saturday, August 24, the Wilsonville Skate Park Association in partnership with the Parks and Recreation Department held the 3rd annual Skate Jam event. To kick off the event, there was a ribbon cutting to unveil the mural where City Councilors, the Artist, and ACHC members were in attendance. The mural project was funded by Wilsonville-Metro Community Enhancement funds, and is the first piece of public art within Memorial Park.



## Skate Jam

The annual Skate Jam event took place with beginner and advanced jam sessions and a number of contests. \$3,400 worth of skateboards, apparel and various skate items were raffled off as part of a free raffle. At one point, Wilsonville Skate Park Association member, Austin Barnes was speaking with a family who had a child around the age of 7 or 8. A comment was made about the child being interested in skating and needing a board. Austin asked the family to move to the side of the booth where some new skateboards were laying. He told the family they could pick one out. The child's eyes grew big as he pointed to one of the boards and looked up at his mom. His mom says to Austin, "he said he wanted a skateboard with aliens on it!". Everyone was all smiles as Austin handed over a brand new skateboard—with aliens of course!



## Board Highlights

### Arts, Culture, and Heritage Commission (ACHC)

At the August ACHC meeting the Commission re-elected Deb Zundel as Chair and elected Nadine Elbitar as Vice Chair. They received a presentation on the Heritage Tree Program to become familiar with the program and their role. They also reviewed an upcoming Public Art Project, HeARTs of Wilsonville which is projected to be complete in the summer of 2025. They also discussed planning for some type of Cultural Arts Performance Series Event.

### Kitakata Sister City Advisory Board (KSCAB)

The Kitakata Sister City Advisory Board did not meet in August.

### Parks and Recreation Advisory Board

The Parks and Recreation Advisory Board did not meet in August.

## Upcoming Events

- September 18, 6:30—7:30pm | Artist Gallery Reception: Toni Avery, at Wilsonville City Hall
- October 19, 10am—1pm | Wilsonville Harvest Festival, Stein-Boozier Barn
- December 5, 5:30pm | Community Tree Lighting, Town Center Park



## Parks Team



The Parks Team collaborated with the Boones Ferry Playground contractor to remove and utilize excess eco blocks from the Playground Project. The Playground Ribbon Cutting event will be September 28.

Boones Ferry Park's lower section is getting a regrade to allow for a native prairie restoration expected to take place in the spring of 2025.



Irrigation repairs at Boones Ferry Park near the new grant funded restroom.



Party in The Park and the Duck Races were once again a hit this year! The team worked hard to ensure Town Center Park was ready for the event and the racers!



# City of Wilsonville Police

AUGUST 2024



At the City's annual summer picnic, employees could recognize coworkers for exceptional contributions. This year, Wilsonville Police Officer Deputy Nate Banfi received a Rock Award. He was nominated by Michael Carr from the City of Wilsonville for his outstanding customer service, great attitude, and going above and beyond in his duties.



Deputies Zach Keirse and Beth Lang at Party in the Park

August was a vibrant month of community engagement and celebrations throughout the City. Wilsonville Police actively participated in Charbonneau's annual welcoming event, fostering connections with new residents. Officers also made appearances at several block parties during National Night Out, strengthening neighborhood ties and promoting public safety. The month's festivities culminated with the City's annual Party in the Park, where the police engaged with families and children, sharing safety tips and enjoying the lively atmosphere alongside the community.



Deputies Geoffrey Walck, Andrew Landstrom, Beth Lang, CSO Julie Fanger, Deputy Nate Banfi, Sergeant Hayden Sanders at Charbonneau



Wilsonville Police, City Staff, and BHU with community members at National Night Out. This photograph was taken at one of the Frog Pond neighborhood gatherings.



