

City Council Meeting July 20, 2020



Executive Session 5:00pm

Work Session 5:30pm

Council Meeting 7:00pm

**URA Meeting Following Council Meeting
(All held in Council Chambers)**

This meeting is taking place with social distancing precautions in place:

- Councilors are participating virtually, via Zoom videoconferencing.

To Provide Public Comment

- 1) Written comments may be submitted to the City Recorder (Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, OR 97070).
- 2) Digital comments (email) may be submitted to cityrecorder@ci.wilsonville.or.us.
- 3) Individuals may participate online through the Zoom videoconferencing platform. Contact City Recorder at cityrecorder@ci.wilsonville.or.us or by phone at (503) 570-1506 to register.

You can watch the City Council Meeting here:

You Tube: [youtube.com/c/CityofWilsonvilleOR](https://www.youtube.com/c/CityofWilsonvilleOR)

City of Wilsonville

City Council Meeting

July 20, 2020



AGENDA

**WILSONVILLE CITY COUNCIL MEETING
JULY 20, 2020
7:00 P.M.**

**CITY HALL
29799 SW TOWN CENTER LOOP EAST
WILSONVILLE, OREGON**

Mayor Tim Knapp

Council President Kristin Akervall
Councilor Charlotte Lehan

Councilor Joann Linville
Councilor Ben West

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, Work Session, City Council and Urban Renewal meetings
will be held in the Council Chambers, City Hall, 1st Floor**

- 5:00 P.M. EXECUTIVE SESSION** [25 min.]
A. Pursuant to: ORS 192.660 (2)(e) Real Property Transactions
ORS 192.660(2)(h) Legal Counsel / Litigation
- 5:25 P.M. REVIEW OF AGENDA AND ITEMS ON CONSENT** [5 min.]
- 5:30 P.M. COUNCILORS' CONCERNS** [5 min.]
- 5:35 P.M. PRE-COUNCIL WORK SESSION**
- A. I-5 Pedestrian Bridge and Gateway Plaza (Weigel/Rybold) [25 min.]
 - B. TGM Grant Application for Basalt Creek Planning (Rybold) [10 min.]
 - C. Membership with the Regional Water Providers Consortium (RWPC) (Montalvo) [15 min.]
 - D. Urban Forest Management Plan (Rappold) [15 min.]
 - E. 2021 LOC State Legislative Priorities Survey (Ottenad) [10 min.]
- 6:50 P.M. ADJOURN**
-

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, Monday, July 20, 2020 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on July 7, 2020. 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.

7:00 P.M. CALL TO ORDER

- A. Roll Call
- B. Pledge of Allegiance
- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

7:05 P.M. MAYOR'S BUSINESS

- A. Upcoming Meetings

7:10 P.M. COMMUNICATIONS

- A. State of the District/COVID-19 Update (Chief Weiss)
- B. COVID-19 Facilities and Programs Update (Montalvo/Baker)
- C. 2020 Community Survey (Evans)

8:00 P.M. CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on 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 citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

8:10 P.M. COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

- A. Council President Akervall
- B. Councilor Lehan
- C. Councilor West
- D. Councilor Linville

8:20 P.M. CONSENT AGENDA

- A. None.

8:20 P.M. NEW BUSINESS

- A. **Resolution No. 2829**
A Resolution Authorizing An Intergovernmental Agreement With The Urban Renewal Agency Of The City Of Wilsonville Pertaining To Short Term Subordinate Urban Renewal Debt For The East Side Plan District. (Rodocker)
- B. **Resolution No. 2831**
A Resolution Authorizing A Five Year Capital Interfund Loan From The General Fund To The Stormwater Operating Fund. (Rodocker)
- C. **Resolution No. 2832**
A Resolution Of The City Of Wilsonville Supporting The 2020 Transportation And Growth Management Planning Grant Application To Oregon's Transportation And Growth Management Program For The Basalt Creek Development Code Implementation Project. (Rybold)
- D. **Resolution No. 2834**
A Resolution And Order Amending Resolution No. 2818 To Further Extend The Local State Of Emergency And Emergency Measures, As Authorized By Resolution No. 2803. (Jacobson)

8:50 P.M. CONTINUING BUSINESS

B. None.

8:50 P.M. PUBLIC HEARING

A. None.

8:50 P.M. CITY MANAGER'S BUSINESS

8:55 P.M. LEGAL BUSINESS

9:00 P.M. ADJOURN

INFORMATION ITEMS – No Council Action Necessary.

**AN URBAN RENEWAL AGENCY MEETING
WILL IMMEDIATELY FOLLOW THE CITY COUNCIL MEETING**

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting: Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503) 570-1506 or cityrecorder@ci.wilsonville.or.us.



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: July 20, 2020		Subject: I-5 Pedestrian Bridge and Gateway Plaza	
		Staff Member: Zach Weigel, PE, Capital Projects Engineering Manager; Kimberly Rybold, AICP, Senior Planner	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: Review bridge alternatives and provide input on design priorities for the I-5 Pedestrian Bridge and Gateway Plaza project in Wilsonville Town Center.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: I- 5 Bike-Pedestrian Bridge, Town Center		<input checked="" type="checkbox"/> Adopted Master Plan(s): Bicycle & Pedestrian Connectivity Plan, Transportation System Plan, Town Center Plan	
		<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The project team will provide an update on the bridge alternatives and plaza configurations currently under review for City Council confirmation prior to the next round of public outreach.

EXECUTIVE SUMMARY:

In 2017, the City was awarded a Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Funds (RFFA) grant from Metro for the design of the I-5 Pedestrian Bridge. The project, first identified as a need in the 2006 Bicycle and Pedestrian Master Plan and subsequently added to the Transportation System Plan (TSP) in 2013, will provide a safe pedestrian and bike crossing of Interstate 5, connecting the Villebois neighborhood and the Wilsonville Transit Center to the Town Center and adjacent residential areas. The project also includes design of the Gateway Plaza, a community gathering space identified as a community priority as part of the Town Center Plan process, on a City-owned parcel at the east bridge landing. Per the IGA for this grant, 90% design for the project must be completed in fall 2021.

After the March Planning Commission and City Council work sessions, the project team began designing bridge and plaza concepts based on feedback gathered from the project kickoff open house and survey. At its June work session, the Planning Commission reviewed conceptual bridge landing / plaza configurations and provided feedback on considerations to the project team. In July, the project team gathered additional feedback from the Planning Commission on the three bridge concepts that evolved based on the public input received during the project kickoff outreach. The project team presented images of these concepts—cable-stayed, arching, and modern artistic—along with a discussion on how these alternatives incorporate public input and conceptual information on cost considerations for each. The project team also shared refined plaza concepts and sought further input on design elements within the plaza concepts.

At this work session, the project team will share these bridge and plaza alternatives along with the feedback and considerations received from the Planning Commission. The project team seeks City Council's confirmation that these alternatives are consistent with this feedback and the community expectations set forth in prior planning efforts including the Town Center Plan and Bicycle and Pedestrian Connectivity Plan.

These bridge alternatives and plaza concepts will be presented for public feedback through an online survey on *Let's Talk, Wilsonville!* and through an online open house in August.

EXPECTED RESULTS:

The project team will present the bridge alternatives and plaza concepts for public input as part of the August survey and open house. The public feedback will be shared with Planning Commission and City Council in September to aid in the selection of preferred alternatives for the bridge and plaza layouts.

TIMELINE:

Project work and public engagement activities will continue throughout 2020 to further inform bridge design, plaza materials, and amenities. Environmental documentation, permitting, design and other technical work currently underway will also inform the bridge type, size, and location. This will enable the project team to engage the community on bridge and plaza design, and gather input on the preliminary design elements through an online open house and through a survey using *Let's Talk, Wilsonville!*, after which design will advance to 90% Design with an anticipated completion in fall 2021. Additional work sessions will be facilitated with the Planning Commission over the course of this project.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2020-21 includes \$5,830,275 in Transportation SDCs for CIP project #4202. The remaining project design work over the next two years is estimated at \$1.0 million. The remaining budget is intended to begin to accrue funds to pay for project construction in future years.

FINANCIAL REVIEW / COMMENT:

Reviewed by: KAK Date: 7/12/2020

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 7/14/2020

It might be time to identify and acquire the landing on the Westside of I-5.

COMMUNITY INVOLVEMENT PROCESS:

The pedestrian and bikeway bridge was identified as a high priority project through the last update to the Wilsonville Transportation System Plan, which included an extensive community involvement process. Likewise, the RFFA grant process included a public review and comment period in which the project garnered positive feedback from the community. In addition, the Town Center Plan included a robust and inclusive public outreach process where the Bridge Project was identified as a key framework project through extensive community support.

There will be additional opportunities to participate in the design of the Bridge Project and Gateway Plaza, which has multiple activities scoped within the Public Engagement Plan for the project. In addition to the public kickoff event, future activities will include an online open house, online surveys, stakeholder interviews, input opportunities through *Let's Talk, Wilsonville!*, and pop-up information displays. The engagement plan is designed to reach as broad an audience as possible and to gather the variety of perspectives in the community. It also includes targeted outreach to specific stakeholders more impacted by activity in the Town Center.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The Bridge Project will provide a safe bike and pedestrian crossing of I-5 that is separated from vehicular traffic with direct access to essential services in the Wilsonville Town Center, the Wilsonville Transit Center, employment areas, and educational resources. The bridge will serve all populations within and around the project area and will help the Town Center become a more vibrant, pedestrian and transit-supportive mixed-use district. Public art and environmental features integrated into the Bridge Project and plaza will help to create an attractive and accessible place for visitors and residents of all ages to shop, eat, live, work, learn, and play. The bridge and plaza investment will exemplify the City's commitment to realizing the community's vision for Town Center and serve as an incentive for private investment.

ALTERNATIVES:

City Council can provide input on additional design elements or modifications for consideration of the alternatives as part of the upcoming public involvement. However, significant modification of bridge alternatives and/or plaza concepts will result in increased project costs and/or significant project delay.

CITY MANAGER COMMENT:

N/A

ATTACHMENT:

A. Presentation



City
Council
Update

WILSONVILLE PEDESTRIAN BRIDGE + PLAZA

AGENDA

Overview

EXISTING SITE LOCATION MAP

SITE CONTEXT

Pedestrian Bridge Design Options

PEDESTRIAN BRIDGE ESSENTIALS

BRIDGE DESIGN CONCEPTS

East Ramp + Plaza Design Options

PLAZA DESIGN ESSENTIALS

PLAZA DESIGN CONCEPTS

Questions



Are the bridge and plaza alternatives consistent with community expectations determined through public engagement and Town Center planning?

PUBLIC ENGAGEMENT REVIEW

BRIDGE AMENITIES

- Separated Modes of Travel
- Unique Lighting
- Natural Features
- Sustainable Features

EAST GATEWAY + PLAZA DESIGN ELEMENTS

- Sustainable Features
- Extensive Tree Canopy
- Social Seating
- Cyclist Amenities
- Shade/Rain Shelter
- Extensive Planting

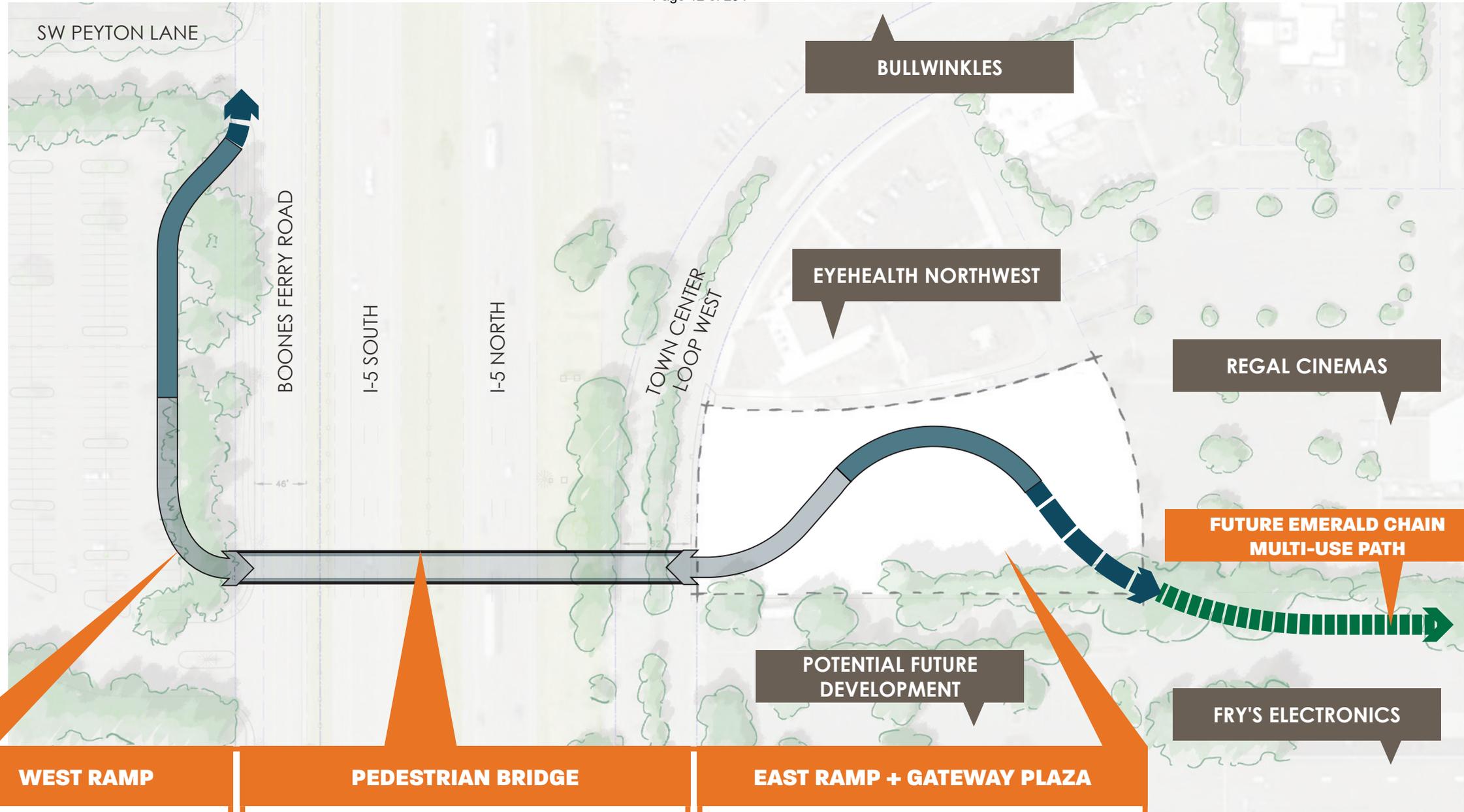
PRIORITIZING ELEMENTS

1. Bridge and plaza should **integrate nature and sustainable design.**
2. Bridge connections should **support future development.**
3. Plaza should provide **places to stop and rest.**
4. Plaza should **incorporate art.**
5. Bridge as **iconic structure.**

THEMES THAT RESONATE

1. Harmony with Nature
2. Family Friendly
3. Willamette River/Boones Ferry
4. Inclusive and Welcoming
5. Active and Mobile

SITE CONTEXT



WEST RAMP	PEDESTRIAN BRIDGE	EAST RAMP + GATEWAY PLAZA
Preferred Alignment as Shown	3 DESIGN OPTIONS: <ul style="list-style-type: none"> • Tied Arch • Cable Stay • Modern Artistic 	3 DESIGN OPTIONS: <ul style="list-style-type: none"> • Drops and Ripples • River Oxbow • Gateway Loop

