

2025-26



State Legislative Agenda

Wilsonville City Council

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

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2025-26 State Legislative Agenda

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

Wilsonville City Council, January 23, 2025



1. GOVERNANCE

■ Local Autonomy

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

■ State Shared Revenues / Unfunded Mandates

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

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

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

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

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

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



■ Transit

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

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

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Infrastructure Development

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

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



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

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

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

■ Workforce Development

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

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

4. ENVIRONMENTAL IMPACT

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



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

■ Population: *One of Oregon's fastest growing cities*

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

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

* Clackamas, Multnomah and Washington Counties

■ SMART Transit: *I-5 Corridor Public Transportation Service*

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



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

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



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



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

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



SOURCE: Oregon Employment Dept.

Top-10 Private-Sector Wilsonville Employers

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

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



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

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

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

1. GOVERNANCE

■ Local Autonomy

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

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

City of Wilsonville Charter, 1987

Chapter II, Powers

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

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

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Intro-1

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

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

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

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

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

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

■ **State Shared Revenues / Unfunded Mandates**

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

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

Wilsonville Comprehensive Plan, 2013

Urban Growth Boundary, p. B-3

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

City of Wilsonville budget reports

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

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

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

FYE 2024 and 2025 are budgeted funds.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

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

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

Wilsonville Comprehensive Plan, 2013

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

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

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

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

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Chapter 2 — Vision, pp. 2-3, 2-5

Policies And Implementation Measures

System Design

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

Connectivity

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

Chapter 5 — The Projects, p. 5-1

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

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

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

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

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

Wilsonville Comprehensive Plan, 2013

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

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

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

* * * * *

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

Wilsonville Transportation Systems Plan (TSP), 2016

CHAPTER 2: The Vision, p. 2-7

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

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 1

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

Goal 5

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

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

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

Wilsonville Comprehensive Plan, 2013

Transportation, p. C-21

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

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

Transportation plans must include a transportation financing program.

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

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Funding Outlook, p. 1-8

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

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

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

Transportation Funding, p. 2-12

Implementation Measures (Policy 45):

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

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

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

Additional Planned Projects, p. 5-16

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

Wilsonville Transit Master Plan, June 2017

Transit Tax, p. 31

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

Grant Funding, p. 35

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

Conclusion, p. 36

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

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

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

Resolution No. 2737, 2019

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

Resolution No. 2601, 2016

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

Resolution No. 2515, 2015

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

Resolution No. 2496, 2014

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

Wilsonville Transportation Systems Plan (TSP), 2016

Goods Movement, p. 2-8

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

■ Transit

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

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

Wilsonville City Council 2017-2018 Work Plan

Administrative Initiatives

Advocate for more funding for all transportation facilities.

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

Wilsonville Comprehensive Plan, 2013

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit, p. 2-9

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

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

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

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

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

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

Transportation Funding, p. 2-13

Implementation Measures (Policy 45):

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

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

Wilsonville Transit Master Plan, 2017

Transit Tax, p. 31

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

Conclusion, p. 36

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

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

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

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

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, p. C-23

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

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

Wilsonville Transit Master Plan, 2017

Commuter Rail, p. 28

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

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit

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

Implementation Measures (Policy 36):

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

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

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

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

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

Wilsonville City Council 2017-2018 Work Plan

Council Goals

16. Promote farm and forest land protection.

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

Wilsonville Comprehensive Plan, 2013

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

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

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

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

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

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

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

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

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

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

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

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

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

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

Wilsonville Comprehensive Plan, 2013

Citizen Involvement, p. A-4

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

Urban Growth Management, p. B-1

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

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

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

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

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

Public Facilities and Services, p. C-28

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

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

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

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

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

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

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

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

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

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

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

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

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

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

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

Wilsonville Comprehensive Plan, 2013

Economic Development, p. D-3

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Emerging Regional Planning Issues, p. 11

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

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

Wilsonville Economic Development Strategy, 2012

4.3 Next Steps, p. 26

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

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

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

Equitable Housing Strategic Plan, 2020

Overview of Housing Needs, Pages 7 to 8

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

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

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

Policy Objectives, Page 12

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

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

Wilsonville Comprehensive Plan, 2018

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

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

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

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

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

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

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

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

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

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

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

Wilsonville Residential Land Study, 2015

Factors Affecting Housing Need, Page 17

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

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

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

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

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

■ Workforce Development

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

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

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

Wilsonville Economic Development Strategy, 2012

Table 4-1. Summary of Actions

Action 4.2. Adopt a policy demonstrating support for Oregon Tech

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

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

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

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

What is the action?

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

Why is the City doing it?

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, p. 1

Goal 2

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

Emerging Regional Planning Issues, p. 10

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

Quality of Life, p. 13

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

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

Industry Clusters Analysis: Target Industries, p. 26

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

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

NOW, THEREFORE THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

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

4. ENVIRONMENTAL IMPACT

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

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

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Page Intro – 2

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

Storm Drainage Plan, p. C-8

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

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

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

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

* * * * *

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

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

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

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

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

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

Land Use and Development, p. D-1

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

General Development, p. D-5

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

Commercial Development, p. D-12

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

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

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

* * * * *

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

* * * * *

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

* * * * *

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

* * * * *

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

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

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

* * * * *

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

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

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

* * * * *

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

83rd OREGON LEGISLATIVE ASSEMBLY--2025 Regular Session

Senate Bill 418

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

SUMMARY

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

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

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

A BILL FOR AN ACT

1
2 Relating to TriMet.

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

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

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

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

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

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

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

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

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

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

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

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

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

18

83rd OREGON LEGISLATIVE ASSEMBLY--2025 Regular Session

House Bill 2795

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

SUMMARY

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

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

A BILL FOR AN ACT

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

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

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

6 184.752. As used in ORS 184.752 to 184.766:

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

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

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

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

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

18 (d) Federally recognized Indian tribes.

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

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

23 (a) Program administration; and

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

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

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

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

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

1 adopted by the commission by rule;

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

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

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

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

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

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

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

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

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

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

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

3 (6) The commission shall adopt by rule:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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