National Night Out: in the background, K9 deputy Derek Huskisson and Wilsonville's Chief of Police, Captain Robert Wur





# City of Wilsonville

## Call Activity

# 9,487

Total Calls

### YEAR 2024

High Priority • 852

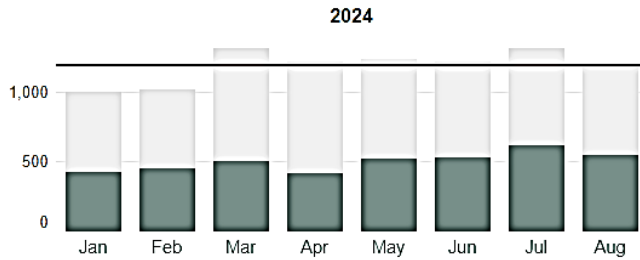
Medium Priority • 6,028

Low Priority • 2,607

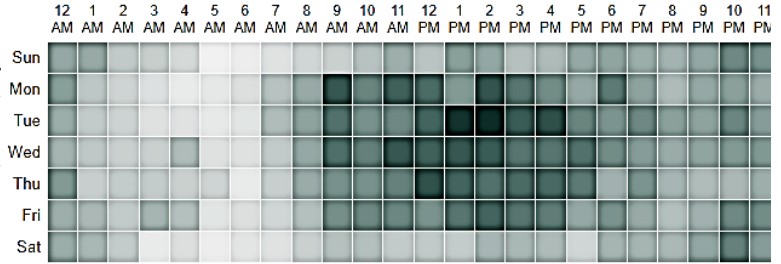
Public-Initiated • 4,009

Deputy-Initiated • 5,478

#### 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: 9/3/2024 6:26:05 PM (UTC)*

### AUGUST 2024

1,426

1,277

2,199

2,420

2,165

Assist

Crime

Disorder

Other

Traffic

Category	Sub-Category	Count	
Assist	Assist Public	657	
	Alarm	385	
	Assist Other Agency	243	
	Assist Fire/Medical	76	
	Missing Person	51	
	Assist Law Enforcement	14	
Crime	Harassment/Menacing	202	
	Domestic Violence	192	
	Theft	171	
	Trespass	120	
	Fraud	114	
	Criminal Mischief	111	
	Hit & Run	87	
	Assault/Abuse	81	
	Stolen Vehicle	47	
	Burglary	36	
	Sex Offense	35	
	Vice	30	
	Recovered Stolen Vehicle	17	
	Violation of Restraining Order	14	
	Robbery	7	
	Escape/Pursuit	6	
	Littering	4	
	Arson	3	
	Traffic	Traffic Stop	1,849
		Traffic Crash	131
Traffic Complaint		86	
Hazard		59	
DUII		33	
Detail/Special Duty (Traffic O..		7	





Category	Sub-Category	Count
Disorder	Suspicious Activity	885
	Parking Complaint	528
	Premise Check	286
	Subject Contact	146
	Noise Complaint	69
	Disturbance	68
	Animal Complaint	63
	Unwanted Person	61
	Juvenile Complaint	39
	Juvenile Custody Dispute	23
	Promiscuous Shooting	10
	Abandoned Vehicle	6
	Minor in Possession	6
Ordinance Complaint	6	
Fireworks	3	
Other	Follow-Up	1,106
	Community Contact	374
	Civil	281
	Behavioral Health	190
	Extra Patrol	158
	Detail/Special Duty (Non-Traf..	121
	Property	105
	Warrant Service	34
	Other	24
	Home Visit	14
	Information	11
Marine Patrol	2	

**From The Director's Office:**

In response to Oregon House Bill 2531 which bans the statewide sale of compact fluorescent bulbs beginning in 2025, the Public Works Facilities Team has started installing new, energy efficient light emitting diodes, more commonly known as LED light fixtures. Compact fluorescent bulbs have long been a challenge to recycle safely, and are far less efficient than LED based lighting. This upgrade will provide energy and cost savings for the City facilities.

The first facility to be modified is Parks and Recreation Maintenance Operation building (previously Art Tech High School). City Hall, Library and Community Center will be completed once Oregon Energy Trust rebates funds become available early next year.

Below gives an example of the improved efficiency and reduced wattage used as a result of this conversion. This is yet another action the City is taking to conserve energy.