Wilsonville Pedestrian Bridge + Plaza

BRIDGE DESIGN ALTERNATIVES

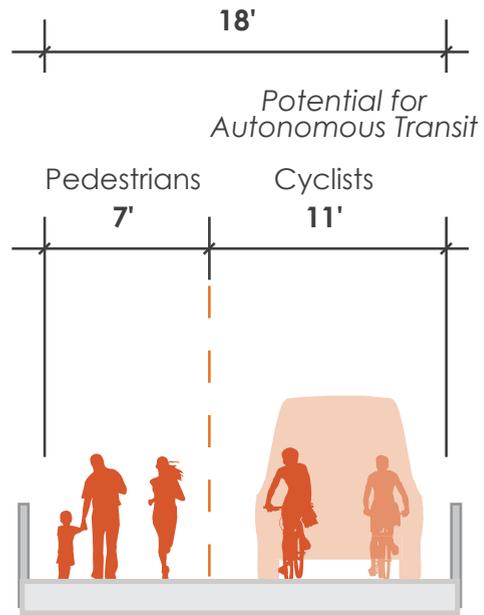


WILSONVILLE TOWN CENTER
I-5 PEDESTRIAN BRIDGE

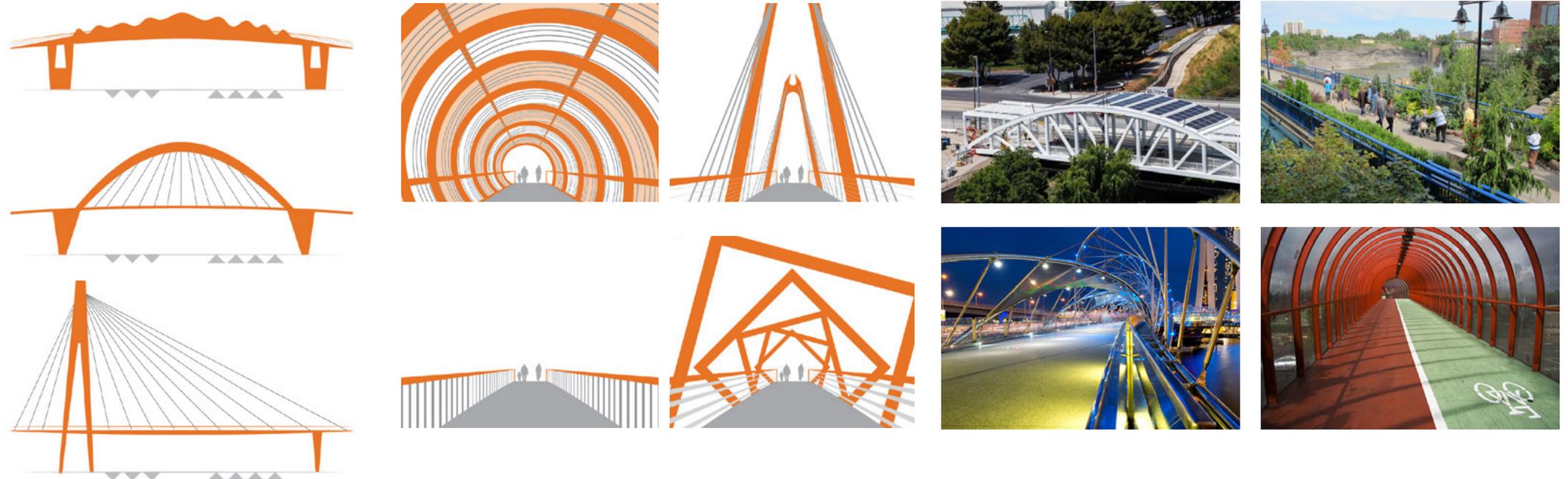


PEDESTRIAN BRIDGE ESSENTIALS

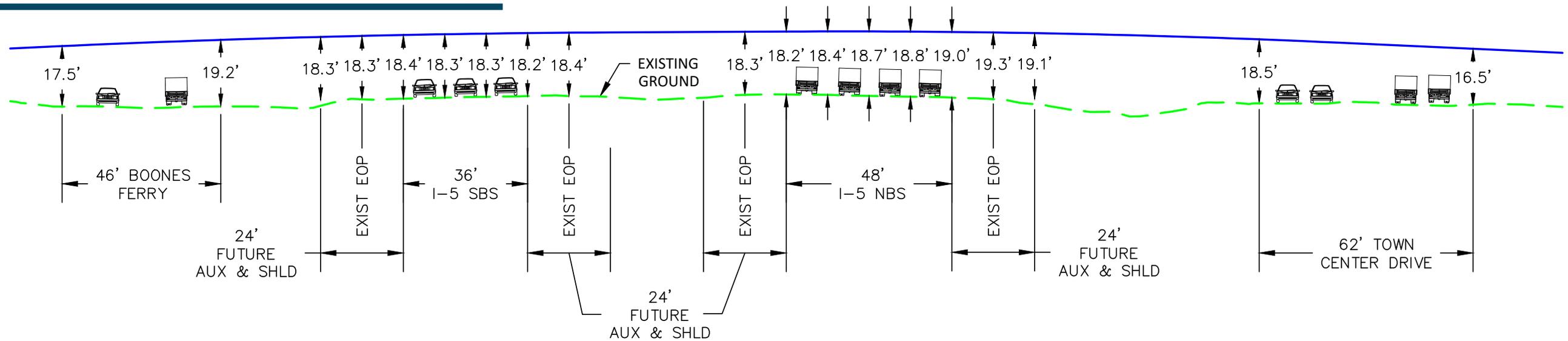
SEPARATED MODES OF TRAVEL



COMMUNITY PREFERRED STRUCTURAL FORMS, STYLES, AND DESIGN ELEMENTS

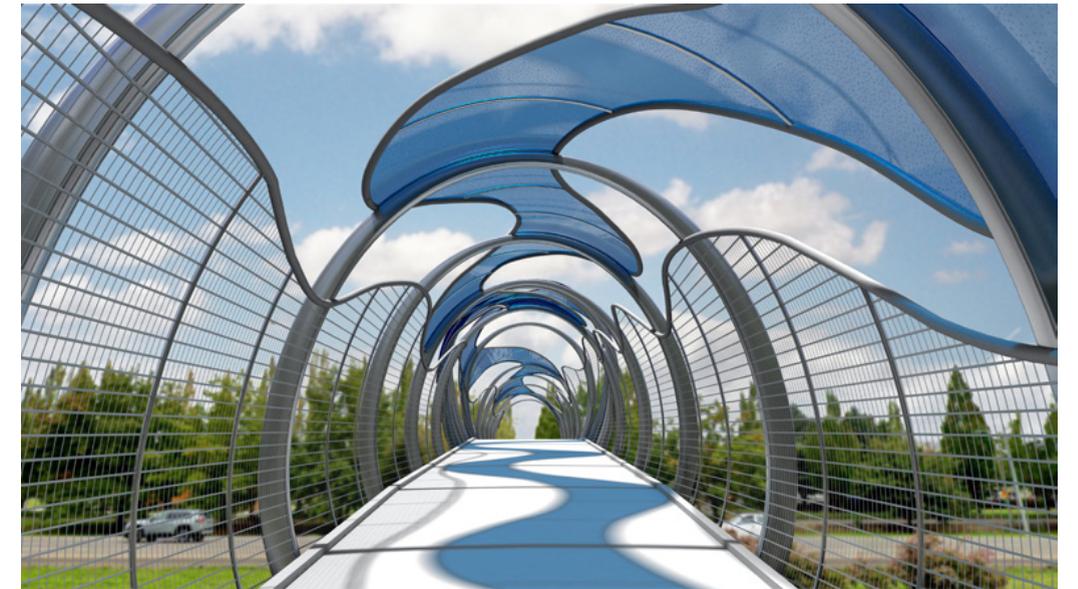


PEDESTRIAN BRIDGE SPAN AND VERTICAL CLEARANCE



PEDESTRIAN BRIDGE DESIGN CONCEPT

BRIDGE OPTION #1 MODERN ARTISTIC



PEDESTRIAN BRIDGE DESIGN CONCEPT

BRIDGE OPTION #2 TIED ARCH



PEDESTRIAN BRIDGE DESIGN CONCEPT

BRIDGE OPTION #3 CABLE STAY



Wilsonville Pedestrian Bridge + Plaza

**EAST RAMP + PLAZA
DESIGN ALTERNATIVES**



WILSONVILLE TOWN CENTER
I-5 PEDESTRIAN BRIDGE



RAMP + PLAZA ESSENTIALS

COMMUNITY PREFERRED DESIGN FEATURES

Sustainable Features



Extensive Tree Canopy



Social Seating



Cyclist Amenities



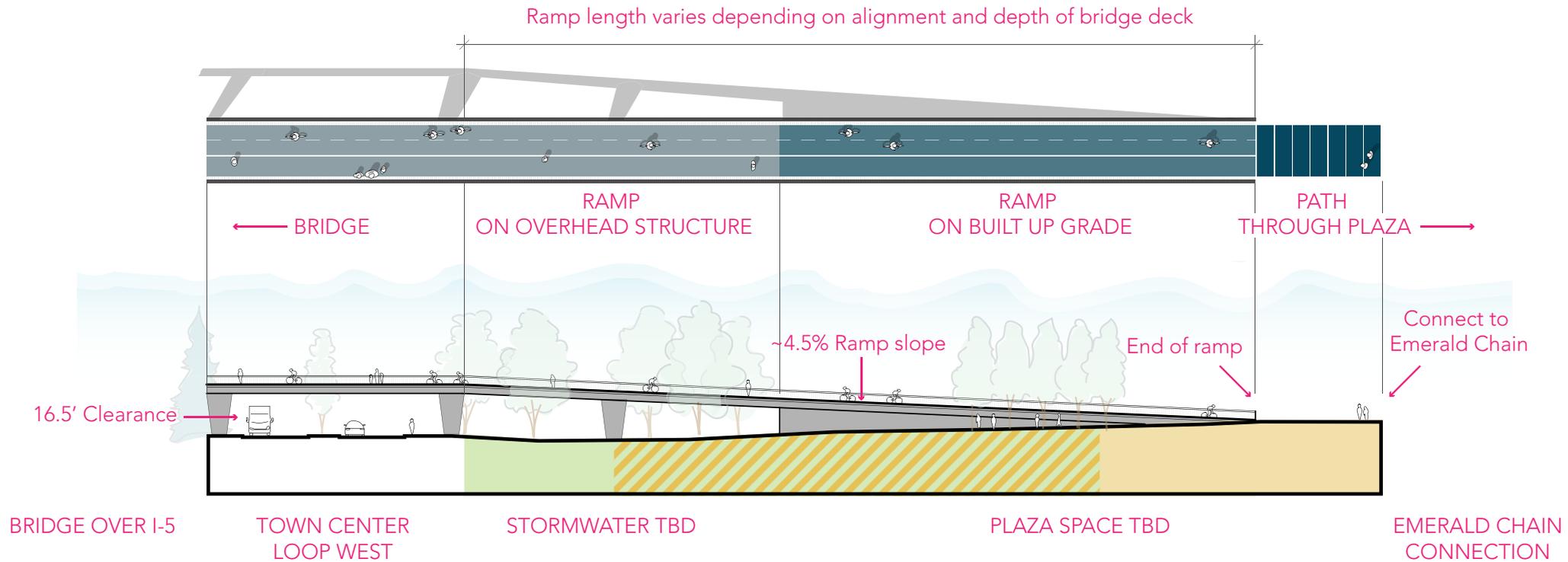
Shade/Rain Shelter



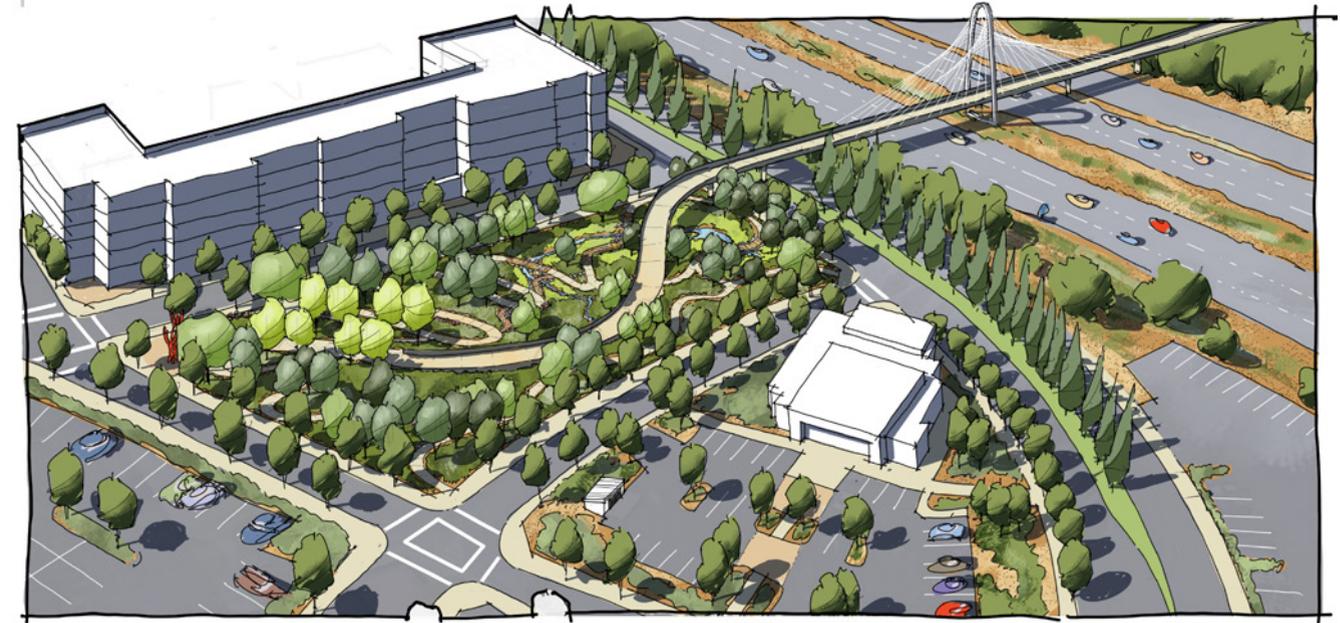
Extensive Planting



EAST GATEWAY RAMP + PLAZA BASIC STRUCTURE

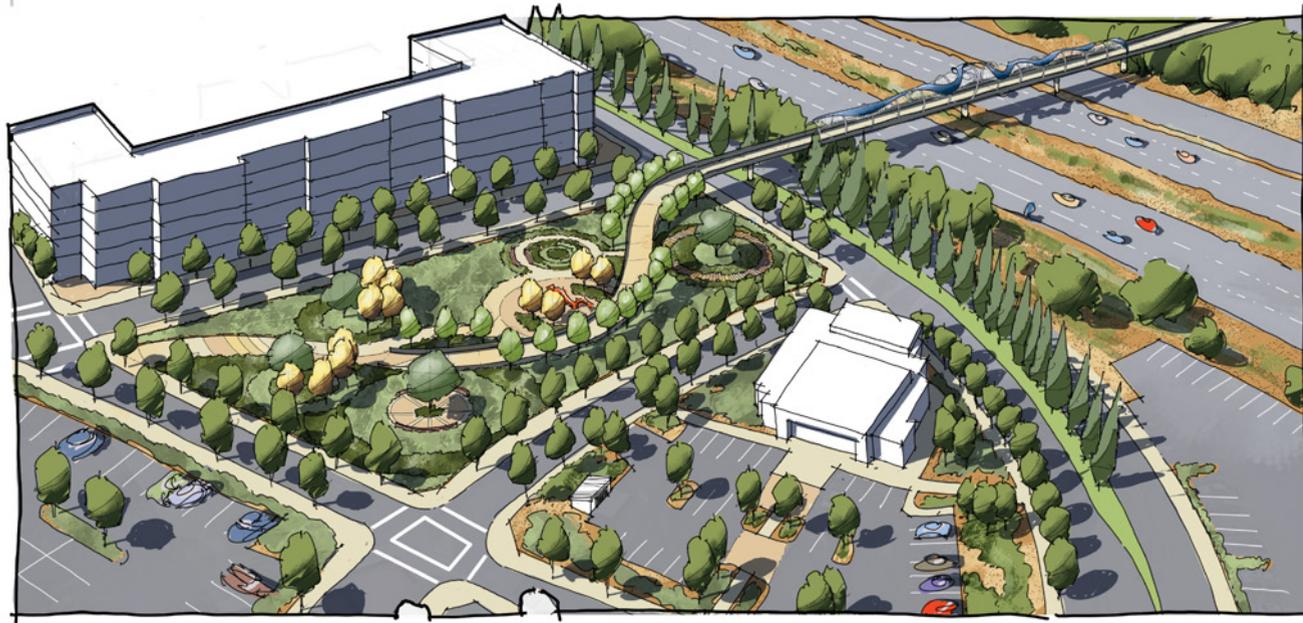


#2 RIVER OXBOW

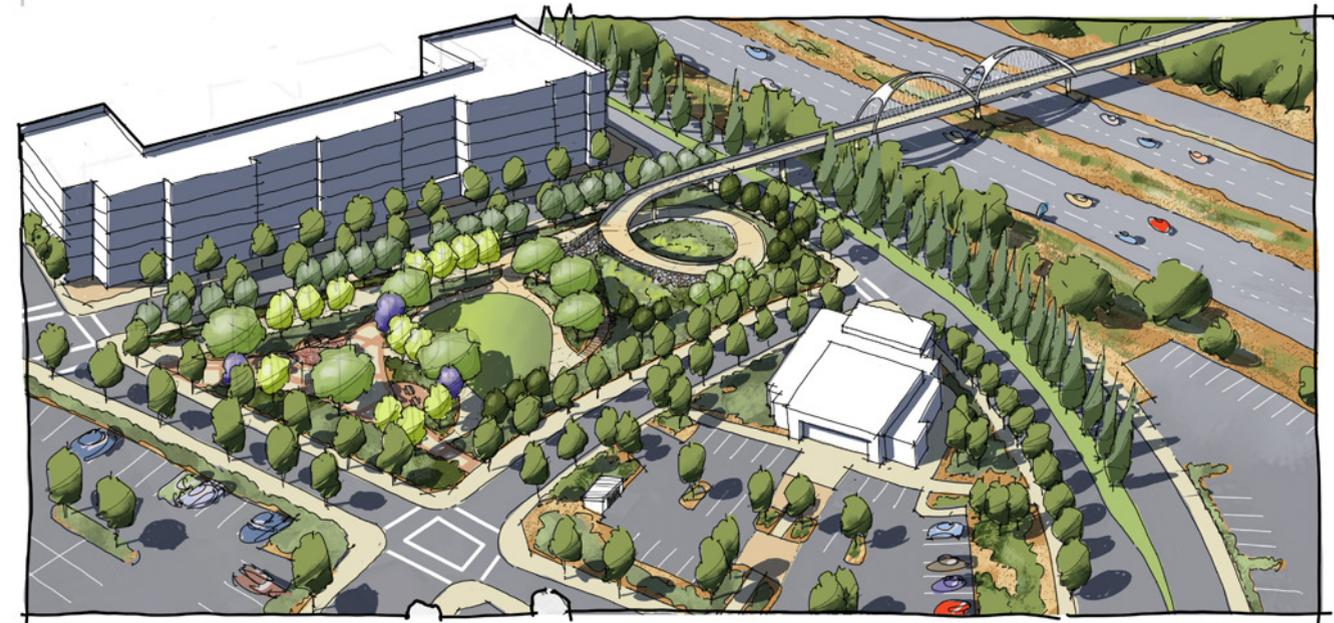


EAST RAMP + GATEWAY PLAZA DESIGN OPTIONS

#1 DROPS AND RIPPLES

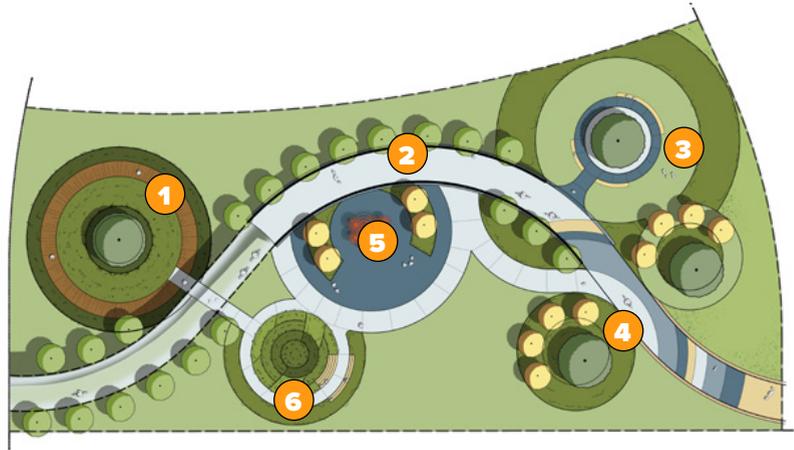


#3 GATEWAY LOOP



PLAZA DESIGN OPTIONS REVIEW

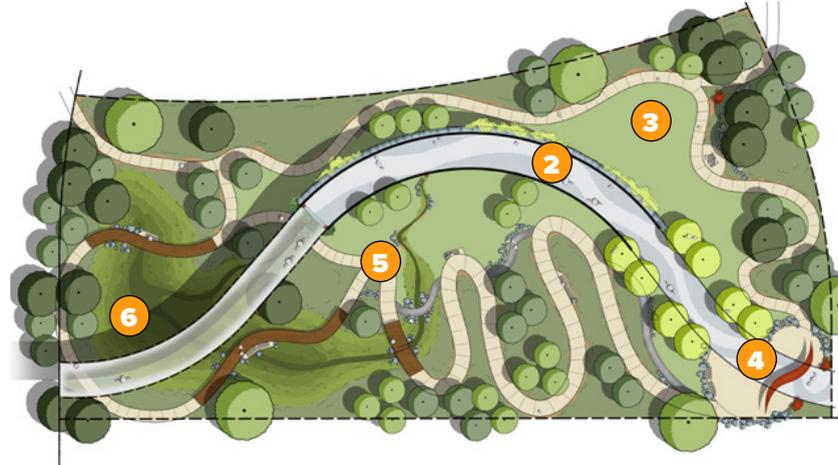
#1 DROPS AND RIPPLES



Design Features

- 1 Strolling Boardwalk Stormwater Garden
- 2 Tree Allée Bridge Ramp
- 3 Gathering Lawn
- 4 Gateway Planting
- 5 Interactive Art Plaza
- 6 Stormwater Garden with Stepped Seating

#2 RIVER OXBOW



Design Features

- 1 Green Walls
- 2 Bridge Ramp
- 3 Open Lawn
- 4 Gateway Arch + Plaza
- 5 Meandering Paths
- 6 Stormwater Pond

#3 GATEWAY LOOP



Design Features

- 1 Spiral Down
- 2 Stormwater Basin
- 3 Great Lawn
- 4 Custom Art Series
- 5 Gateway Plaza + Shelter
- 6 Stairway + Main Path

Questions



Are the bridge and plaza alternatives consistent with community expectations determined through public engagement and Town Center planning?



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 20, 2020	Subject: Membership with the Regional Water Providers Consortium (RWPC) Staff Member: Martin Montalvo Department: Public Works	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
Comments: N/A		
Staff Recommendation: Staff recommends that Council approve reinstating the City's membership with the Regional Water Providers Consortium.		
Recommended Language for Motion:		
Project / Issue Relates To: Maintenance and Management of the City's Water System and Emergency Preparedness		
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Reinstating the City's membership with the Regional Water Providers Consortium.

EXECUTIVE SUMMARY:

The Regional Water Providers Consortium (RWPC) provides leadership in the planning, management, stewardship, and resiliency of drinking water in the metropolitan region. The Consortium is comprised of 23 members and serves the Clackamas, Multnomah, and Washington Counties. Together, these entities provide most of the metropolitan area’s drinking water. The RWPC assist members in addressing and complying with existing and emerging issues with an emphasis on emergency preparedness and resiliency, water conservation, and regional coordination.

The City of Wilsonville was previously a member of the Consortium but withdrew its membership in 2015. Since that time, the Consortium has placed a larger emphasis on emergency preparedness and resiliency planning. The Consortium has become a leader in emergency planning as it relates to water infrastructure. Consortium staff members serve as a standing steering committee member within the Regional Disaster Preparedness Organization (RDPO) helping to administer the region’s response planning to emergency events. Within, the last five years, the Consortium has completed the following projects for its members:

- Drinking Water Advisory Tool to advise agencies and residents as to water emergencies within the area.
- Regional Interconnections Plan for determining methods to distributing emergency water between providers.
- Acquisition of eight Emergency Water Distribution / Treatment Trailers for use within the region. Each trailer can be deployed to an area to provide emergency potable water.
- Currently funded to complete a Regional Emergency Water Plan to determine the logistical and operational needs for expanding the emergency water distribution / treatment plants.

The Consortium also provides its members with a forum for taking consensus positions on a variety of water issues such as legislation, rules, and regional, State or federal agency programs. RWPC assists with research on issues of common interest such as climate change, advance training and certification for member staff and conservation programs.

EXPECTED RESULTS:

Having a membership with RWPC will provide the City with assistance with water system emergency planning, advanced training opportunities for water distribution staff, assistance with meeting the requirements of the City’s Water Conservation Plan.

TIMELINE:

N/A

CURRENT YEAR BUDGET IMPACTS:

The annual dues of approximately \$16,000 can be absorbed within the existing Water Operations Budget.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 7/14/2020

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 7/14/2020

COMMUNITY INVOLVEMENT PROCESS:

N/A

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The City's partnership with other water providers through the RWPC can provide effective and efficient support related to water emergency planning, water conservation, and water supply coordination.

ALTERNATIVES:

The City can choose not to renew its membership with RWPC.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

N/A



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 20, 2020	Subject: Urban Forest Management Plan Staff Member: Kerry Rappold, Natural Resources Manager Department: Community Development	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Provide input on the proposed Urban Forest Management Plan.		
Recommended Language for Motion: N/A		
Project / Issue Relates To:		
<input checked="" type="checkbox"/> Council Goals/Priorities Stewardship of the Environment and Natural Resources	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Provide input on the proposed Urban Forest Management Plan and upcoming process.

EXECUTIVE SUMMARY:

The City has kicked off an Urban Forest Management Plan (UFMP) to guide the City's programs and actions related to the urban forest. Active management of the community's urban forest is becoming more critical as it ages and changes. While the Plan will come back to the City Council as it progresses, staff wanted to inform the Council of this important project and get feedback on the potential content and process to develop the Plan. This will be the City's first comprehensive Urban Forest Management Plan.

Wilsonville's urban forest is comprised of all trees in the city, both native and planted, public and privately-owned, that contribute to the seasonal beauty and livability of the community. Trees help clean the air, manage stormwater, conserve soil and water, reduce heating and cooling costs, provide habitat for wildlife, and bring nature to where we live, work, and play. Trees are a critical component of the City's green infrastructure and environmental stewardship goals.

The UFMP will provide an integrated approach to preserving, sustaining and regenerating Wilsonville's urban forest into the future. While the UFMP will cover the entire City, it will have two focus areas: Charbonneau and Town Center. In Charbonneau, the focus will be primarily on the Red oak population along French Prairie Road, and in Town Center an inventory will be conducted identifying trees that would be good candidates for retention as part of future redevelopment scenarios. Recommendations in the plan will address issues and topics specific to the urban forest in these areas. An important foundational component of the UFMP will be the City's street tree inventory completed in 2018. Over 24,000 trees were inventoried and entered into the City's asset management system Cartegraph. The inventory provides a critical starting point for developing the Plan as it relates to the management of publically-owned trees.

Following a competitive process staff selected a consultant, PlanIT Geo, to provide the technical assistance in developing the UFMP. The consultant has extensive experience with developing urban forest management plans and providing local, regional and statewide forest resources planning throughout the U.S. and, specifically, within Oregon. Their scope of work and schedule for the project is included as Attachment A, which identifies the various steps in developing the plan.

An interdisciplinary team, comprised of staff from Community Development, Public Works, and Parks and Recreation, will participate with the consultant and public in the development of the Plan. The team members will provide their expertise about Wilsonville's urban forest and identify key issues to be addressed within the Plan.

BACKGROUND:

In Wilsonville, a healthy and vibrant urban forest has always been a high priority. Whether seen through the colorful array of street trees or the extensive forested areas, trees play a pivotal role in the identity of the community. For twenty-two years, the City has earned the designation of a "Tree City USA" from the National Arbor Day Foundation. In 2019, Wilsonville was one of only 10 cities in Oregon to earn Tree City USA's "Growth Award" for enacting innovative projects that exceed Tree City USA standards.

The City's Tree Protection code prescribes requirements for protecting and conserving trees, including those on private property. The code acknowledges the ecological services provided by trees, such as reduced air pollution and improved water quality, but also the economic contribution trees make to local property values. When it comes to historically significant trees, the Heritage Tree Program recognizes trees or groves of trees due to their age, design placement, link to important events or activities, location, persons associated with them, setting and size. For example, the R.V. Short Douglas-fir at Park at Merryfield is designated both a State and local Heritage Tree as it predates European settlement of the Willamette Valley and has important connections to a key historical local figure.

In partnership with Friends of Trees, the City has enhanced and restored many of Wilsonville's natural areas. Over the last 18 years, volunteers have installed thousands of native trees and plants. In 2019, the City started a new partnership with Friends of Trees to plant up to 100 neighborhood street trees as part of the Street Tree Infill program. The Urban Forest Management Plan will build on the legacy of these efforts in addition to addressing climate change to ensure Wilsonville continues to have a healthy and vibrant urban forest.

EXPECTED RESULTS:

The completion and adoption of an Urban Forest Management Plan, which will guide management of this valuable resource over the next 20+ years.

TIMELINE:

Draft and final plans will be presented to the City Council for specific input and final adoption. The project is anticipated to take 9 months.

CURRENT YEAR BUDGET IMPACTS:

The approved FY 2020-21 Wilsonville budget includes \$18,000 in general funds as part of Project #3006 Charbonneau Street Tree Study and \$38,500 in general funds as part of Project #9165 Urban Forest Management Plan for the planned work. A supplemental budget adjustment will be needed to add unspent general funds from FY 2019-20 to the project, which includes an estimated \$22,000 from Project #3006 and \$28,000 from Project #9165.

FINANCIAL REVIEW / COMMENT:

Reviewed by: KAK Date: 7/12/2020

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 7/14/2020

COMMUNITY INVOLVEMENT PROCESS:

Community involvement and public outreach will be a key component of the upcoming project. Staff welcomes input from the Council on public engagement activities for the UFMP process. Currently, the consultant is developing the Community Outreach Strategy, which will employ "Let's Talk, Wilsonville!" and other outreach methods.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The UFMP will identify actions that support a healthy and regenerative urban forest across Wilsonville's public and privately-owned lands through the combined efforts of City government, businesses, and residents. It will be important to engage the community in the care of our urban forest and make them a partner in implementing the plan.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

- A. PlanIT Geo Scope of Work and Schedule
- B. Presentation

EXHIBIT A - SCOPE OF WORK



PROJECT OVERVIEW

The Urban Forest Management Plan (“Plan” or “UFMP”) will provide an integrated approach to preserving, sustaining, diversifying, and regenerating the City’s urban forest into the future. The Plan will include goals and objectives, an inventory and assessment, strategies, implementation actions, and monitoring—accomplished through strategic partnerships and community outreach.

While the Plan will cover the entire City, it will have two special focus areas: Charbonneau and Town Center. Recommendations in the Plan will address issues and topics specific to the urban forest in these areas—such as the 800 mature northern red oaks in Charbonneau in various states of health, and impacts to infrastructure. A better understanding will be gathered from an in-depth inventory of these trees. The Plan will address program, management, and community needs as well as recommendations for the urban forest resource derived from analyses of the 24,000+ street tree inventory completed in 2018.

The Plan will support ongoing efforts, initiatives, and plans, such as the Town Center Plan adopted in 2019. The commitment to a healthy urban forest is evidenced by Wilsonville being accredited as a Tree City USA since 1997, with numerous "Growth Awards" for outstanding efforts on urban forest projects. This status indicates the City’s long-term dedication to the care of trees that are the urban forest, as well as the City's Heritage Tree Program, which seeks to preserve trees of special historical significance.

Primary issues such as tree preservation during development, climate change, pest and disease, environmental justice, and resource allocation, among others, will be strategically planned with this effort. This Urban Forest Management Plan is the next step to achieve higher levels of urban forest management, sustainability, and equity in an ever-changing environment and community.

PROJECT APPROACH

Throughout the term of the Project, Consultant will:

City Scope of Work Item	PlanIT Geo Proposal Approach
1) Long-Term Strategy Framework: Establish a framework for a long-term strategy (minimum 25 years) to protect, conserve, and enhance the City’s urban forest with comprehensive goals and objectives. Develop specific recommendations to implement the goals and objectives.	3) Internal Work Plan 4) Program, Plans, Initiatives, and Meeting Alignment 5) Information Gathering

<p>2) Urban Forest Status: Describe the status of the City’s urban forest, include the context (history and land use changes, environmental conditions), vegetation (canopy cover, tree inventory), and community values and issues.</p>	<p>5A) Existing Plans & Policies 5B) City Operations and Workflows 5C) Existing Conditions 5D) Benchmarking Research 5E) Community Engagement 5F) Urban Forest Audit</p>
<p>3) Current & Future Issues: Identify current and future issues that will affect the City’s urban forest, such as climate change, pests, and tree diversity.</p>	<p>5C) Existing Conditions 5D) Benchmarking Research</p>
<p>4) Urban Forestry Operations: Describe and assess the City’s overall urban forestry activities and practices, including various departments’ roles and responsibilities in permitting, management, and maintenance operations via interview or survey, and review of City documents, such as codes/ordinances. Provide recommendations on improvements to existing programs.</p>	<p>5A) Existing Plans & Policies 5B) Benchmarking Research 5D) Benchmarking Research 5F) Urban Forest Audit</p>
<p>5) Focus Area Goals: Develop specific goals, objectives, and recommendations for the special focus areas in Charbonneau and Town Center.</p>	<p>2) Tree Inventory & Assessment in Focus Areas 5) Information Gathering</p>
<p>6) Community Engagement: With City staff, identify interested parties for community engagement and develop a strategy to obtain public input. Target specific groups early in the Project via email, focus group discussion, online surveys, or applicable strategies (e.g., Let’s Talk, Wilsonville!).</p>	<p>3) Internal Work Plan 5E) Community Engagement</p>
<p>7) Charbonneau Community Engagement: Conduct outreach with the Charbonneau community regarding the health and condition of their urban forest.</p>	<p>3) Internal Work Plan 5E) Community Engagement</p>
<p>8) Plan Outreach & Education Strategy: Develop an education and outreach strategy for Plan implementation. This strategy will include, but not be limited to, website material, handouts, and presentation material for community groups.</p>	<p>3) Internal Work Plan 5E) Community Engagement</p>
<p>9) Monitoring Plan: Develop a monitoring plan that will allow the City to measure progress in achieving the Plan’s goals, objectives, and recommendations.</p>	<p>5F) Urban Forest Audit 6) UFMP Framework</p>
<p>10) Funding & Partnership: Provide recommendations on potential program funding sources or partnership opportunities for implementing the Plan.</p>	<p>4) Resource Alignment 5A) Existing Plans & Policies 5E) Community Engagement</p>
<p>11) Presentations: Prepare presentations of the draft and final Plans and attend meetings before the Planning Commission and City Council. Four meetings (two each) are anticipated.</p>	<p>7) UFMP Drafts, Presentations, & Final Delivery</p>

1. Tree Inventory

Consultant will schedule the project kickoff meeting based on the desired timeline and provide a tentative agenda. Prior to kickoff, Consultant will set up the TreePlotter inventory management software application. Topics to cover during the kickoff may include:

- Project schedule, communications, meetings, and priority areas/incomplete areas
- Acquisition of tree maps and GIS data layers from the City
- Tree inventory data fields and criteria understanding and procedures
- Safety, equipment, and industry standards
- Immediate and imminent tree risk protocols
- Rights-of-way limits and criteria
- TreePlotter software app set up and training, which includes a demonstration and training to the City.

A. Web-Based GIS Data Collection

The web-based GIS tree inventory will be performed using pre-programmed computers (i.e., TreePlotter app tailored to Wilsonville with appropriate accounts) and a combination of GIS and GPS equipment using tablet and smartphone's GPS locator on map ("location services"), Google, Bing, ESRI, OpenStreetMap, local imagery basemaps with spatial lat/long data on tablet, and ISA Certified Arborist's judgement using his/her experience and observations to finalize point location and resolve any GIS/GPS signal issues.

- ❖ As inventory information is collected, data will be instantaneously stored on secure remote servers, eliminating the possibility of data loss, and making it possible for City officials to access and download, at any time, real-time data collection with secure login credentials.

B. Tree Inventory Data Fields

The following protocols and fields will be populated for each tree. Final fields will be determined at the project kickoff meeting and will be set for the duration of the Project. The common data fields requested and collected are as follows:

- Latin Name (genus and species) (automated), Common Name
- GPS Coordinates (automated), Location Address – address #, street name (autopopulated)
- Land Use – Commercial, Residential, Industrial, etc.
- Date Collected – Month/Day/Year (automated)
- DBH – diameter at 4.5' above ground measured to the nearest inch (DBH class automated)
- Maintenance Need (example fields, final fields determined during project negotiation)

- Priority 1 Removal, Priority 2 Removal, Priority 1 Pruning, Priority 2 Pruning, Large Tree Routine Pruning, Small Tree Routine Pruning; others based on Focus Area Goals
- Condition – overall condition of the tree at time of inventory (Excellent, Good, Fair, Poor, Dead)
- Observations – Each visual apparent structural defect will be individually noted
- Notes: Noteworthy information not included in above fields

C. Quality Control and Accuracy

Consultant will provide the City with a professional, courteous, and informative tree inventory project experience, beginning with high-quality tree inventory data.

- All technicians working on this Project will have an ISA Certified Arborist Credential
- During the inventory process, extensive quality control checks will be applied regularly
- The City may periodically perform on-site verification of the data
- If any errant tree site location is detected, Consultant will correct the data promptly

D. Format for Inventory Data Deliverables

Successors and assigns will deliver tree inventory data in the following formats (final determined at kickoff):

- Microsoft Excel – compatible with i-Tree Streets and ESRI GIS shapefile and/or geodatabase
- Electronic copy of data on a USB flash drive or CD and Access/export data at any time at no cost

2. Project Award and Kickoff

Consultant will coordinate a project kickoff meeting with the City's desired audience to discuss the purpose, timeline, approach, and opportunities to engage. The City will assist in determining the final presentation for the kickoff meeting.

The project kickoff meeting with the City project team will focus on the development of the Urban Forest Management Plan ("Plan" or "UFMP"), and will include the following topics:

- Desired level of planning services
- Plan outline, project timeline, and Plan format
- Planning horizon (e.g., 25-year Plan with 5-year strategies and milestones)
- Focus areas (Charbonneau and Town Center) discussion

- Information gathering procedures and available resources
- Project team, internal/external stakeholders, target audience, and dissemination methods
- Pictures, images, logos, and acknowledgements
- Draft review and revision processes
- Appendices and maps (including inventory maps)
- Tree inventories and assessments approach (in focus areas)

3. Tree Inventory and Assessment in Focus Areas

Based on the kickoff meeting, Consultant staff will coordinate the inventory and assessment of trees in the focus areas, using TreePlotter software to conduct the inventory and gather attributes as determined at kickoff. This information will be used to inform the UFMP, in addition to the analysis of the 24,000 trees in the City's existing system.

4. Internal Work Plan

An internal work plan will be developed based on decisions determined during the project kickoff meeting. The work plan will provide guidance for the project team and a summary that can be utilized by City staff to share with other departments, stakeholders, and partners. Topics provided in the work plan may include:

- UFMP Outline
- Timeline, Meeting Schedule, and Milestones
- Summary Approach
- Content Decisions
- Format Decisions
- Community Outreach Strategy (project website, public meeting, public survey)
- Partners and Stakeholders

5. Resource Alignment (Programs, Plans, Initiatives, Meetings)

Successful UFMP development relies on the momentum and support of planned and ongoing City efforts. Early in the planning process, Consultant will identify potential programs, plans, initiatives, and organizational meetings that could align with phases of the UFMP Project. The City will provide feedback and input. Outcomes of this effort will assist in finalizing the Internal Work Plan while staying within this Project's scope and budget. Examples of this alignment process include:

- Existing community neighborhood outreach events
- Existing programs, initiatives, and projects
- Stakeholder and partner meeting schedules
- City Council and subcommittee meeting schedule and process

- Cultural and ethnic challenges and opportunities to encourage equity of services and outcomes

6. Information Gathering

Consultant will work with the City project team to gather information to inform the Plan. This information may include current tree management procedures, staffing, equipment, budget, service requests, in-house and contractual tree maintenance procedures, and existing plans and reports relating to tree management and the community forest. This information may be collected by completing a questionnaire prepared by Consultant, conducting surveys, and/or phone calls.

The information gathering process will consist of the following planning elements and approaches to achieve Scope of Work items 1-11 in the City's RFP:



A. Existing Plans and Policies

During the information gathering processes, all relevant plans, resources, programs, and initiatives will be reviewed to measure the City's readiness for improved urban forest management and sustainability. This includes review of codes and ordinances.

- ❖ Consultant will conduct research following the USFS Urban Forest Sustainability & Management Audit System (see item F for information about the Urban Forest Audit). Consultant will send the City project team a request for information, and the City project team will send Consultant available resources. Existing plans and policies will be filed on Google Drive, indexed, and summarized.



B. City Operations and Workflows

The existing operations and workflows will be understood and analyzed through a series of surveys, questionnaires, meetings, and requests for information.

- ❖ In coordination with the City project team, Consultant will facilitate an in-person meeting(s) with City staff, stakeholders, and partners. Consultant will send a brief questionnaire to key individuals and work groups identified by the City project team prior to in-person meeting(s). Current operations and workflows will be discussed and defined, along with resource and information gaps. Information gathered will be summarized in the Research Summary and applied to the UFMP.



C. Existing Conditions

The existing urban forestry conditions and trends will be analyzed using available data such as tree inventories, canopy assessments, i-Tree Eco surveys, and other relevant datasets. Prior to data analysis, Consultant's ISA Certified Arborists will collect tree inventory data for the focus areas (northern red oaks in Charbonneau and the trees in the redevelopment area of Town Center). See step 2 for more information.

- ❖ Data from the existing tree inventory will be acquired from the City. Additional relevant datasets will be acquired and analyzed to identify existing urban forestry conditions. Data analysis summaries will be detailed in the Research Summary, and results of the data analyses will be applied to the UFMP.



D. Benchmarking Research

Consultant will conduct benchmarking research, comparing jurisdictions similar in size, location, structure, and other attributes, to inform the development of realistic and achievable goals and strategies for the City's urban forestry program.

- ❖ Consultant will provide the City project team with ~5 comparable cities for benchmarking research and comparison. Consultant will then provide the City project team with attributes to attain from research. A table or matrix will summarize the information discovered for the cities and compared to Wilsonville. Information will be summarized in the Research Summary and applied to the UFMP.



E. Community Engagement

Consultant will facilitate public meeting(s), public surveys, and/or an interactive UFMP project website to gather input and feedback.

- ❖ Consultant will set up a UFMP project website and complete the Kickoff Meeting (1st Community Outreach Meeting, optional). Consultant will complete the UFMP Internal Work Plan to include the community engagement approach, followed by the 1st Round Public Survey (web). Consultant will complete the 2nd Community Outreach Meeting to inform UFMP vision, goals, and strategies, followed by the 2nd Round Public Survey (web). Consultant will provide for a UFMP Draft Public Review Period, and then will conduct a 3rd Community Outreach Meeting to discuss the final UFMP. Consultant will provide up to four community outreach and education materials (fliers, postcard, handout, etc.).