BRIGHTNESS IN LUMENS		220+	400+	700+	900+	1300+
	STANDARD	25W	40W	60W	75W	100W
	HALOGEN	18W	28W	42W	53W	70W
	CFL	6W	9W	12W	15W	20W
	LED	4W	6W	10W	13W	18W



**Best Regards,**

**Delora Kerber, Public Works Director**

## Facilities

### New Arrivals

Facilities newest member Devon Dirx, has joined the Janitorial crew. With a great attitude and work ethic, he has been a valuable addition to the team. Welcome Devon!



Janitorial staff James Stroud and Taylor Michael debuting their new KaiVac floor cleaning machine at the WES building. This new equipment will keep the floors clean and sanitary and improve productivity for the whole crew.



## Facilities

### A Place For Everything

An irrigation leak in the City Hall parking lot brought out the Grounds team and Facilities staff who used the vacuum truck to hydro-excavate and repair the leak. The vacuum truck is one of the most versatile pieces of equipment the Public Works team has in their fleet. Used by all divisions of Public Works, this vehicle is an example of how convenient and economical it is to have all of the equipment in one location at the new Public Works Complex on Boberg Road. Teams do not have to make extra trips to gather equipment from multiple locations, speeding repair times and reducing extra driving.



## Facilities

### It's A High Pressure Situation

Facilities team member James Stroud has been busy pressure washing the city's dumpster enclosures, just another way to keep our City looking neat and tidy.



Trevor Denfeld, Facilities Maintenance Technician was busy pressuring washing several facilities roofs, keeping them clear of debris and protected from upcoming winter weather.



## Utilities

### Keep It Flowing

Utilities team members Tim Steele and Louis del Rio using the vacuum truck to clean out a meter box to provide access to the service line in order to verify whether it is made of PVC, Copper or galvanized steel as part of the Lead Service Line Inventory project.



The Water team recently welcomed new technician Jason Roberts (on the right in the photo below), shown here working with David Perfecto to remove overgrown roots around a residential water meter to prevent damage that could interrupt water service to a local home.



## Utilities

### We're All Connected

The Utilities team assisted with the tracer study for the Water Treatment Plant in August. A water system tracer study involves testing the chlorine levels in drinking water at the output point furthest from the Water Treatment Plant. To complete the study a large volume of water needs to be pushed through the distribution system in a relatively short period of time. The challenge of the study is the disposal of the excessive amount of water. This is accomplished by opening fire hydrants within the system, dechlorinating the water and dispersing it into the stormwater system or overland.



## Utilities

### The Camera Adds Ten Pounds

The Wastewater team continued their work using the close circuit television (CCTV) van to visually inspect the City's sewer lines. While most residents may not want to spend too much thought on what happens within the sewer system, it is a critical service which requires consistent monitoring to keep things flowing in the right direction.





## Roads

### Fresh Paint

The Roads team spent most of August focused on the installation of pavement markings. This work can only be done during the driest times of the year. The crew painted approximately one mile of double line yellow on Wilsonville Road from Rose Lane to Advance Road, then transitioned to updating the crosswalks and stop bars all over town. Many of these areas are concrete requiring the old markings to be grinded off. Then the concrete is treated, and the hot thermoplastic is heat applied. This process makes the product last much longer. Our Roads crew are experts at doing this efficiently.