F. Urban Forest Audit System

Consultant will utilize the [US Forest Service's Urban Forest Sustainability and Management Audit](#), which consists of 11 community forestry categories to facilitate the collection of necessary information and identify program and resource gaps. Information gathered from the previous planning elements (A-E) will inform this Audit. With this Audit, urban forest resource, management, and community goals as it relates to the City's urban forest will be informed.

- ❖ All previous planning elements will be completed, and Round 1 of the Urban Forest Audit System will be completed by Consultant and reviewed by the City project team. Round 2 of the Urban Forest Audit System will be completed by Consultant and City

project team via web-conference call. The final Round 3 of the Urban Forest Audit System will be completed for use in the Research Summary and applied to the UFMP.

7. Research Summary

The findings from the aforementioned planning elements (A-F) will be summarized in a research summary document. This document will be structured to serve as a reference and guide to the final UFMP.

8. Urban Forest Management Plan Framework and Development

Based on the Research Summary (Existing Plans and Policies, City Operations and Workflows, Existing Conditions, Benchmarks, Community Engagement, Urban Forest Audit), the Urban Forest Management Plan will be developed to provide short- and long-term goals, with the strategies and actions to achieve higher levels of service as it relates to urban forest management, sustainability, equity, and other goals identified in the process.

The Plan will include the results of all prior tasks and develop a strategic plan for achieving the established values, goals, and objectives. The Plan will also describe recommended staffing, resources, funding, and funding mechanism for each strategy. Finally, the Plan will include measures and milestones to evaluate success.

9. Urban Forest Management Plan Drafts, Presentations, and Final Delivery

Consultant intends to provide a project experience that consists of frequent reviews and input periods by the City project team to provide effective, meaningful, and relevant recommendations in the UFMP, as follows:

1. City project team reviews and provides feedback on the UFMP Internal Work Plan, community engagement strategy, UFMP Outline, UFMP project website, approach and outcomes of the six Planning Elements, draft Research Summary, draft goals-strategies-targets-actions-adaptive management measures-monitoring measures, three draft reviews, and draft presentations (2) for Planning Commission and (2) City Council.
2. The final UFMP is prepared and delivered as a MS Word and Adobe PDF document for print and digital versions, and UFMP website hosting is transferred to the City after project contract.
3. Supporting data, maps, and information are delivered to the City (i.e., tree inventory analysis, focus area assessments, information discovered, public survey analysis, meeting notes, etc.).

PROJECT SCHEDULE

The proposed timeline is set forth below. The final timeline will be determined during project negotiation and the final Internal Work Plan. Consultant has the capacity to complete the services of this RFP within a narrower timeline if deemed necessary for the City’s objectives.

Project Management											
Task	Sub-task	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	
Project Management	Project Negotiation	X									
	Project Kickoff Meeting	X									
	Bi-Weekly Updates		X	X	X	X	X	X	X	X	
Urban Forest Management Plan											
SOW #	RFP SOW Abbreviation	Sub-task	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9
2	Urban Forest Status	Focus Areas Tree Inventories	X	X	X						
1	Long-Term Strategy Framework	Internal Work Plan	X								
1	Long-Term Strategy Framework	Plan Outline	X								
2	Urban Forest Status	Resource Alignment		X							
2	Urban Forest Status	Existing Policies & Plans		X	X	X					
4	Urban Forestry Operations	City Operations & Workflows			X	X	X				
2	Urban Forest Status	Existing Conditions		X	X	X	X	X	X		
3	Current & Future Issues										
5	Focus Area Goals										
2	Urban Forest Status	Benchmarking Research				X	X	X			
6	Community Engagement	Community Engagement Strategy	X								
		UFMP Website		X							
		1st Community Meeting	X								
		1st Public Survey			X						
		2nd Community Meeting						X			
8	Plan Outreach Strategy	2nd Public Survey (optional)						X			
		3rd Community Meeting									
1	Long-Term Strategy Framework	Urban Forest Audit System				X	X				
2	Urban Forest Status Monitoring Plan										
9	Plan										
1	Long-Term Strategy Framework	Research Summary					X	X			
1	Long-Term Strategy Framework	Plan Writing		X	X	X	X	X	X	X	X
9	Monitoring Plan	Plan Drafts					X		X		
11	Presentations	Presentations (2 Planning Commission, 2 City Council)							X		
		Final Delivery									X

Schedule Summary: Project kickoff meeting, 3 community meetings, 2 public surveys, tree inventories in focus areas, in-person City staff meeting, information gathering, auditing and gap analyses, Research Summary, Plan development, 3 draft reviews, 4 presentations, 1 final interactive Plan.

Urban Forest Management Plan

City Council Work Session

June 20, 2020

Kerry Rappold
Natural Resources Manager



Urban Forests

"Urban trees and forests are considered integral to the sustainability of cities as a whole. Yet, sustainable urban forests are not born, they are made. They do not arise at random, but result from a community-wide commitment to their creation and management."

Clark et al.: Urban Forest Sustainability



Urban Forest Benefits

See The Nature Conservancy's
Outside Our Doors
report for more



Urban Forest Benefits



Wilsonville's Urban Forest



Managing the Urban Forest



Programs

- **Tree City USA**

- 22 years
- Sterling Tree City

- **Heritage Tree Program**

- Nine designated trees
- Fir, Sequoia, White Oak, Japanese maple, Black walnut

- **Friends of Trees**

- Green Space program (18 years)
- Neighborhood Trees program (1 year)



TREE CITY USA[®]
Arbor Day Foundation



What is a UFMP?

- **Vision** for the urban forest
- **Inventories and assessments** of the current status of the urban forest
- **Strategic Plan: goals, objectives, and actions** based on the information analyzed and identified needs
- **Implementation Plan** with specific dates and assigned responsibilities
- **Monitoring Plan** with a system or matrix to check effectiveness and revise the UFMP as needed



PlanIT Geo

	<p>Chris Peiffer, Director of Urban Forestry Consulting Services ISA Certified Arborist & Municipal Specialist (PD-2070AM) BA in Urban Forestry</p>	<p>Project Manager: Project scoping, internal work plan, information gathering, tree inventory analysis, community engagement, project website, policy reviews, city operations, goal setting, plan drafting, presentations</p>
	<p>Maegan Blansett, GIS and Natural Resources Specialist BA in Geography, Minor in Forestry</p>	<p>Information gathering, benchmarking research, data analyses, community engagement, plan drafting</p>
	<p>TJ Wood, Director of Tree Inventory & Assessments ISA Certified Arborist (#RM-7676A) & TRAQ BA in Landscape Architecture</p>	<p>Planning for the tree inventories and assessments in focus areas, TreePlotter software training, data delivery, communications with City contacts</p>
	<p>Rocky Yosek, Tree Inventory Specialist ISA Certified Arborist (WE-11457A) & TRAQ</p>	<p>Tree inventory data collection, TreePlotter software training, communications with TJ and City contacts regarding priority areas, inventory status, etc.</p>
	<p>Elizabeth Schulte, Marketing Director ISA Certified Arborist (WI-1258A) BA in Urban Forestry</p>	<p>Urban Forest Management Plan project website, community engagement, outreach and marketing materials, final plan development</p>



Scope of Work

- Long-term strategy framework
- Urban forest status
- Current and future issues
- Urban forestry operations
- Focus area goals
- Community engagement
- UFMP drafts, presentations and final delivery
- Plan outreach & education strategy
- Monitoring plan

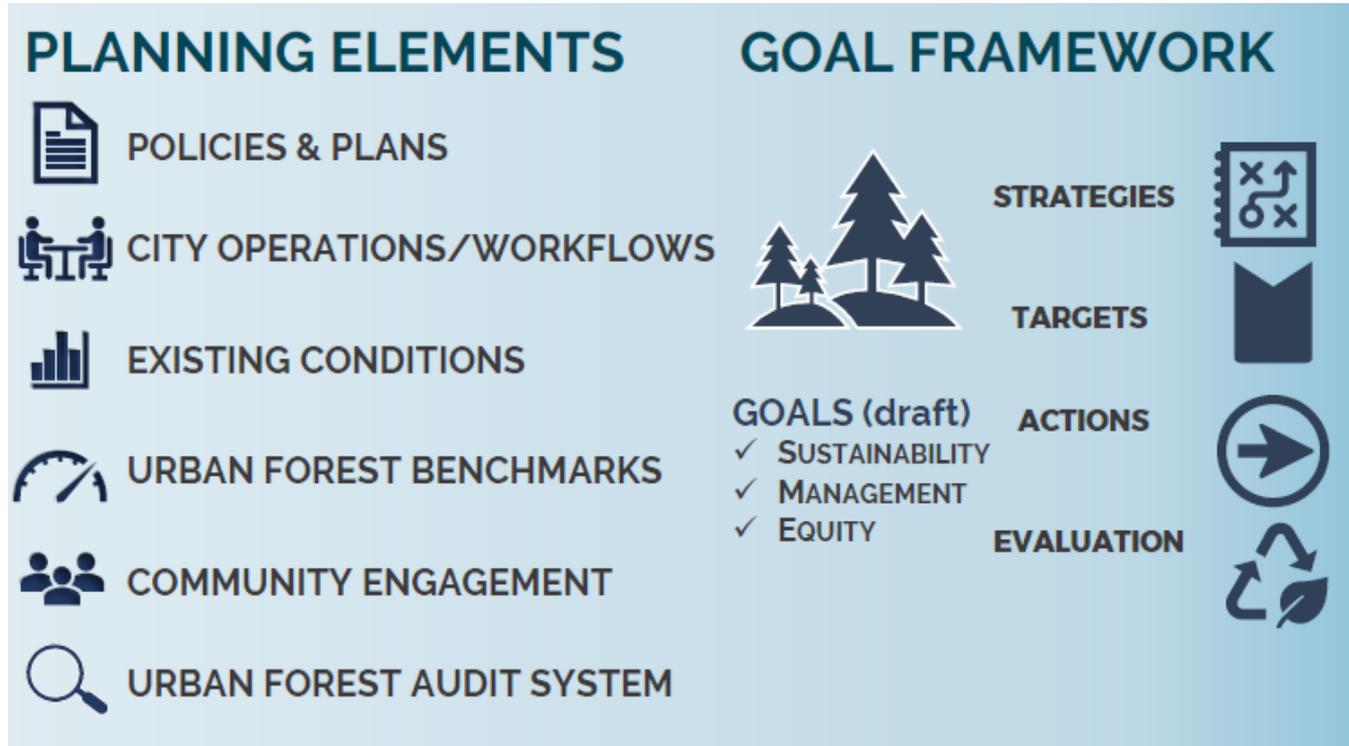


Focus Areas

- Town Center and Charbonneau
- Specific goals, objectives and recommendations



Plan Framework



Timeline

Month 1 Inventory, work plan, community strategy, web content, public meeting

Month 2 Planning elements

Month 3 Public survey, **City operations & workflows meeting(s)**

Month 4 Planning elements

Month 5 Public meeting

Month 6 Public survey

Month 7 Presentations (Planning Commission & City Council)

Month 8 Plan draft

Month 9 Presentations, final delivery



Questions





CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 20, 2020	Subject: 2021 LOC State Legislative Priorities Survey Staff Member: Mark Ottenad, Public/Government Affairs Director Department: Administration	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: The League of Oregon Cities (LOC) seeks member cities' feedback by August 7 on the top-four of 26 potential priorities for the 2021 state legislative session, plus any additional comments.	
Staff Recommendations: City Council advises LOC that top-four 2021 legislative priorities for City are F, H, Q and W and provides comments on additional priorities.		
Recommended Language for Motion: N/A.		
Project / Issue Relates To:		
<input checked="" type="checkbox"/> Council Goals/Priorities: 2019-20 City of Wilsonville/SMART State Legislative Agenda adopted January 7, 2019	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Of 26 potential legislative priorities under consideration by the League of Oregon Cities (LOC), which four are of the highest priority to the City that Council would like to see LOC focus on?

EXECUTIVE SUMMARY:

LOC seeks feedback via a survey (Exhibit A) from member cities by August 7, 2020, on the top-four of 26 potential specific priorities that fall under seven general topics/issues that LOC should focus on for the 80th session of the Oregon Legislative Assembly that commences in January 2021. Additionally, LOC invites cities to consider submitting additional comments on legislative priorities.

Based upon the City Council's adopted 2019-20 State Legislative Agenda (Exhibit B), prior City Council selection of LOC legislative priorities (Exhibit C) and City staff review of current and pending issues, the top-four recommended 2021 LOC legislative priorities by City staff are items F, H, Q and W. However, a number of the potential LOC priorities listed are issues of concern to the City.

In summary, the top-four staff recommended LOC 2021 Legislative Priorities are:

- 1) F. Expedited Siting for Shelter and Affordable Housing
- 2) H. Housing and Services Investment
- 3) Q. Mental Health Service Delivery
- 4) W. Right-of-Way/Franchise Fees Authority Preservation

Additionally, staff recommend to provide suggestions in the Comment box space for additional input:

- Support DEQ Drinking Water Services Division proposed funding request for in-state water-testing facility, develop water-utilities communications protocols regarding HABs (harmful algal blooms) and establish an ombudsman position to work directly with water utilities.
- Support Tort Liability Reform (Priority item Y) that protects cities from tort liability.

Details on this recommendation is below.

This recommendation is relatively consistent with the City Council's prior selection in 2018 for 2019 LOC Legislative Priorities that were:

- 1) F. Carbon Cap-and-Invest Program Adoption
- 2) I. Infrastructure Financing and Resilience
- 3) M. Mental Health Investment
- 4) T. Right-of-Way and Franchise Fee Authority

Additionally, the City Council suggested in 2018 two additional issues should be considered by LOC:

- Mercury wastewater discharge limits: Legislation would direct DEQ to develop realistic discharge limits for mercury that are technically feasible.

Note that as a result of protracted negotiations between DEQ and the City, DEQ revised the mercury limit in the City's permit by removing the proposed unachievable number

altogether and instead addressed mercury minimization through best practices. The revised permit is currently published for public comment.

- Public water systems improvements: Legislation addressing issues raised by the “blue-green algae” cyanotoxin drinking-water crisis.

Note that the City’s Public Works Director has actively participated during 2019-20 in a legislative workgroup of the House Committee on Water focused on recommendations for public-water systems pertaining to HABs (harmful algal blooms).

Three of the four City’s recommendations in 2018 for 2019 LOC Legislative Priorities eventually became components of LOC’s 2019 “Let Cities Work” Legislative Priorities; see Exhibit D.

Details on Recommended 2021 LOC Legislative Priorities

Four recommended priorities listed in alphabetical order with a brief LOC summary:

1) F. Expedited Siting for Shelter and Affordable Housing

Legislation:

The League will pursue legislation to expedite the siting of emergency shelter and other affordable housing that follows the intent of the 2020 shelter siting bill (HB 4001) but retains more local decision making in the process. The League will pursue this priority in coordination with affordable housing partners and other land use stakeholders.

Background:

The League worked closely with city and county partners during the 2020 session to gain improvements to HB 4001, which sought to preempt all local siting and zoning regulations and the land use appeals process, for approving the siting of emergency shelters for a one-year period. HB 4001 received strong legislative support in 2020. Draft omnibus legislation for a potential future special session has included the text of HB 4001 and the League expects to see HB 4001 reintroduced in the 2021 session.

This priority will empower cities and counties to proactively introduce alternative legislation, similar to existing statute in California, which requires jurisdictions to identify places where shelters can locate instead of mandating that jurisdictions allow shelters to be sited anywhere. The California model requires cities and counties to accommodate their need for emergency shelters on sites where the use is allowed without a conditional use permit and requires cities and counties to treat transitional and supportive housing projects as a residential use of property.

2) H. Housing and Services Investment

Legislation:

The League will support increased investments for affordable housing, homeless assistance, and related services including funding for: shelter, homeless services, case management, rent assistance, the development and preservation of affordable housing, and permanent supportive housing.

Background:

Cities large and small were facing escalating homelessness rates before the COVID-19 pandemic and the current economic downturn will only increase the number of Oregonians facing eviction or experiencing homelessness. State general fund programs like the Emergency Housing Assistance (EHA) and State Homeless Assistance Program (SHAP) have seen record investments in previous legislative sessions. The legislative emergency board also voted recently to dedicate \$12M in general funds to support rent assistance and safe shelter in response to COVID-19.

Oregon's lack of available housing, high rents and high home prices are causing housing instability and homelessness to increase. The Legislature has made record investments in recent years to fund the LIFT affordable housing program and preserve Oregon's existing affordable housing infrastructure. These programs are funded through general obligation bonds and lottery backed bonds.

Permanent Supportive Housing is a key strategy for ending chronic homelessness that reduces downstream costs to public systems like public safety, emergency health care and corrections. The 2019 Legislature invested over \$50M to stand up a three-pronged permanent supportive housing program that includes 1) development costs to build, 2) rent assistance to keep units deeply affordable, and 3) wrap around services that are key to ensuring residents' long-term stability. The state should continue investing in this model to bring more Permanent Supportive Housing across the state and ensure that the housing developed with the original \$50M continues receive the necessary ongoing funding for rent assistance and supportive services.

3) Q. Mental Health Service Delivery

Legislation:

Support the delivery of mental health services in order to reduce negative police interactions and ensure that those in need receive the help they require.

Background:

The Committee and the LOC membership have prioritized the delivery of mental health services periodically over the last 5 years. Items contained in this priority have included crisis intervention training for police officer, mobile police and social worker teams to proactively work with people in danger of going into crisis, jail diversion, mental health courts and greater access to care. In the immediate past short session, the LOC worked with its coalition partners to obtain \$9 million in additional funding for aid-and-assist, community care and jail diversion but was unsuccessful due to a lack of quorum.

While the measurements are subjective and not in general agreement, most surveys of behavioral health and alcohol and drug addiction service availability place Oregon near or at the bottom of state rankings. As a result, Oregon ranks third in the nation for alcohol related deaths, and above the national average in suicides.

Anecdotally, most police chiefs that have participated in LOC conversations on this topic report a growing number of calls for service stemming from people in mental health crisis. The COVID-19 pandemic has exacerbated some of these issues with Portland Police Bureau reporting a 41% increase in suicide related calls (including attempts and threats) over this time last year. This priority would include but not be limited to:

Investment: The stark truth is that Oregon has never financially supported mental health services at a level commensurate with need. More beds and more capacity will allow for greater delivery. The spending plan may be complicated but many advocates bristle at the idea of “mental health reform” when it’s never been funded as a priority. The League does not have a specific number at this time but is in conversation with partners to develop one.

Decimalization of Mental Illness: People suffering from mental illness that interact with the criminal justice system typically spend more time incarcerated and suffer a disruption in treatment. Jail diversion has been something the League has advocated for in previous sessions and but will require changes in law, training and investments.

Workgroups Outcomes: There are currently several workgroups developing behavioral health reform plans that have yet to be completed, much of that work has been interrupted by COVID 19. LOC staff can update the Committee on these their work continues but cannot make recommendations on them now.

Alcohol Availability: The prevalence of cheap and potent alcoholic beverages that are produced and sold for the express purpose of achieving rapid intoxication has been a concern for Oregon Recovers, an advocacy group for those recovering from addiction. OLCC sells several 750 ml bottles for under \$10 and some as low as \$5.

Creating a minimum price per international unit of alcohol has had an impact on consumption of cheap, potent beverages in Scotland and is believed to have had an impact on consumption there. Raising the price of low cost but high-volume products would also increase city shared revenue and provide additional funding for behavioral health services.

Mental Health Parity: Oregon and the federal government have enacted statutes to ensure that mental health services are treated as a health issues in a manner identical to physical health by health insurers. The legislative intent behind these laws has not been met as evidence by reports of denied coverage. Ensuring effective parity would increase treatment an access.

4) W. Right-of-Way/Franchise Fees Authority Preservation

Legislation:

Oppose legislation that, in any way, 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.

Background:

In its commitment to the protection of Home Rule and local control, the LOC consistently opposes restrictions on the rights of cities to manage their own affairs. From time to time, in the context of public rights-of-way management authority discussions, legislative proposals to restrict this authority arise. Efforts to restrict local authority often include proposals for a statewide right-of-way access policy and compensation system as well as limiting the ability of cities to charge fees of other government entities. This is contrary to local government management authority; the ability to enter into agreements with users of the right-of-way either by agreement/contract or ordinance; to set terms of right-of-way use and to set the rate of compensation. In recent years the FCC has passed

rulemaking through various orders like the Small Cell Orders (FCC 18-133 and FCC 18-111) and the Cable Franchising Order (FCC 19-80) that erode cities' right-of-way and franchising authority. Local governments around the U.S. are fighting these orders in court. There is a fear that the language of these orders will be codified in state legislatures. This would mean if the orders are overturned in court at the federal level, they will still impact cities in states that have passed laws codifying the orders.

Summary Review of All 26 LOC 2021 Legislative Priorities

Following is a brief assessment of the 26 potential LOC 2021 Legislative Priorities in relation to the City's interests and anticipated legislative conditions. Staff believe that any legislation that does not address immediate pressing state needs and requires new funding is dead on arrival due to anticipated substantial state budget shortfall precipitated by COVID-19 pandemic.

Asterisks (*) below indicates a staff recommended 2021 Legislative Priority or comment.

- A. **Beer and Cider Tax Increase:** Increasing taxes on these alcoholic beverages has not received Council favor previously. Given that the State will be looking for new revenues, likely other interests may advocate for increased taxes.
- B. **Broadband Infrastructure and Technical Assistance Funding:** This is primarily a rural issue with little direct relevance to Wilsonville. State funding may be difficult to obtain.
- C. **Building (Reach) Code – Energy Efficiency Local Option:** City Building Division staff do not favor local implementation of this particular code.
- D. **COVID-19 Economic Recovery Investments:** Business associations may lobby for this; City has provided local funds to local businesses. State funding may be difficult to obtain.
- E. **Digital Equity and Inclusion:** This is primarily an inner-city and rural issue with little direct relevance to Wilsonville. State funding may be difficult to obtain.
- F. * **Expedited Siting for Shelter and Affordable Housing:** This is a priority issue for the City since HB 4001 preempts City authority for siting of shelter locations; highly likely to be reintroduced in 2021 legislative session.
- G. **Green Energy/Renewables – Expanded Local Option:** City has already opted into US EPA Green Energy Communities program through participation in PGE "Clean Wind" and other alternative/clean-energy programs.
- H. * **Housing and Services Investment:** The City Council has indicated support for increased state resources for mental-health services and equitable housing strategies. Permanent Supportive Housing is a key strategy for ending chronic homelessness often related to mental illness that reduces downstream costs to public systems like public safety, emergency health care and corrections.
- I. **Increased Budgetary Flexibility During Budgetary Emergency:** Various local-government associations and governments with precarious financial situations may lobby for this item.
- J. **Infrastructure Financing and Resilience:** Normally this item would likely be a City suggested priority as was done in 2018 for the 2019 LOC legislative priorities; however, State funding may be difficult to obtain in 2021 session.

- K **Local Climate Action Planning Resources:** The City participated in 2014 in the legislatively-mandated regional Metro Climate Smart Strategy and is now preparing to work with Clackamas County during 2020-21 on a climate action plan.
- L **Local Energy Generation Project Support:** Not a City priority; City participating in PGE alternative/clean-energy programs.
- M **Local Speed Setting Authority:** While City lobbies for removal of state preemption, Community Development Department indicates that this is not a priority for City.
- N **Long Term Transportation Infrastructure Funding:** Normally this item would likely be a City suggested priority as was done in 2018 for the 2019 LOC legislative priorities; however, State funding may be difficult to obtain in 2021 session.
- O **Low-Income Energy Efficiency and Affordability Programs:** Not a City priority; existing programs through Oregon Energy Trust and utilities respond to some of this need.
- P **Marijuana Tax Local Rate Limitation Increase:** Not a City priority; cannabis products are not sold in Wilsonville, which derives no tax revenue.
- Q * **Mental Health Service Delivery:** This item corresponds with the City Council’s 2018 recommendation for LOC legislative priorities, and ties-in well with priority H. Housing and Services Investment
- R **Municipal Broadband and Municipal Pole Protection:** This item pertains primarily to rural cities that may wish to establish an ISP (Internet Service Provider) utility service.
- S **New Mobility Services:** This item pertains to local regulation of TNCs, transportation network companies like Uber and Lyft; this is not a City priority, and given the cross-jurisdictional nature of these services may actually be more appropriate for state regulation.
- T **Photo Enforcement Safety Cameras:** City Council has considered in 2018 implementation of photo traffic safety measures and explicitly not advanced; not a City priority.
- U **Property Tax Reform:** LOC perennially pursues this item that is unlikely to move due to potential state revenue disruption.
- V **Reducing Wastewater Impacts from Wipes and Other “Non-Flushables”:** This is a City priority that may be best implemented through public communications using the BFM, social media and other local channels.
- W * **Right-of-way/Franchise Fees Authority Preservation:** This is top City priority due to ongoing efforts to reduce City ROW authority and utility franchise fees that are important City funding sources.
- X **State Highway Funds Formula:** This item will be controversial with other units of government (counties and state/ODOT) that would lose revenue,
- Y * **Tort Liability Reform:** This is a City issue of concern; however, it may not rise to the level of a top-four priority. Suggest that City notes this an issue of concern in the Comments section of the LOC 2021 Legislative Priorities Survey.
- Z. **Water Utility Rate and Fund Assistance:** The City has increased funds to Wilsonville Community Sharing for residential utility-rate relief and assistance.

Background

In January 2019, the City Council adopted an updated Wilsonville state legislative agenda for the 2019-20 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 2021 a recommended City legislative agenda for the 2021-22 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 2021-22 session. Each city is being asked to review the recommendations of the policy committees and provide input to the LOC Board of Directors by August 7 as the board prepares to adopt the League's 2021-22 legislative agenda.

LOC undertakes the Legislative Priorities exercise every two years in preparation for the upcoming session of the Oregon Legislative Assembly. In a similar manner, the City Council adopts a State Legislative Agenda for city priorities in relation to prospective state legislation.

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.

EXPECTED RESULTS:

The City timely provides feedback to LOC on legislative priorities.

TIMELINE:

LOC requests timely feedback on 2021 Legislative Priorities by August 7.

CURRENT YEAR BUDGET IMPACTS:

No immediate budget impacts are anticipated from a recommendation on LOC priorities. Legislative action on the priorities can have an impact on City budget.

FINANCIAL REVIEW / COMMENT

Reviewed by: CAR Date: 7/14/2020

Any future legislation actions that effect the budget will need to be review by Finance.

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 7/14/2020

COMMUNITY INVOLVEMENT PROCESS:

N/A

CITY MANAGER COMMENT:

N/A

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

N/A

ALTERNATIVES:

N/A

EXHIBITS:

- A. League of Oregon Cities (LOC) 2021 Legislative Priorities Survey of Cities, June 5, 2020
- B. City of Wilsonville / SMART 2019-20 State Legislative Agenda, January 7, 2019
- C. City of Wilsonville completed survey of 2018 LOC Legislative Priorities Survey of Cities, August 3, 2018
- D. League of Oregon Cities news release: “Let Cities Work” - LOC Announces Legislative Priorities, August 8, 2018



June 5, 2020

Dear Chief Administrative Official:

For the past three months, seven policy committees have been working to identify and propose specific actions as part of the LOC's effort to develop a pro-active legislative agenda for the 2021 session. They have identified legislative objectives as set forth in the enclosed ballot and legislative recommendation materials. These objectives span a variety of issues and differ in the potential resources required to seek their achievement. Therefore, it is desirable to prioritize them in order to ensure that efforts are focused where they are most needed.

While the attached ballot reflects the top policies developed in each of the policy committees, each undertook a broad look at a range of issues impacting cities. Many issues reflect the LOC's ongoing mission to support cities' work and their home rule authority to develop and use a variety of tools to meet the needs of residents. Each city is being asked to review the recommendations of the policy committees and provide input to the LOC Board of Directors as it prepares to adopt the LOC's 2021 legislative agenda. After your city council has had the opportunity to review the proposals and discuss them with your staff, please return the enclosed ballot indicating the top four issues that your city council would like to see the LOC focus on during the 2021 session. **The deadline for response is August 7, 2020.** The board of directors will then review the results of this survey of member cities, along with the recommendations of the policy committees, and determine the LOC's 2021 legislative agenda.

Your city's participation and input will assist the board in creating a focused set of specific legislative targets that reflect the issues of greatest importance to cities. If you have individual questions about the ballot topics do not hesitate to reach out to committee members who serve on the seven policy committees. Thank you for your involvement, and thanks to those among you who gave many hours of time and expertise in developing these proposals.

Do not hesitate to contact me or Jim McCauley, Legislative Director, with additional questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cully".

Mike Cully
Executive Director

A handwritten signature in blue ink, appearing to read "Jim McCauley".

Jim McCauley
Legislative Director

INSTRUCTIONS

Each city should submit one form that reflects the consensus opinion of its city council on the **top four** legislative priorities for 2021. Here are the ways to submit your ballot. **Ballots in any form must be submitted by August 7, 2020.**

1. Fill out the online survey that has been sent to your city's chief administrative official; or
2. Fill out the attached hard copy form and return it to the LOC at the address or fax number provided below. Simply place an **X or check mark** in the space to the right of the city's top four legislative proposals. The top four do not need to be prioritized.

Return hard copy ballots to:

Jenna Jones
League of Oregon Cities
1201 Court St. NE, Suite 200
Salem, OR 97301
Fax – (503) 399-4863
jjones@orcities.org

Thank you for your participation.

Please mark 4 boxes with an X or check mark that reflects the top 4 issues that your city recommends be added to the priorities for the LOC’s 2021 legislative agenda.

City of: _____

Legislation

A. Beer and Cider Tax Increase	
B. Broadband Infrastructure and Technical Assistance Funding	
C. Building (Reach) Code – Energy Efficiency Local Option	
D. COVID-19 Economic Recovery Investments	
E. Digital Equity and Inclusion	
F. Expedited Siting for Shelter and Affordable Housing	
G. Green Energy/Renewables – Expanded Local Option	
H. Housing and Services Investment	
I. Increased Budgetary Flexibility During Budgetary Emergency	
J. Infrastructure Financing and Resilience	
K. Local Climate Action Planning Resources	
L. Local Energy Generation Project Support	
M. Local Speed Setting Authority	
N. Long Term Transportation Infrastructure Funding	
O. Low-Income Energy Efficiency and Affordability Programs	
P. Marijuana Tax Local Rate Limitation Increase	
Q. Mental Health Service Delivery	
R. Municipal Broadband and Municipal Pole Protection	
S. New Mobility Services	
T. Photo Enforcement Safety Cameras	
U. Property Tax Reform	
V. Reducing Wastewater Impacts from Wipes and Other “Non-Flushables”	
W. Right-of-way/Franchise Fees Authority Preservation	
X. State Highway Funds Formula	
Y. Tort Liability Reform	
Z. Water Utility Rate and Fund Assistance	

In addition to your ranking of the priorities shown above, please use this space to provide us with any comments (supportive or critical) you may have on these issues, or thoughts on issues or potential legislative initiatives that have been overlooked during the committee process.):

You are reviewing the hard copy of the ballot. There are hyperlinks in the digital copy that may provide more background information. You can find the digital version with hyperlinks by going to this web address: https://www.orcities.org/download_file/1038/0. It is best opened in Google Chrome.

A. Beer and Cider Tax Increase

Legislation:

The League proposes increasing the state taxes on beer and cider to assist with rising public safety costs, improve public health, reduce alcohol consumption by minors, and provide alcohol tax equity with wine and liquor.

Background:

Oregon's tax has not been increased since 1978 and is currently \$2.60 per barrel which equates to about 8 cents on a gallon of beer. The tax is by volume and not on the sales price, meaning the tax is less than 5 cents on a six-pack. Oregon has the lowest beer tax in the country, and to get to the middle of the states Oregon would need to raise the tax to \$30.00 per barrel or 54 cents per six pack (a more than 10-fold increase). Given recent challenges to the craft brewing industry tied to bar and restaurant closures it may be appropriate to delay or phase-in the increase. Cities are preempted from imposing alcohol taxes. In exchange, cities receive approximately 34% of the state alcohol revenues, but the state takes 50% of beer and wine taxes off the top prior to this distribution. Cities have significant public safety costs related to alcohol consumption, and the beer tax does not come close to covering its fair share of these costs.

Presented by the Finance and Taxation Committee

B. Broadband Infrastructure and Technical Assistance Funding

Legislation:

Seek additional state support and funding for increased broadband infrastructure deployment and technical assistance.

Background:

The deployment of broadband and telecommunications networks and services (public and/or private) throughout Oregon is critical to economic development, education, health and safety and the ability of residents to be linked to their governments. Research shows areas of the state either not served or underserved by competitive broadband technology. A significant barrier to the deployment of broadband infrastructure is funding. Cities need additional funding and support from various sources, including the state and federal government, allocated for increased or new, reliable, low latency broadband infrastructure that reaches speeds of at least 25 Mbps download and 3 Mbps upload or any updated speed standards as adopted by the FCC. Many federal grant programs require localities to have a broadband strategic plan in place before they are eligible for funds. Therefore, there is a need for funding sources to help cities with technical assistance as well as infrastructure.

Presented by the Telecom, Broadband & Cable Committee

C. Building (Reach) Code – Energy Efficiency Local Option

Legislation:

The LOC will pursue/support legislation to allow communities to adopt the Reach Code as the mandatory residential or commercial building code within the city's jurisdictional boundaries. The Reach Code would represent a building energy code that would be at least 10 percent more efficient than the statewide building code. Under this proposal, cities would be able to adopt the more efficient Reach Code or would continue to use the standard statewide building code as the base code.

Background:

Under current state law, cities are preempted from adopting local building codes. Instead, development is subject to statewide codes, including for new residential and commercial development. In 2009, legislation was passed to implement a new, optional code (Reach Code) that would allow developers to exceed statewide codes and streamline the construction of higher-performance buildings through efficiencies gained in the building exterior envelope as well as heating, ventilation, air conditioning, piping insulation and lighting. The Reach Code is optional for builders to use, but a local government can't mandate a builder to use it. This legislative recommendation would allow a city to adopt the Reach Code within their jurisdiction in order to promote additional energy efficiency for new residential and commercial structures. If a city does not wish to adopt the Reach Code, the statewide code would remain in place. The LOC Energy & Environment Committee discussed whether this recommendation would impact housing costs and believes that long-term cost savings may be gained through increased energy efficiency in newly built units. Ultimately, the decision on whether to utilize the standard code or the enhanced (Reach) code would be at the discretion of the city.

Presented by the Energy and Environment Committee

D. COVID-10 Economic Recovery Investments

Legislation:

The League will advocate for continued economic recovery strategies and investments for small business and workforce assistance in response to the economic impacts of the COVID-19 pandemic.

Background:

The COVID-19 pandemic has had a devastating impact on Oregon's small businesses and workforce. While the federal government and the state have made recent investments to support small business, these resources have yet to meet current needs and more resources will be needed to support long term economic recovery for Oregon's communities. The League will work in coordination with economic development partners to advocate for continued investments to support long-term recovery and economic development.

Presented by the Community Development Committee

E. Digital Equity and Inclusion

Legislation:

Support legislation and policies that are inclusive and equitable to all, individuals and communities, so that they have the information technology capacity needed for full participation in our society, democracy and economy.

Background:

Connectivity is crucial to modern life. It is being relied on more for how people do business, learn, and receive important services like healthcare. As technology has evolved, the digital divide has become more complex and nuanced. It is no longer about the existence of technology in certain places. 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 and training they need to effectively use it. The LOC will partner with schools, healthcare, and other stakeholders to ensure technologies are relevant, available, affordable, and accessible to the diverse populous and communities of Oregon. Additionally, the LOC will advocate for digital literacy programs to help learn these new technologies.

Presented by the Telecom, Broadband & Cable Committee

F. Expedited Siting for Shelter and Affordable Housing

Legislation:

The League will pursue legislation to expedite the siting of emergency shelter and other affordable housing that follows the intent of the 2020 shelter siting bill (HB 4001) but retains more local decision making in the process. The League will pursue this priority in coordination with affordable housing partners and other land use stakeholders.

Background:

The League worked closely with city and county partners during the 2020 session to gain improvements to HB 4001, which sought to preempt all local siting and zoning regulations and the land use appeals process, for approving the siting of emergency shelters for a one-year period. HB 4001 received strong legislative support in 2020. Draft omnibus legislation for a potential future special session has included the text of HB 4001 and the League expects to see HB 4001 reintroduced in the 2021 session.

This priority will empower cities and counties to proactively introduce alternative legislation, similar to existing statute in California, which requires jurisdictions to identify places where shelters can locate instead of mandating that jurisdictions allow shelters to be sited anywhere. The California model requires cities and counties to accommodate their need for emergency shelters on sites where the use is allowed without a conditional use permit and requires cities and counties to treat transitional and supportive housing projects as a residential use of property.

Presented by the Community Development Committee

G. Green Energy/Renewables – Expanded Local Option

Legislation:

The LOC will pursue/support policies that increase local control opportunities for cities that want to establish a community-scale green energy program. This program would be optional for cities that choose to pursue it. Cities who choose to, would be allowed to adopt resolutions that would opt-in residential, commercial, and industrial customers to a voluntary renewable energy option if it is provided by an investor owned utility that serves the city and its electric customers. Under this proposed program, a city would be able to pursue a more aggressive green energy portfolio and would better position cities to meet local climate action goals.

Background:

Under current law, customers of investor-owned utilities can opt-in to voluntary renewable energy options for their customers. These options allow customers to invest in additional green energy generation. In 2019, the state of Utah passed legislation (SB 411) that allows cities and counties to opt-in to programs on a community-scale basis, while still allowing individual customers to opt-out. Under this proposal, any city within the territory of an investor-owned utility, would be able to pursue this option for community-scale renewable energy (net-100% renewable).

Presented by the Energy and Environment Committee

H. Housing and Services Investment

Legislation:

The League will support increased investments for affordable housing, homeless assistance, and related services including funding for: shelter, homeless services, case management, rent assistance, the development and preservation of affordable housing, and permanent supportive housing.

Background:

Cities large and small were facing escalating homelessness rates before the COVID-19 pandemic and the current economic downturn will only increase the number of Oregonians facing eviction or experiencing homelessness. State general fund programs like the Emergency Housing Assistance (EHA) and State Homeless Assistance Program (SHAP) have seen record investments in previous legislative sessions. The legislative emergency board also voted recently to dedicate \$12M in general funds to support rent assistance and safe shelter in response to COVID-19.

Oregon's lack of available housing, high rents and high home prices are causing housing instability and homelessness to increase. The Legislature has made record investments in recent years to fund the LIFT affordable housing program and preserve Oregon's existing affordable housing infrastructure. These programs are funded through general obligation bonds and lottery backed bonds.

Permanent Supportive Housing is a key strategy for ending chronic homelessness that reduces downstream costs to public systems like public safety, emergency health care and corrections. The 2019 Legislature invested over \$50M to stand up a three-pronged permanent supportive housing program that includes 1) development costs to build, 2) rent assistance to keep units deeply affordable, and 3) wrap around services that are key to ensuring residents' long-term stability. The state should continue investing in this model to bring more Permanent Supportive Housing across the state and ensure that the housing developed with the original \$50M continues receive the necessary ongoing funding for rent assistance and supportive services.