## Roads

### 20/20 Vision

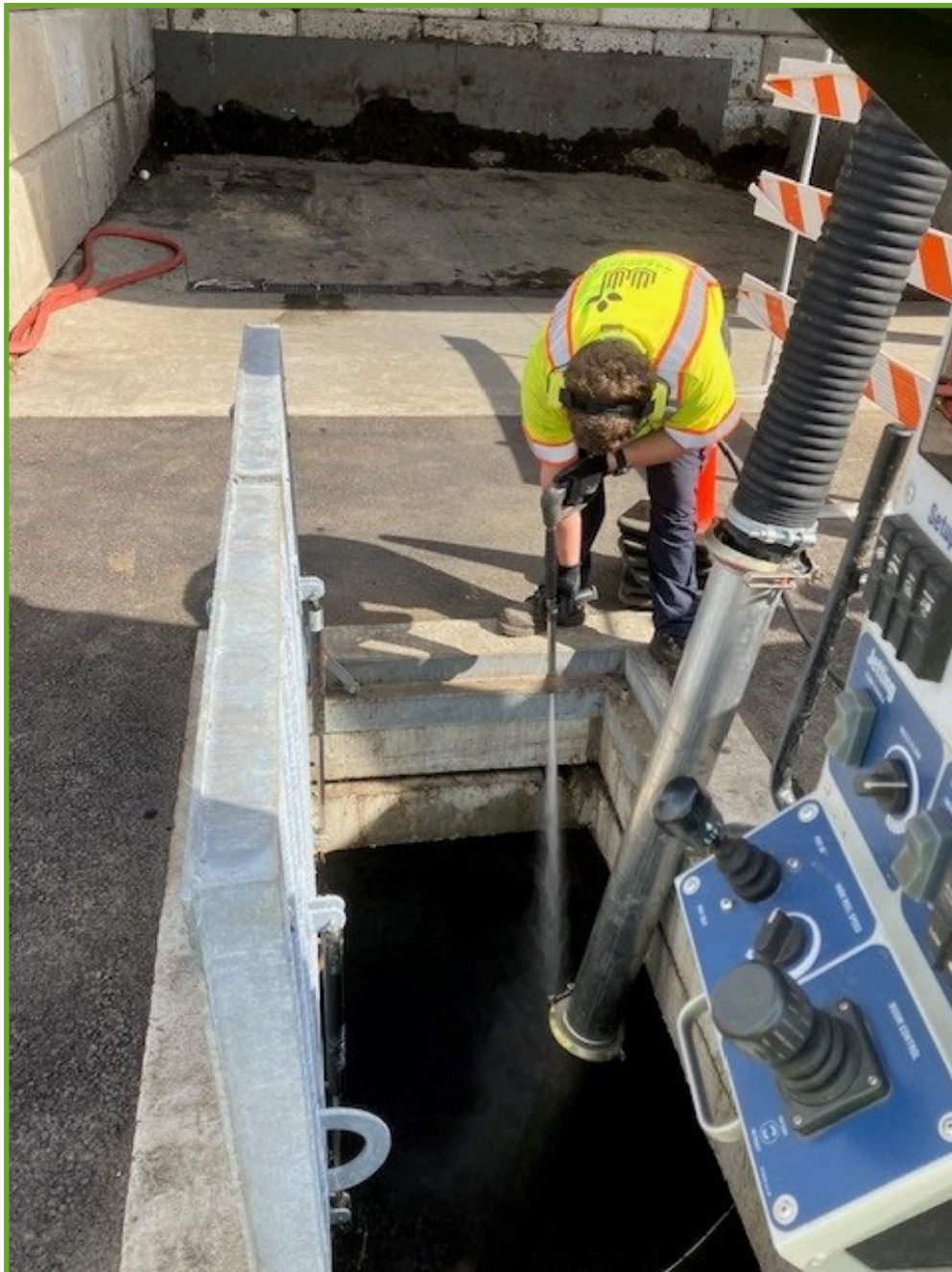
The Roads team was busy getting the sidewalks and right-of-way safe and ready for the increase in pedestrian traffic as the start of school and cooler weather encourage more walkers and cyclists to get out and enjoy the City.



## Stormwater

### The Clean Before the Storm

The month of August is a “go-go-go time” month for our Stormwater team, with a singular focus: water quality facility cleaning. A water quality facility is a “hub” for a stormwater collection system, and it collects the drainage from many access points in a given area such as catch basins, ditch inlets, pond and swale inlets, and even private rain drains. The facility has an engineered structure in it that slows down the water and allows the debris and pollutants to settle into what is called a sump. The materials and pollutants that are collected into the sump are then vacuumed out with one of our large combo vacuum trucks, and the debris is brought back to our facility where they are dewatered. The wet material is filtered and the remaining liquid is put back into the sanitary sewer system, and the dry materials are disposed of in a landfill. There are about 120 water quality structures throughout the city to maintain.



2024

## August Report Transit/Fleet

As we travel through the kaleidoscope tunnel of years past, present, and those yet to come, our journey being both collective and singular; a sojourn that is selfish at times and selfless at others, we share a hope, a faith, a love, and a struggle that transcends time and space.