Presented by the Community Development Committee

I. Increased Budgetary Flexibility During Budgetary Emergency

Legislation:

The League proposes relaxing budgetary constraints in state law so that cities may better be able to withstand revenue losses related to natural disasters and public health emergencies. These losses will inevitably force many cities to cut services and lay off staff, the legislature can reduce the effect of losses by increasing flexibility for use of funds during and after a declared emergency.

Background:

Cities anticipate a tremendous loss in revenue due to the COVID-19 pandemic. Reduced revenues already include losses to lodging taxes, gas taxes, park fees, development fees, parking fees, utility charges, and so on. Further out, there is widespread concern that there will be impacts to the real estate market going into 2021, and by extension a reduction in 2021-22 property tax revenues. Cities want maximum flexibility in using funds that are subject to statutory limitations but will negotiate terms on individual funding sources including payback requirements if necessary. This flexibility should apply during and after declared emergencies, including both the current pandemic and future natural disasters.

Presented by the Finance and Taxation Committee

J. Infrastructure Financing and Resilience

Legislation:

The League will advocate for an increase in the state's investment in key infrastructure funding sources, including, but not limited to, the Special Public Works Fund (SPWF), Brownfield Redevelopment Fund, and Regionally Significant Industrial Site loan program. The advocacy will include seeking an investment and set aside through the SPWF for seismic resilience planning and related infrastructure improvements to make Oregon water and wastewater systems more resilient.

Background:

Cities continue to face the challenge of how to fund infrastructure improvements (both to maintain current and to build new). 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.

Presented by the Community Development Committee

K. Local Climate Action Planning Resources

Legislation:

The LOC will seek grant funding and technical assistance resources for cities to pursue, adopt or expand local climate action plans. In addition, the LOC will pursue opportunities to work with the Oregon Climate Change Research Institute (through Oregon State University) to provide cities and counties with local/regional data that can better inform the adoption and implementation of climate adaptation and mitigation at the local level.

Background:

According to the Oregon Department of Energy’s 2018 Biennial Energy Report (BER), since the early 1990s, major international and U.S. scientific assessments have concluded that both climate change mitigation and adaptation efforts are necessary in response to climate change. The BER goes on to explain that adaptation is often thought of as actions “to prepare for and adjust to new conditions, thereby reducing harm or taking advantage of new opportunities or simply to reduce society’s vulnerability to climate change impacts.” Local climate action plans, adopted by cities or counties, can help communities better understand how climate change will impact their communities, and can provide localized solutions to help mitigate against the impacts of climate change. The LOC is aware of fourteen cities that have adopted local climate action plans. There are other cities that are interested in doing the same but that do not have the financial and/or staffing resources that are necessary.

Presented by the Energy and Environment Committee

L. Local Energy Generation Project Support

Legislation:

The LOC will support/pursue funding, technical assistance and other tools that make local energy generation more feasible for cities to pursue.

Background:

Local energy generation projects can better position cities to pursue and achieve local climate action goals, address capacity constraints of existing electric transmission lines, and can help cities respond to individual businesses that may be seeking green energy options. The types of local energy generation projects discussed by the committee include, but are not limited to, small-scale hydropower, in-conduit hydropower, methane capture, biomass and solar. Such projects are not intended to conflict with existing low-carbon power purchase agreements but can position cities to pursue local climate action goals and supplement energy needs through renewable generation. Under this recommendation, the LOC will work to identify barriers and potential solutions to local energy generation and will pursue funding assistance for feasibility studies and project implementation.

Presented by the Energy and Environment Committee

M. Local Speed Setting Authority

Legislation:

Support legislation that provides legislative authority for ODOT to delegate local speed setting authority to Oregon cities that meet state criteria. I Improve safety and speed limit consistency in Oregon cities by establishing a clear delegation process that is consistent with recently adopted statewide speed zone rules. (OAR 734-020-0014, 734-020-0015, and 734-020-0016). This will be permissive legislation allowing cities to opt-in and thus will not be a mandate.

Background:

The state of Oregon and cities across the state are all committed to improving safety on our streets. National and international research has shown that setting appropriate speed limits on city streets is a critical tool for improving safety and saving lives. During the 2020 legislative session, HB 4103 gained widespread support for setting up a collaborative process with ODOT and cities that opt into a process for gaining local speed setting authority. Despite strong support, HB 4103 did not pass due to the legislative clock running out. Going forward, LOC will work with safety advocates and cities and use HB 4103 from the 2020 session as a template for legislation in 2021. Delegated authority should be made available to all cities that meet ODOT's criteria; participation by cities is permissive (not required). Cities should be able to determine speeds that are adequate and safe for their communities, working within the OAR speed zone framework. This will improve safety and make speed setting more consistent across local government jurisdictions.

Presented by the Transportation Committee

N. Long Term Transportation Infrastructure Funding

Legislation:

Support expansion and consideration of revenue-generating options to fund multimodal transportation infrastructure, which includes state and local facilities. Support state and local projects that are part of the Statewide Transportation Improvement Program.

Background:

Oregon has made two significant state-wide transportation investments in the last 15 years. In 2009 the Jobs and Transportation Act (JTA). This was a successful effort from local governments and the business community to invest in maintenance and capacity building projects state-wide. In 2017, HB 2017 established Oregon's first ever comprehensive, multimodal, transportation investment with what is known as "Keep Oregon Moving," which was a \$5.3 billion package. Although HB 2017 will not have its full funding until 2024 LOC and other transportation advocates will need to constantly explore other sources of revenue including a possible future replacement of Oregon's gas tax with a road user charge system. Oregon has been pioneering a vehicle miles traveled (VMT) tax within the MyOReGo pilot program. The program is voluntary and can provide several benefits to users. Ultimately the long-term structure for transportation investment may well take on a similar structure.

Presented by the Transportation Committee, endorsed by the Community Development Committee

O. Low-Income Energy Efficiency and Affordability Programs

Legislation:

The LOC will provide support for programs that seek to expand upon low-income energy and heating assistance programs, including programs targeted to make energy more affordable for rental properties. In addition, the LOC will work to support programs that provide for energy bill payment assistance and expand opportunities for low-income Oregonians to access resources for home weatherization.

Background:

According to Oregon Housing & Community Services, approximately 396,182, or about 25 percent of all households, are considered energy-burdened because of their energy-related expenditures (as of 2018). A household is considered energy burdened if six percent or more of its gross income is consumed by energy-related expenses. In recent years, legislation has been introduced in Oregon that would have provided additional assistance to low-income homeowners and renters that struggle with energy affordability. Unfortunately, legislation did not pass. The need for such assistance has increased as a result of the economic hardships resulting from COVID-19. In addition to bill payment assistance, there is a need for programs that will support low-income home weatherization in order to make energy bills more affordable in the long-term.

Presented by the Energy and Environment Committee

P. Marijuana Tax Local Rate Limitation Increase

Legislation:

The League proposes increasing the current 3% cap on local marijuana taxes. This would give local voters greater choice in choosing a rate that reflects their needs or their community.

Background:

Retailers licensed by the Oregon Liquor Control Commission (OLCC) are required to charge a state-imposed retail sales tax of 17 percent for all recreational marijuana sold. Cities and counties (unincorporated areas only) may also impose a local retail sales tax of up to 3%, subject to voter approval. Tax rates for recreational marijuana vary widely across the states, but the total Oregon tax burden at a maximum of 20% is the lowest of West Coast states. Washington imposes a 37% state excise tax, but with a state sales tax of 6.5% and local rates of up to 1.9% the total rate can reach over 45%. California has a retail tax of only 15%, but with a state sales tax of 7.5% and local taxes up to 15.25% the total rate can reach up to 37.75%. Oregon consistently ranks among the lowest of the states for marijuana prices. Cities are sensitive to the desire to not push consumers to the black market and will work with the legislature on an increased cap that balances that concern with local revenue needs.

Presented the Finance and Tax Committee

Q. Mental Health Service Delivery

Legislation:

Support the delivery of mental health services in order to reduce negative police interactions and ensure that those in need receive the help they require.

Background:

The Committee and the LOC membership have prioritized the delivery of mental health services periodically over the last 5 years. Items contained in this priority have included crisis intervention training for police officer, mobile police and social worker teams to proactively work with people in danger of going into crisis, jail diversion, mental health courts and greater access to care. In the immediate past short session, the LOC worked with its coalition partners to obtain \$9 million in additional funding for aid-and-assist, community care and jail diversion but was unsuccessful due to a lack of quorum.

While the measurements are subjective and not in general agreement, most surveys of behavioral health and alcohol and drug addiction service availability place Oregon near or at the bottom of state rankings. As a result, Oregon ranks third in the nation for alcohol related deaths, and above the national average in suicides. Anecdotally, most police chiefs that have participated in LOC conversations on this topic report a growing number of calls for service stemming from people in mental health crisis. The COVID-19 pandemic has exacerbated some of these issues with Portland Police Bureau reporting a 41% increase in suicide related calls (including attempts and threats) over this time last year. This priority would include but not be limited to:

Investment: The stark truth is that Oregon has never financially supported mental health services at a level commensurate with need. More beds and more capacity will allow for greater delivery. The spending plan may be complicated but many advocates bristle at the idea of “mental health reform” when it’s never been funded as a priority. The League does not have a specific number at this time but is in conversation with partners to develop one.

Decimalization of Mental Illness: People suffering from mental illness that interact with the criminal justice system typically spend more time incarcerated and suffer a disruption in treatment. Jail diversion has been something the League has advocated for in previous sessions and but will require changes in law, training and investments.

Workgroups Outcomes: There are currently several workgroups developing behavioral health reform plans that have yet to be completed, much of that work has been interrupted by COVID 19. LOC staff can update the Committee on these their work continues but cannot make recommendations on them now.

Alcohol Availability: The prevalence of cheap and potent alcoholic beverages that are produced and sold for the express purpose of achieving rapid intoxication has been a concern for Oregon Recovers, an advocacy group for those recovering from addiction. OLCC sells several 750 ml bottles for under \$10 and some as low as \$5. Creating a minimum price per international unit of alcohol has had an impact on consumption of cheap, potent beverages in Scotland and is believed to have had an impact on consumption there. Raising the price of low cost but high-volume products would also increase city shared revenue and provide additional funding for behavioral health services.

Mental Health Parity: Oregon and the federal government have enacted statutes to ensure that mental health services are treated as a health issues in a manner identical to physical health by health insurers. The legislative intent behind these laws has not been met as evidence by reports of denied coverage. Ensuring effective parity would increase treatment an access.

Presented by the General Government/Human Resources Committee, endorsed by the Community Development Committee

R. Municipal Broadband and Pole Protection

Legislation:

Oppose legislative efforts to restrict existing municipal authority to provide broadband services, and own and operate poles in the rights-of-way.

Background:

As the public grows more dependent on the Internet for expanding parts of their lives, community choices for gaining access at a reasonable price, for both consumers and producers, are dwindling. Some municipalities choose to become service providers themselves. Municipal broadband is sometimes the only way to bring high speed internet to a community and it can serve as an access point to neighboring communities. Additionally, municipal broadband adds competition to the market and can help lower prices for community members. As there is a push for more connectivity and bridging the digital the divide, the LOC will protect localities rights to be internet service providers for their own communities. Additionally, as more and more small cell and 5G technology is deployed in the rights-of-way, the LOC will protect the right of municipalities to own, operate and regulate attachments that are allowed on their poles.

Presented by the Telecom, Broadband & Cable Committee

S. New Mobility Services

Legislation:

Support for a variety of new mobility services that promote a safe, sustainable, and equitable multimodal transportation system, while preserving local government's authority to regulate services and ensure they best serve the local context.

Background:

Transportation mobility has been rapidly changing over the last few years. The emergence of ridesharing services such as Transportation Network Companies (TNCs) now provide the public with more options to get from point "a" to point "b." New platforms continue to emerge such as scooters, shared bikes, electric delivery tricycles for package delivery and the possibility of future driverless delivery and vehicle fleets. Cities must have the flexibility to address the impacts of emerging technologies on their communities such as increased congestion and air pollution while protecting consumers and maintaining a safe transportation network that recognizes the unique needs of individual communities.

Presented by the Transportation Committee

T. Photo Enforcement Safety Cameras

Legislation:

Support continuation and expansion of fixed speed and red-light cameras and mobile speed radar state-wide to improve public safety in high-crash corridors. Explore changes that enable more streamlined processing of citations. Allow for local governments to form IGA's with other local governments to facilitate the use of safety cameras and mobile radar in their communities.

Background:

The Oregon Transportation Safety Action Plan sets a goal of no deaths or life-changing injuries on Oregon's transportation system by 2035. In 2015, the Oregon Legislature granted the city of Portland the authority to implement a fixed speed safety camera program (HB 2621). Portland's fixed speed camera systems have been operating on "urban high crash corridors" for the past several years. Data collected at these locations shows a distinct change in driver behavior that has reduced the risk of collisions (See PBOT Report). Under existing statutes, photo radar is allowed in the cities of Albany, Beaverton, Bend, Eugene, Gladstone, Medford, Milwaukie, Oregon City, Portland and Tigard. LOC's goal is to bring this authority state-wide providing all cities with the choice of operating speed radar in their communities to improve safety and reduce the risk of high-speed crashes.

Presented by the Transportation Committee

U. Property Tax Reform

Legislation:

The League of Oregon Cities proposes that the Legislature refer a constitutional measure and take statutory action to reform the property tax system as part of the 2021 session. With the passage of the Corporate Activities Tax Oregon has taken a step towards long term financial stability at the state and school district level, but local budgetary challenges persist and the legislature must take action to allow cities and other local governments to adequately fund the services that residents demand.

Background:

The property tax system is broken and in need of repair due to Measures 5 and 50, which are both now over 20 years old. The current system is inequitable to property owners and jurisdictions alike, is often inadequate to allow jurisdictions to provide critical services, removes all local choice, and is incomprehensible to the majority of taxpayers. Local governments and schools rely heavily on property tax revenues to pay for services and capital expenses. Therefore, the League will take a leadership role in forming coalitions to help draft and advocate for

both comprehensive and incremental property tax reform option packages. The League will remain flexible to support all legislation that improves the system, with a focus on a property tax package that includes, but may not be limited to these elements:

- To restore local choice, a system that allows voters to adopt tax levies and establish tax rates outside of current limits and not subject to compression (requires constitutional referral).
- To achieve equity, a system that has taxpayers' relative share tied to the value of their property, rather than the complex and increasingly arbitrary valuation system based on assessed value from Measure 50 (requires constitutional referral).
- To enhance fairness and adequacy, a system that makes various statutory changes, some of which would adjust the impact of the above changes. For example, as a part of comprehensive reform the League supports a new reasonable homestead exemption (percentage of RMV with a cap) but also supports limiting or repealing various property tax exemptions that do not have a reasonable return on investment.

Presented by the Finance and Tax Committee, endorsed by the Community Development Committee

V. Reducing Wastewater Impacts from Wipes and Other “Non-Flushables”

Legislation:

The LOC will work with other stakeholders, including the Oregon Association of Clean Water Agencies address challenges resulting from wipes and other non-flushable items. Legislation pursued will likely focus on requirements for manufacturers to clearly label product packaging to indicate that the product should not be flushed, however, the LOC will additionally explore other viable opportunities to address the public health, environmental and economic challenges resulting from improper disposal of these products.

Background:

In recent years, public wastewater systems have experienced significant increases in sewer line clogs, environmental impacts, infrastructure impacts and costs associated with wipes being flushed down toilets. Most wipes don't break down when flushed, and even wipes that are labeled as “flushable” can clog pipelines and pumps and can cause sewage overflows in residences and the environment. The COVID-19 pandemic has made this challenge even worse due to shortages of toilet paper and increased use of disinfecting wipes. The EPA and other national organizations, as well as statewide and local wastewater agencies, are working to get the message out to avoid costly as well as environmental impacts of wipes in our sewer and treatment systems. In March of 2020, the state of Washington passed legislation requiring manufacturers to label products with a “do not flush” logo if the product does not meet national “flushability” standards (i.e. breaking down in the sewer system).

Presented by the Water/Wastewater Committee

W. Right-of-Way/Franchise Fees Authority Preservation

Legislation:

Oppose legislation that, in any way, 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.

Background:

In its commitment to the protection of Home Rule and local control, the LOC consistently opposes restrictions on the rights of cities to manage their own affairs. From time to time, in the context of public rights-of-way management authority discussions, legislative proposals to restrict this authority arise. Efforts to restrict local authority often include proposals for a statewide right-of-way access policy and compensation system as well as limiting the ability of cities to charge fees of other government entities. This is contrary to local government management authority; the ability to enter into agreements with users of the right-of-way either by agreement/contract or ordinance; to set terms of right-of-way use and to set the rate of compensation. In recent

years the FCC has passed rulemaking through various orders like the Small Cell Orders (FCC 18-133 and FCC 18-111) and the Cable Franchising Order (FCC 19-80) that erode cities' right-of-way and franchising authority. Local governments around the U.S. are fighting these orders in court. There is a fear that the language of these orders will be codified in state legislatures. This would mean if the orders are overturned in court at the federal level, they will still impact cities in states that have passed laws codifying the orders.

Presented by the Telecom, Broadband & Cable Committee

X. State Highway Funds Formula

Legislation:

Consider opening the state highway fund distribution formula to allow for an additional percentage to cities. Currently the split is 50-30-20 with the State receiving 50%, Counties receiving 30% and the balance going to Cities 20%.

Background:

Oregon has had a distribution formula for the state highway fund for decades. This fund combines the revenues generated from the state's gas tax, weight-mile tax on heavy trucks, licenses, fees, and bond proceeds. Approximately 77 percent of the total revenue collected by Oregon Department of Transportation (ODOT) is from state sources, while only 23 percent comes from federal sources. During the 2017 session base level funding for the least populated counties was established along with a \$5 million-dollar small city fund for cities under 5,000 in population with a maximum award of \$100,000 and no match requirement. LOC will engage with other transportation interests to determine if there is adequate support to advance legislation that would revisit the current 50-30-20 distribution.

Presented by the Transportation Committee

Y. Tort Liability Reform

Legislation:

COVID-19 and existing federal court decisions have added risk exposure to cities in areas where their authority has been limited or have not received adequate support. This priority seeks to ensure that cities are not held liable in these areas.

Background:

CIS has already had a COVID related claim filed against it for a COVID related exposure. While there may be many legitimate reasons for a person to seek damages related to the outbreak, local governments have been hampered by inadequate supplies of PPE, testing capability, direct financial support, and legislative relief.

Additionally, the Boise decision that prevents cities from enforcing no camping rules and ordinances subject cities to additional tort liability. The ruling holds that if a person has no place else to go, a city must allow them to sleep somewhere. While there is a logical basis for the core of the ruling, if a city allows a person to sleep in an area that is not designed for camping, such as a park, the person may seek damages. Please note that recreational users of parks may not seek damages due to Oregon's recreational immunity statute that were corrected in 2017.

Finally, in previous sessions, legislation has been introduced but not passed to require cities to permit shelters in areas where they may not be appropriate and "codify" the Boise decision in state law. This legislation did not include immunity from tort liability while removing city authority.

Presented by the General Government/Human Resources Committee

Z. Water Utility Rate and Fund Assistance

Legislation:

The League will work during the 2021 legislative session to provide water utility funding assistance for ratepayers that are experiencing ongoing or recent economic hardships. In addition, the LOC will work to identify opportunities for additional investments in public infrastructure, including water supply, wastewater treatment, stormwater management, green infrastructure opportunities and resilience for water systems. Finally, the LOC Water & Wastewater Policy Committee has identified a need for additional, targeted grant funding assistance that will benefit smaller communities. This includes additional funding to conduct rate studies, feasibility studies and funding to help communities comply with new regulatory requirements, including the requirement to include a seismic risk assessment and mitigation plan within regular water master plan updates.

Background:

In response to economic impacts associated with the spread of COVID-19, many of Oregon's drinking water and wastewater utility providers have offered additional assistance to ratepayers. The LOC is aware that most water utility providers have temporarily ceased water service shut offs (disconnections) for non-payment or past due bill collection during this period of economic hardship. Impacts associated with residential ratepayer revenue losses and decreased water consumption from businesses that have either closed or limited operations has resulted in revenue losses for many Oregon water utility providers. Some water utilities have outstanding debt from prior infrastructure investments and have expressed concerns that reductions in revenue may impact the ability to make the ongoing debt payments. In addition, the economic hardships that are being experienced by many Oregonians, especially in low-income and minority communities, will be ongoing; highlighting the need for additional ratepayer assistance investments that focuses on equity and our most vulnerable populations.

The LOC will work to identify funding for water utility ratepayer assistance and will work to establish a framework for the distribution of funds and will seek to ensure that this crisis does not exacerbate existing inequities, especially for Black, Indigenous, other Communities of Color and for rural Oregonians.

In addition, while COVID-19 has created unique revenue challenges for water utility providers, a key issue that most cities continue to face is how to fund infrastructure improvements (including maintaining, repairing and replacing existing infrastructure and building new infrastructure to address capacity and regulatory requirements). Increasing resources in programs that provide access to lower-rate loans and infrastructure-specific grants will assist cities in investing in vital infrastructure improvements which will also help bolster economic recovery. 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.

The LOC will pursue additional funding through the state's Special Public Works Fund, which provides funding assistance through Business Oregon for a variety of public infrastructure needs and will explore state bonding capacity opportunities for water-specific infrastructure needs. In addition, LOC will pursue funding for small communities that face regulatory and operational challenges. Examples of small-community funding assistance opportunities may include expanded grant opportunities through existing funding programs and additional funding assistance to help communities with regulatory compliance and engage in utility best practices, including rate studies.

Presented by the Water/Wastewater Committee, endorsed by the Community Development Committee

Acknowledgements

Thank you to all that participated in the policy committee process.

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2019-20



State Legislative Agenda



Wilsonville City Council

Tim Knapp, Mayor

Susie Stevens, Councilor
Kristin Akervall, Councilor

Charlotte Lehan, Councilor
Ben West, Councilor

City Appointed Management

Bryan Cosgrove, City Manager
Barbara Jacobson, 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

Greg Leo, Public Affairs Consultant, The Leo Co.
503-804-6391; greg@theleocompany.com
29799 SW Town Center Loop East
Wilsonville, OR 97070
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 2019-20 session of the Oregon Legislative Assembly.

Wilsonville City Council, January 7, 2019



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 pre-empted 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 revenue 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 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.

■ Workforce Development

3.5 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.

3.6 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 20 years, Wilsonville has been one of Oregon's fastest growing cities with population over 10,000. Wilsonville is now the state's 22nd largest city.

Jurisdiction	2000 Census	2018 PSU Est.	% Change
City of Wilsonville	13,991	25,250	96.9%
Portland metro region*	1,444,219	1,839,005	22.2%
State of Oregon	3,421,399	4,195,300	22.6%

* 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 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 \$1.1 Billion Direct Annual Payroll

Wilsonville's 1,080 businesses provide 20,317 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 \$1.1 billion annually—an +80% increase since 2000—that generates a total direct/indirect regional economic-multiplier impact of over \$3.2 billion per year.

Top-10 Private-Sector Wilsonville Employers

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

Business	Type	Jobs
1. Siemens Mentor Graphics Corp.	Software	986
2. Xerox Corp.	Manufacturing	687
3. Sysco Food Services	Wholesale Dist.	545
4. Rockwell Collins	Manufacturing	475
5. Swire Coca-Cola USA	Mfg/Dist.	366
6. TE Medical Tyco Electronics Connectivity	Manufacturing	359
7. Costco Wholesale	Retail	292
8. Southern Wines & Spirits	Wholesale Dist.	283
9. Fred Meyer Stores	Retail	261
10. OptiMiM	Manufacturing	255



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.

Please check or mark 4 boxes with an X that reflects the top 4 issues that your city recommends be added to the priorities for the League’s 2019 legislative agenda.

City of: _____

Yellow highlight indicates legislative priorities selected by City Council in

Legislation

A. 9-1-1 Tax	
B. Annexation Flexibility	
C. Auto Theft	
D. Beer and Cider Tax Increase	
E. Broadband Infrastructure	
F. Carbon Cap-and-Invest Program Adoption	
G. City Comparability for Compensation	
H. Green Energy Technology Requirement Changes	
I. Infrastructure Financing and Resilience	
J. Least Cost Public Contracting	
K. Local Control Over Speed Limits on City Streets	
L. Lodging Tax Definition Broadening	
M. Mental Health Investment	
N. Permanent Supportive Housing Investment	
O. PERS Reform	
P. PERS Unfunded Liability Revenue Stream Dedication	
Q. Place-Based, Water Resource Planning (Program Support)	
R. Property Tax Reform	
S. Qualification Based Selection (QBS)	
T. Right-of-Way and Franchise Fee Authority	
U. Safe Routes to School Match	
V. Small Area Cell Deployment	
W. Speed Cameras	
X. Speed Limit Methodology	
Y. Third Party Building Inspection	
Z. Tobacco Taxes Share Increase	
AA. Waste Water Technical Assistance Program	
BB. Wetland Development Permitting	
CC. Wood Smoke Reduction Program Support	

In addition to your ranking of the priorities shown above, please use this space to provide us with any comments (supportive or critical) you may have on these issues, or thoughts on issues or potential legislative initiatives that have been overlooked during the committee process.):



Yellow highlight indicates legislative priorities selected by City Council in

FOR IMMEDIATE RELEASE:
August 8, 2018

CONTACT:
Craig Honeyman, Legislative Director
(800) 452-0338

“Let Cities Work” - LOC Announces Legislative Priorities

SALEM, Ore. – The League of Oregon Cities’ Board of Directors has set six legislative priorities for the 2019 session of the Oregon Legislature. The priorities were established through a committee process in the spring and a statewide vote of the League’s member cities. The six priorities were approved by the LOC Board Wednesday and focus on the theme, “Let Cities Work.”

Specifically, the League is requesting state investment in city solutions for systemic problems, and allowing cities to address the needs and goals of their communities with all necessary tools. The six priorities are:

1. **Mental Health Investment**

While the state and Oregon’s 36 counties serve as the direct providers of mental health services, service levels have not kept pace with demands. This has resulted in cities responding to an increasing number of situations in which people are in crisis. In 2015, the Legislature invested in crisis intervention services, expansion of emergency access to care, rental assistance for mental health clients, and specialized training for police. The League asks that the Legislature recognize the power of these investments and continue to protect them through the challenging budget process in 2019.

2. **Revenue Reform/Cost Containment**

The League recognizes that Oregon needs a bipartisan deal in 2019 to address the fiscal crisis at both the state and local government levels. Cost increases are simply outpacing revenues - even in a booming economy - and there is no relief in sight. Revenue reform and cost containment are needed, and for cities two items must be included in a package:

Property Tax Reform:

The property tax system in Oregon is broken and in need of repair due to Measures 5 and 50, both of which are more than 20 years old. The League proposes that the property tax system be constitutionally and statutorily reformed to restore fairness and local choice. Adjustments should be included in efforts during the 2019 session on state and local tax reform and improving funding for schools.

PERS Reform:

The League will seek legislation to modernize the PERS investment pool, ensure proper financial controls are adhered to, and give cities greater voice in how their monies are invested. Further, the League will advocate for legislation that calls for the risks and costs of the pension to be shared by employees, but in a manner that impacts employees through an equitable calculation.

(continued)

“Let Cities Work” - LOC Announces Legislative Priorities

3. **Housing/Homelessness Improvement**

Across the state, cities are looking to address housing shortages and increases in homelessness that are impacting residents. The League will advocate for: additional technical assistance that will help cities plan for affordable housing; a stronger partnership for long-term solutions to homelessness; and an increased state investment in housing development and services for the homeless.

4. **Infrastructure Finance and Resilience Investment**

The League will advocate for an increase in the state’s investment in key infrastructure funding sources, including, but not limited to: the Special Public Works Fund (SPWF), the Brownfield Redevelopment Fund, and the Regionally Significant Industrial Site loan program. This advocacy will also seek an investment and set aside through the SPWF for seismic resilience planning and related infrastructure improvements to make Oregon water and wastewater systems more resilient. League research has identified a minimum of \$7.6 billion in infrastructure needs for municipal water and wastewater systems in the next 20 years. Without key infrastructure investments, Oregon’s economy cannot continue to grow.

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.

6. **Third Party Building Inspection Preservation**

The League will seek to clarify the ability of local governments to continue the practice of hiring private-party building officials and building inspectors to provide services for local building inspection programs. This includes recognizing that privately-employed, specialized inspectors can perform specialized inspections.

About the League of Oregon Cities

Founded in 1925, the League of Oregon Cities is a voluntary association representing all 241 of Oregon’s incorporated cities. The League helps cities serve their citizens by providing legislative advocacy, policy consultation, networking and training, technical assistance and publications.

CITY COUNCIL ROLLING SCHEDULE Board and Commission Meetings 2020

Items known as of 07/14/20

July

DATE	DAY	TIME	EVENT	LOCATION
7/22	Wednesday	6:30 p.m.	Library Board	Library
7/27	Monday	6:30 p.m.	DRB Panel B	Council Chambers
7/28	Tuesday	6:00 p.m.	Wilsonville - Metro Community Enhancement Committee	Willamette River 1 & 2

August

DATE	DAY	TIME	EVENT	LOCATION
8/3	Monday	7:00 p.m.	City Council Meeting - Cancelled	Council Chambers
8/10	Monday	6:30 p.m.	DRB Panel A - Cancelled	Council Chambers
8/12	Wednesday	6:00 p.m.	Planning Commission	Council Chambers
8/17	Monday	7:00 p.m.	City Council Meeting	Council Chambers
8/26	Wednesday	6:30 p.m.	Library Board	Library
8/24	Monday	6:30 p.m.	DRB Panel B	Council Chambers

Community Events:

- 7/21** Teen Event, 2:00 p.m. to 4:00 p.m. online at Zoom Meeting code 845-6527-3521
- 7/22** Walk at BenchMark Physical Therapy meet at 11:45 a.m.
- 7/22** Guided Meditation Meetup; 5:30 p.m. to 6:00 p.m. online at: <https://www.facebook.com/WilsonvilleParksandRec/>
- 7/23** Family Stories & Science 10:30 a.m. to 11:00 a.m. online at: <https://www.facebook.com/WilsonvilleLibrary/>
- 7/23** Wilsonville Farmers Market; 4:00 p.m. to 8:00 p.m. at Town Center Park.
- 7/27** English Conversation Group (ECG); 6:00 p.m. to 7:30 p.m. contact: gitlitz@wilsonvillelibrary.org or 503-570-1582 for Zoom info.
- 7/28** Teen Event, 2:00 p.m. to 4:00 p.m. online at Zoom Meeting code 845-6527-3521
- 7/29** Guided Meditation Meetup; 5:30 p.m. to 6:00 p.m. online at: <https://www.facebook.com/WilsonvilleParksandRec/>
- 7/30** Family Stories & Science 10:30 a.m. to 11:00 a.m. online at: <https://www.facebook.com/WilsonvilleLibrary/>
- 7/30** Wilsonville Farmers Market; 4:00 p.m. to 8:00 p.m. at Town Center Park.
- 8/11** Estate Planning Zoom Seminar

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



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 20, 2020	Subject: 2020 Community Survey Staff Member: Bill Evans, Communications and Marketing Manager Department: Administration	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
Comments: N/A		
Staff Recommendation: Staff recommends that Council review the report to compare resident attitudes against responses in 2018, and to see how local data compares to that collected in more than 600 communities that participate in the National Citizen Survey.		
Recommended Language for Motion: N/A		
Project / Issue Relates To: Current attitude toward the City and services.		
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Staff is providing a broad report of resident attitudes as captured in the 2020 National Community Survey, a statistically-valid survey of Wilsonville residents performed by the National Research Center, Boulder, Colo.

EXECUTIVE SUMMARY:

The National Citizen Survey (NCS) summarizes the attitudes and opinions of a representative sample of 630 residents of the City of Wilsonville. The margin of error around any reported percentage is 4% for all respondents.

The NCS captures residents' opinions within 10 central facets of community (Safety, Mobility, Natural Environment, Community Design, Utilities, Economy, Parks & Recreation, Health & Wellness, Education, Arts & Culture and Inclusivity & Engagement).

Again, a large majority of residents surveyed (92%) rated their quality of life in Wilsonville as excellent or good. Resident satisfaction often scored above the national benchmarks, including Wilsonville as a place to raise children (94%), bus/transit services (82%), cleanliness (92%), city parks (94%) and library services (94%).

Survey results suggest the City has made great strides in Mobility; about three-quarters of residents gave high marks to the overall quality of the transportation system, up from 2018. Respondents' assessments of alternate modes of transportation (ease of travel by public transportation, by bicycle, by walking) were exceptional, and above the national benchmarks.

Traffic remains most frequently cited as the biggest issue facing the City of Wilsonville over the next five years (31% of respondents); other frequently-mentioned priorities were housing availability/affordability (16%), planning, growth and expansion (13%).

The overall quality of services provided by the City of Wilsonville was rated as excellent or good by 80% of respondents, a rating similar to the national benchmark. The City scored above the benchmark at overall customer service (88%) and treating all residents fairly (73%).

EXPECTED RESULTS:

N/A

TIMELINE:

This survey was conducted in May 2020; the next scheduled survey is set to take place in 2022. Previous surveys were conducted in 2012, 2014, 2016 and 2018.

CURRENT YEAR BUDGET IMPACTS:

N/A

FINANCIAL REVIEW / COMMENT:

Reviewed by: KAK Date: 7/12/2020

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 7/14/2020

COMMUNITY INVOLVEMENT PROCESS:

The National Research Center provided two ways to participate. They sent surveys to a random sample of 1,700 residents, who were asked to complete and return the survey by mail. Additionally, the survey was available online, and distributed to residents via social media channels in April. Results of both surveys were similar, and blended in the final data set.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Conducting this survey every two years allows City staff to track resident attitudes as they change over time, and to compare responses to data collected in more than 600 cities where similar surveys are administered. This process allows the City to see where improvement is needed and how investment of City resources affects resident attitudes.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Community Livability Report
2. Trends Over Time
3. Open-Ended Responses
4. Technical Appendices

THE NCSTM

The National Community SurveyTM

Wilsonville, OR

Community Livability Report
2020



National Research Center, Inc.
2955 Valmont Road Suite 300
Boulder, Colorado 80301
n-r-c.com • 303-444-7863



Leaders at the Core of Better Communities

International City/County Management Association
777 North Capitol Street NE Suite 500
Washington, DC 20002
icma.org • 800-745-8780

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The National Community Survey™
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The NCS™ is presented by NRC in collaboration with ICMA.

NRC is a charter member of the AAPOR Transparency Initiative, providing clear disclosure of our sound and ethical survey research practices.

About The NCS™

The National Community Survey™ (The NCS™) report is about the “livability” of Wilsonville. The phrase “livable community” is used here to evoke a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live.

Great communities are partnerships of the government, private sector, community-based organizations and residents, all geographically connected. The NCS captures residents’ opinions considering ten central facets of a community:

- Economy
- Mobility
- Community Design
- Utilities
- Safety
- Natural Environment
- Parks and Recreation
- Health and Wellness
- Education, Arts and Culture
- Inclusivity & Engagement



The Community Livability Report provides the opinions of a representative sample of 630 residents of the City of Wilsonville. The margin of error around any reported percentage is 4% for all respondents and the response rate for the 2020 survey was 29%. The full description of methods used to garner these opinions can be found in the *Technical Appendices* provided under separate cover.

Overview of Results

There have been improvements in Mobility and it remains a priority for residents.

About three-quarters of residents gave high marks to the overall quality of the transportation system in Wilsonville; this rating improved from 2018 to 2020. Respondents' assessments of alternate modes of transportation (ease of travel by public transportation, by bicycle, and by walking) were exceptional and above the national benchmarks. More community members reported walking or biking instead of driving in Wilsonville than in comparison communities across the country, with two-thirds indicating they had done so in the last 12 months. Evaluations of ease of public parking, bus or transit services, street repair, street cleaning, and street lighting were also higher than the national averages. From 2018 to 2020, reviews for traffic flow on major streets, ease of travel by car and by bicycle, and traffic enforcement improved. When residents were asked about the biggest priority facing Wilsonville over the next five years, priorities related to traffic, roads, parking, and transportation topped the list, with one-third of respondents writing about these priorities.

Community members are pleased with Community Design, but housing and expansion could be areas of concern.

Similar to comparison communities in the United States, at least two-thirds of residents gave high marks to the overall design or layout of Wilsonville's residential and commercial areas, the overall appearance of Wilsonville, well-designed neighborhoods, and public places where people want to spend time. About 9 in 10 survey participants positively reviewed their neighborhood as a place to live, which was higher than the national benchmark.

However, from 2018 to 2020, fewer respondents assigned positive marks to the overall appearance of Wilsonville, public places where people want to spend time, and code enforcement. Additionally, when residents were asked about the biggest priority facing the community in the coming years, 16% wrote about topics related to housing availability and affordability, while 13% wrote about topics related to planning, growth, and expansion.

Survey participants value the Economy in Wilsonville.

About 8 in 10 community members favorably rated the overall economic health of Wilsonville, the overall quality of business and service establishments in the city, and Wilsonville as a place to work; these ratings were outstanding and higher than observed in national comparison communities. Assessments of the overall quality of business and service establishments improved from 2018 to 2020.

Compared to national averages, fewer Wilsonville residents believed the economy would have a positive impact on their income (declined from 2018 to 2020). Additionally, more residents in Wilsonville experienced housing cost stress than residents in comparison communities (increased from 2018 to 2020). About 10% of respondents wrote about topics related to the economy, downtown, businesses, and jobs when asked about the biggest priority for the city's future.

Facets of Livability

Ratings of importance were compared to ratings of quality to help guide City staff and officials with decisions on future resource allocation and strategic planning areas. When competition for limited resources demands that efficiencies or cutbacks be instituted, it is wise not only to know what facets are deemed most important to residents' quality of life, but which among the most important are perceived to be of relatively lower quality in your community. It is these facets of community livability – more important facets perceived as being of lower quality – to which attention needs to be paid first.

To identify the facets perceived by residents to have relatively lower quality at the same time as relatively higher importance, the national benchmark comparisons for quality and importance ratings were compared for each. Residents did not perceive any facets as lower quality and higher importance; all facets were of similar or higher quality and similar or lower importance compared to the national benchmarks.