Our hope is for a better tomorrow. Our faith is that the sun will rise again and again. A love that far outweighs hate, and a struggle that we undertake for our children and grandchildren so that they might not have to face the same difficulties of life that we did. Somewhere I read - "A society grows great when others are willing to plant trees in whose shade they shall never sit."

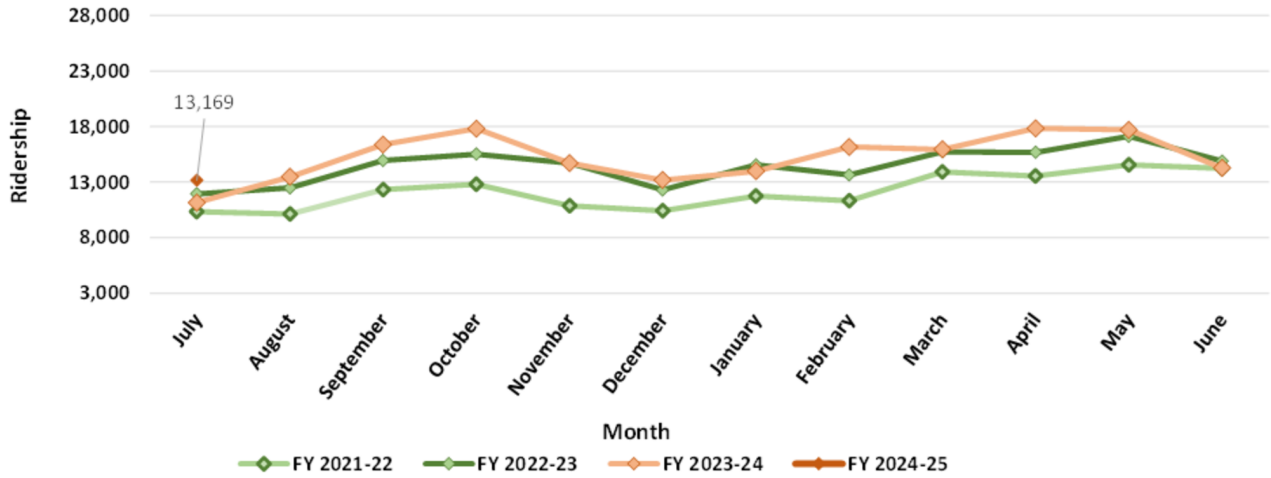
**Dwight Brashear**  
Transit Director



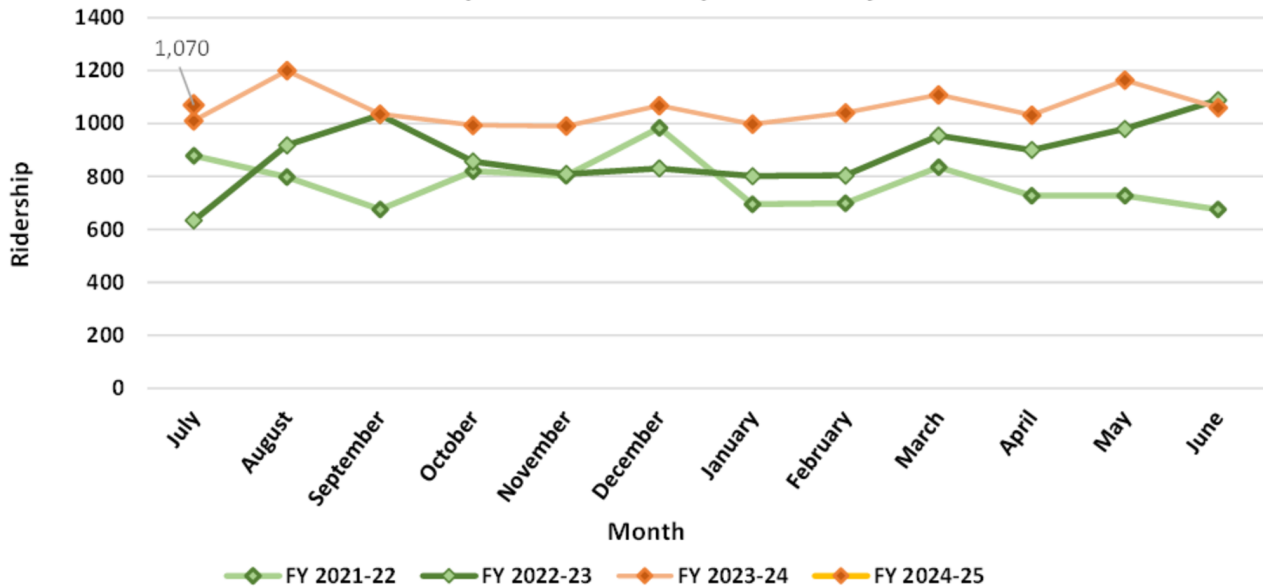
# RIDERSHIP TRENDS

Anne MacCracken

Fixed Route Ridership Trends by Month



Demand Response Ridership Trends by Month



# FLEET SERVICES

*Scott Simonton*

When replacing equipment, we always want to look at low emission/no emission alternatives where feasible. While electric vehicles are now readily available, electric power equipment has been lacking in some segments. As these markets catch up, we are beginning to see equipment come to market at reasonable prices. We just took delivery of our first battery electric commercial mower. This is something Parks staff have expressed an interest in for the past 2-3 years, but concerns over both equipment run time, and overall cost delayed the purchase. As the equipment and the market have evolved, we were able to execute the purchase of a battery electric 48" mower.

In addition to this mower, we recently procured a battery electric forklift for Public Works. Their application was a great fit for an electric forklift, as it will often operate inside the warehouse at the new Public Works complex.

# OPERATIONS

*Brad Dillingham*

August marked another successful month of interviews and adding to our workforce, the primary reason why SMART is so great. Our drivers and dispatchers take customer service to the next level and we consistently receive compliments from the users of SMART, letting us know about the kindness and care being provided on a daily basis. I love transit, but one of my favorite parts about working here is our people. Our people care about transit and having things run smoothly, but more importantly, our people care about the people who use transit.

Speaking of great teams... With the help of our Wilsonville engineers, construction for three new bus stop pads in Villebois began this month. These pads connect the sidewalk to the street where passengers can board our buses and get where they need to go. This is in preparation for our reinstated Route 7, which will begin next month and connect the Villebois neighborhood to the transit center and Town Center area.



# COMMUTE OPTIONS

*Michelle Marston*

SMART staff continues to work with large employers' Employee Commute Options (ECO) surveys during August. Every two years, large employers are required to survey their employees to demonstrate progress toward a 10% commute trip reduction goal.

This summer, SMART launched a "How did you get there?" Challenge to see how folks choose alternative methods of travel for commute, errands, and recreation trips. This trip logging challenge came to an end in late August and had over 230 participants from the area participate.

When folks logged their trips, they became eligible to win a prize in the weekly raffle, and if they logged a trip each week during the challenge, they became eligible for a grand prize! Stats from the final day of the challenge are included to the right.

231 Participants

4129 Trips

32,445 mi Distance

\$15K Money Saved

11.7 tons CO2 Savings

1 Mil Calories Burned

## GRANTS & PROGRAMS

*Kelsey Lewis*

We celebrated the groundbreaking for the Wilsonville Transit Oriented Development project on August 26. At SMART we are all excited about what this new energy and activity will mean for our community and riders.

We expect impacts to our bus service, including changed bus shelter and route pick-up locations, beginning in November 2024.



# SUMMER OUTREACH



SMART staff, and sometimes Ride Connection staff, attended and participated in many community events in August to provide information about our transit service and programs, answer questions, and get to know community members. We provided another year of train rides at Party in the Park on August 22, which was very popular!



SMART staff hosted Learn-to-Ride Bike Clinics at the Wilsonville Transit Center that were open to kids, teens, and adults. The community had the option to pre-register or drop in.



SMART hosted a table at the annual Gear Up for School event managed by Heart of the City at Grace Chapel Church. Several families inquired about bus routes for their children.



A Bridging Cultures event was held in Canby in late August where SMART staff hosted a table to share information on our free route 3X and that Wilsonville offers free Learn-to-Ride Bike Clinics during the summer months.