		QUALITY		
		LOWER	SIMILAR	HIGHER
IMPORTANCE	HIGHER			
	SIMILAR		<ul style="list-style-type: none"> • Mobility • Community Design • Utilities • Safety • Parks and Recreation • Health and Wellness 	<ul style="list-style-type: none"> • Economy • Natural Environment
	LOWER		<ul style="list-style-type: none"> • Education, Arts, and Culture 	<ul style="list-style-type: none"> • Inclusivity and Engagement

FIGURE 1: QUALITY OF FACETS OF LIVABILITY- SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall economic health of Wilsonville	↑	↔	85%
Overall quality of the transportation system in Wilsonville	↔	↑	77%
Overall design or layout of Wilsonville's residential and commercial areas	↔	↔	72%
Overall quality of the utility infrastructure in Wilsonville	↔	*	89%
Overall feeling of safety in Wilsonville	↔	↔	89%
Overall quality of natural environment in Wilsonville	↑	↔	91%
Overall quality of parks and recreation opportunities	↔	*	90%
Overall health and wellness opportunities in Wilsonville	↔	↔	78%
Overall opportunities for education, culture, and the arts	↔	↔	67%
Residents' connection and engagement with their community	↑	*	69%

FIGURE 2: IMPORTANCE OF FACETS OF LIVABILITY- SUMMARY

Percent essential or very important	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall economic health of Wilsonville	↔	↑	91%
Overall quality of the transportation system in Wilsonville	↔	↓	77%
Overall design or layout of Wilsonville's residential and commercial areas	↔	↔	82%
Overall quality of the utility infrastructure in Wilsonville	↔	*	84%
Overall feeling of safety in Wilsonville	↔	↔	89%
Overall quality of natural environment in Wilsonville	↔	↔	80%
Overall quality of parks and recreation opportunities	↔	*	80%
Overall health and wellness opportunities in Wilsonville	↔	↑	71%
Overall opportunities for education, culture, and the arts	↓	↔	65%
Residents' connection and engagement with their community	↓	↓	70%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Quality of Life

Measuring community livability starts with assessing the quality of life of those who live there, and ensuring that the community is attractive, accessible, and welcoming to all.

OVERALL QUALITY OF LIFE

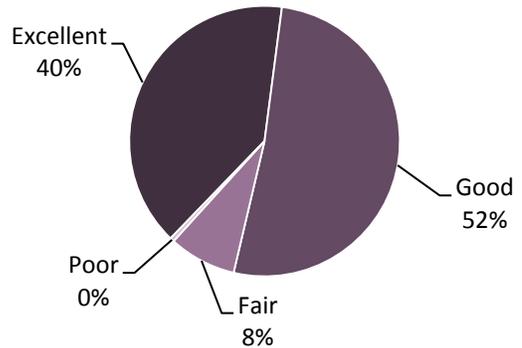


FIGURE 3: QUALITY OF LIFE IN WILSONVILLE

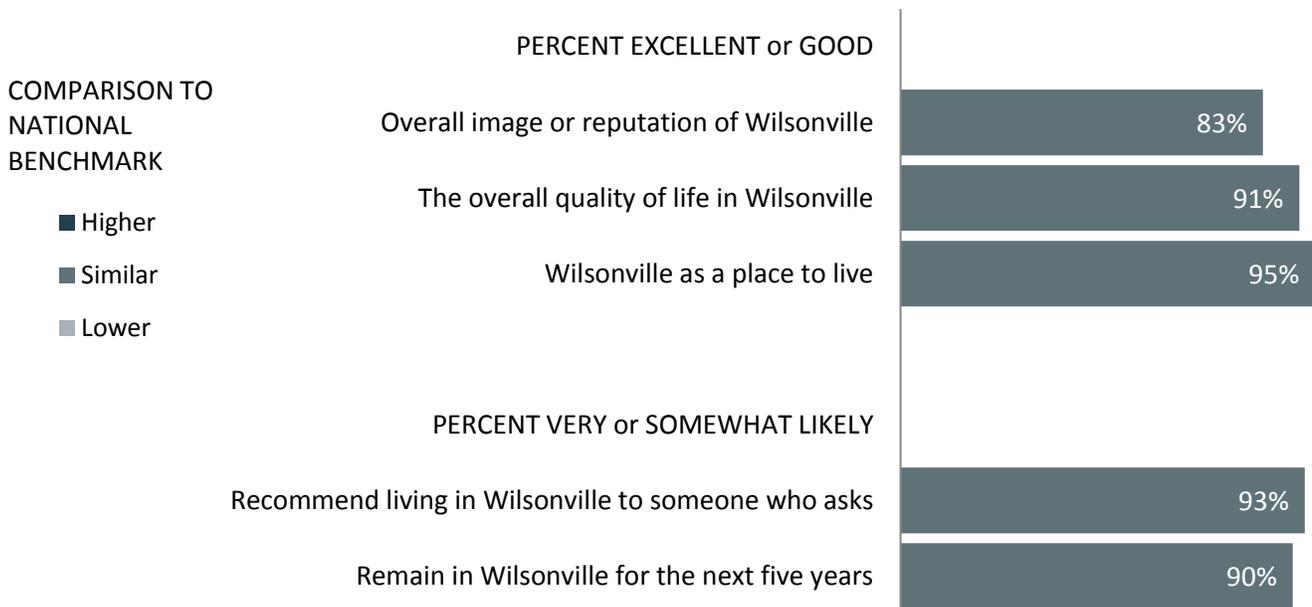


FIGURE 4: QUALITY OF LIFE IN WILSONVILLE - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall image or reputation of Wilsonville	↔	↔	83%
The overall quality of life in Wilsonville	↔	↔	91%
Wilsonville as a place to live	↔	↔	95%

FIGURE 5: RECOMMEND WILSONVILLE - SUMMARY

Percent very or somewhat likely	Comparison to benchmark	Change 2018 to 2020	2020 rating
Recommend living in Wilsonville to someone who asks	↔	↔	93%
Remain in Wilsonville for the next five years	↔	↔	90%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Governance

Strong local governments produce results that meet the needs of residents while making the best use of available resources, and are responsive to the present and future needs of the community as a whole.

OVERALL CONFIDENCE IN GOVERNMENT

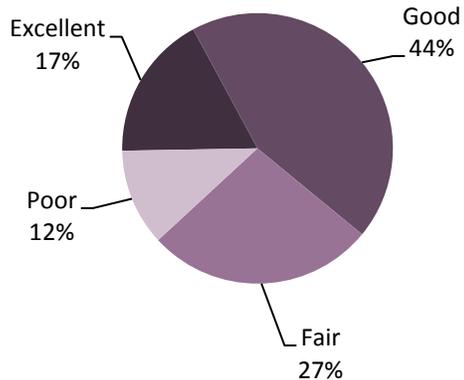


FIGURE 6: GOVERNMENT PERFORMANCE AND SERVICES

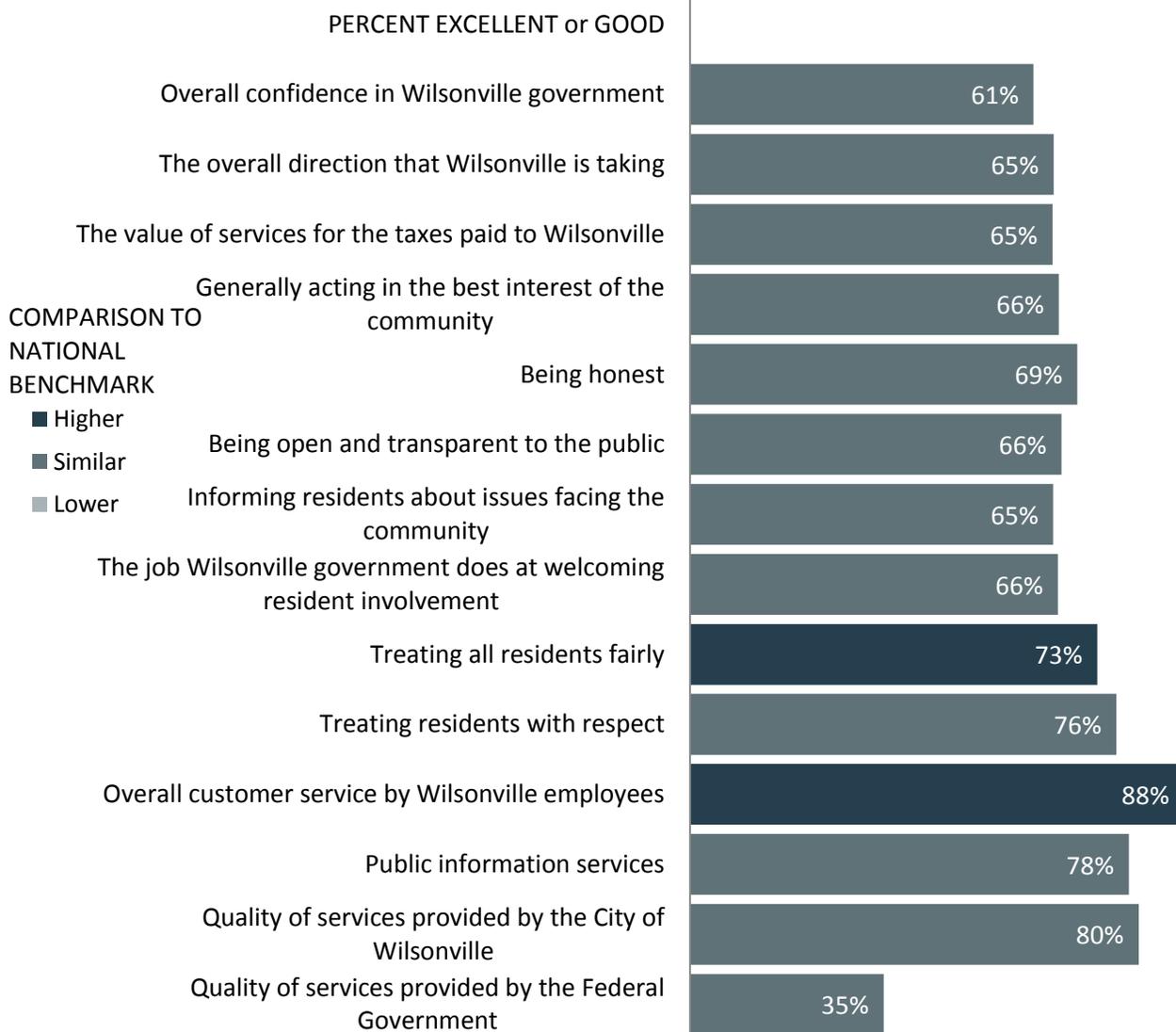


FIGURE 7: GOVERNMENT PERFORMANCE AND SERVICES - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall confidence in Wilsonville government	↔	↔	61%
The overall direction that Wilsonville is taking	↔	↔	65%
The value of services for the taxes paid to Wilsonville	↔	↔	65%
Generally acting in the best interest of the community	↔	↔	66%
Being honest	↔	↔	69%
Being open and transparent to the public	↔	*	66%
Informing residents about issues facing the community	↔	*	65%
The job Wilsonville government does at welcoming resident involvement	↔	↔	66%
Treating all residents fairly	↑	↔	73%
Treating residents with respect	↔	*	76%
Overall customer service by Wilsonville employees	↑	↔	88%
Public information services	↔	↔	78%
Quality of services provided by the City of Wilsonville	↔	↔	80%
Quality of services provided by the Federal Government	↔	↔	35%

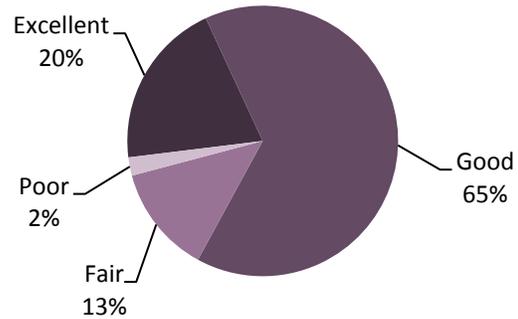
Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Economy

Local governments work together with private and nonprofit businesses, and with the community at large, to foster sustainable growth, create jobs, and promote a thriving local economy.

OVERALL ECONOMIC HEALTH



What impact, if any, do you think the economy will have on your family income in the next 6 months?

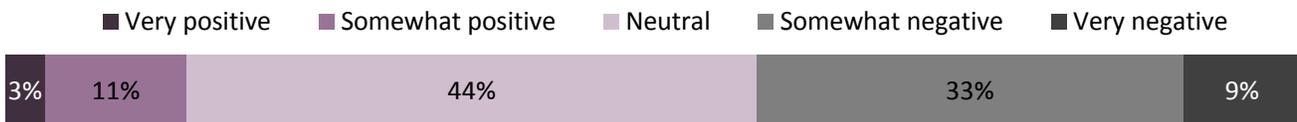


FIGURE 8: ECONOMIC HEALTH



FIGURE 9: ECONOMIC HEALTH - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall economic health of Wilsonville	↑	↔	85%
Economic development	↔	↔	65%
Overall quality of business and service establishments in Wilsonville	↑	↑	81%
Variety of business and service establishments in Wilsonville	↔	*	58%
Vibrancy of downtown/commercial area	↔	↔	45%
Shopping opportunities	↔	↔	50%
Wilsonville as a place to visit	↔	↔	59%
Wilsonville as a place to work	↑	↔	81%
Employment opportunities	↔	↔	54%
Cost of living in Wilsonville	↔	↔	38%

FIGURE 10: ECONOMIC IMPACT - SUMMARY

Percent very or somewhat positive	Comparison to benchmark	Change 2018 to 2020	2020 rating
Economy will have positive impact on income	↓	↓	13%

FIGURE 11: HOUSING COST - SUMMARY

Percent for whom housing costs are NOT 30% or more of household income	Comparison to benchmark	Change 2018 to 2020	2020 rating
NOT experiencing housing costs stress	↓	↓	50%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Mobility

The ease with which residents can move about their communities, whether for commuting, leisure, or recreation, plays a major role in the quality of life for all who live, work and play in the community.

THE OVERALL QUALITY OF THE TRANSPORTATION SYSTEM

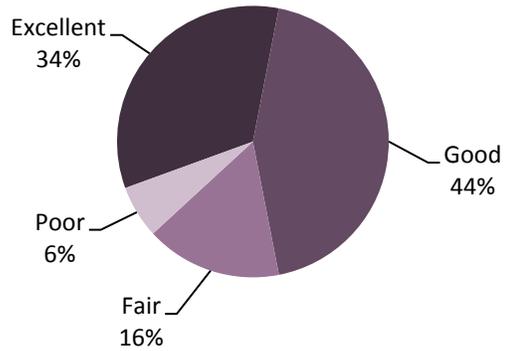


FIGURE 12: MOBILITY IN WILSONVILLE

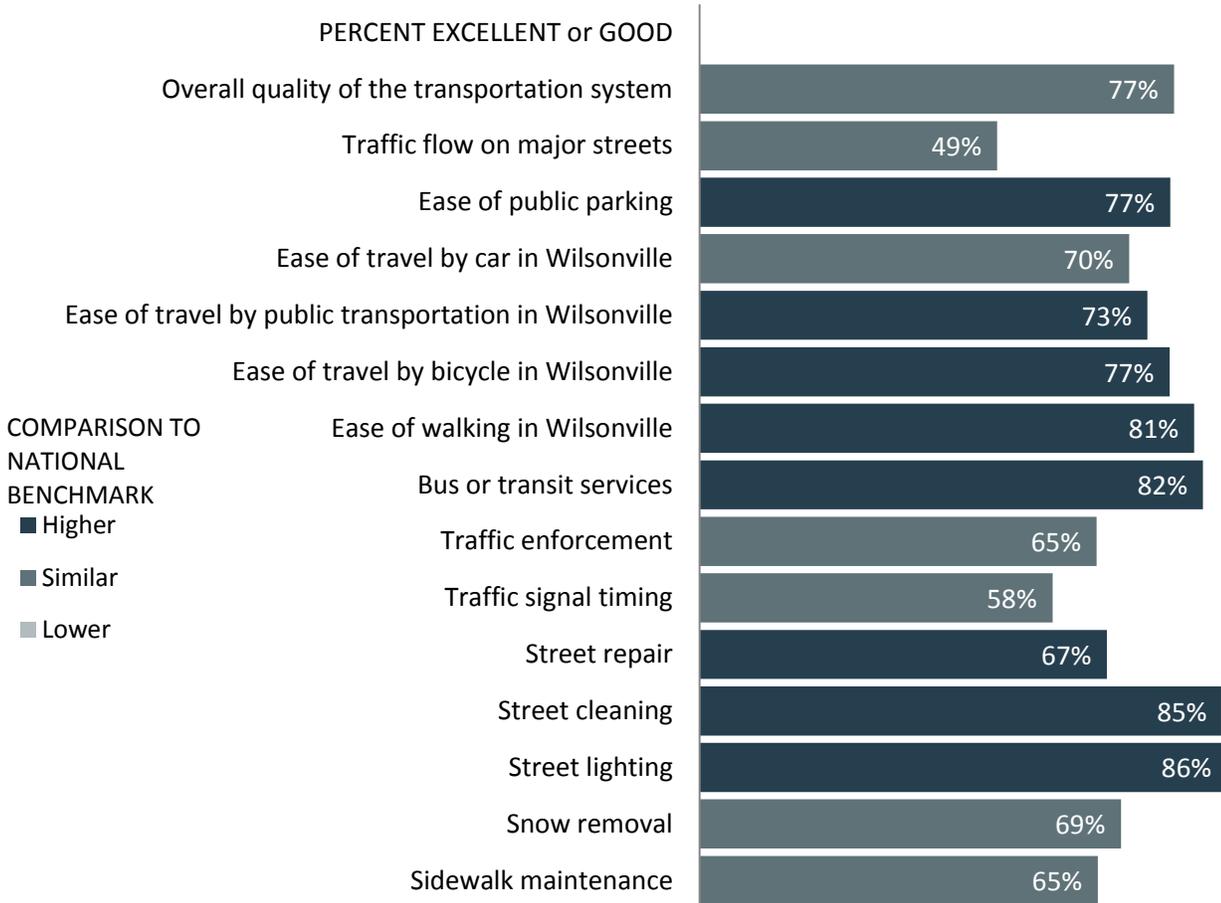


FIGURE 13: USE OF ALTERNATIVE TRANSPORTATION MODES

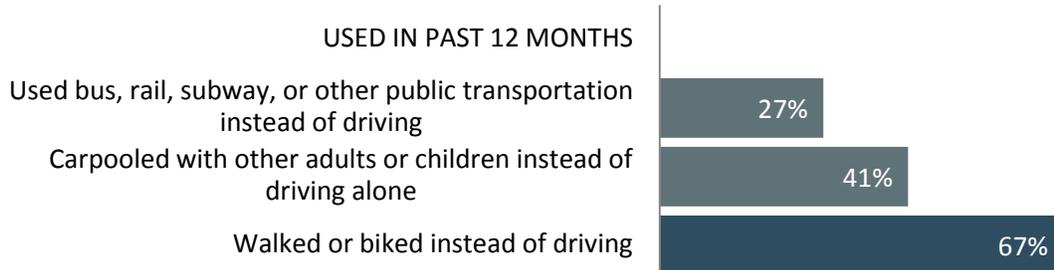


FIGURE 14: MOBILITY IN WILSONVILLE - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall quality of the transportation system in Wilsonville	↔	↑	77%
Traffic flow on major streets	↔	↑	49%
Ease of travel by car in Wilsonville	↔	↑	70%
Ease of travel by public transportation in Wilsonville	↑↑	↔	73%
Ease of travel by bicycle in Wilsonville	↑	↑	77%
Ease of walking in Wilsonville	↑	↔	81%
Ease of public parking	↑	*	77%
Bus or transit services	↑↑	↔	82%
Traffic enforcement	↔	↑	65%
Traffic signal timing	↔	↔	58%
Street repair	↑	↔	67%
Street cleaning	↑	↔	85%
Street lighting	↑	↔	86%
Snow removal	↔	*	69%
Sidewalk maintenance	↔	↓	65%

FIGURE 15: USE OF ALTERNATIVE TRANSPORTATION MODES - SUMMARY

Percent who did this in past 12 months	Comparison to benchmark	Change 2018 to 2020	2020 rating
Used bus, rail, subway, or other public transportation instead of driving	↔	↔	27%
Carpooled with other adults or children instead of driving alone	↔	↔	41%
Walked or biked instead of driving	↑	↔	67%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Community Design

A well-designed community enhances the quality of life for its residents by encouraging smart land use and zoning, ensuring that affordable housing is accessible to all, and providing access to parks and other green spaces.

THE OVERALL DESIGN OR LAYOUT OF RESIDENTIAL AND COMMERCIAL AREAS

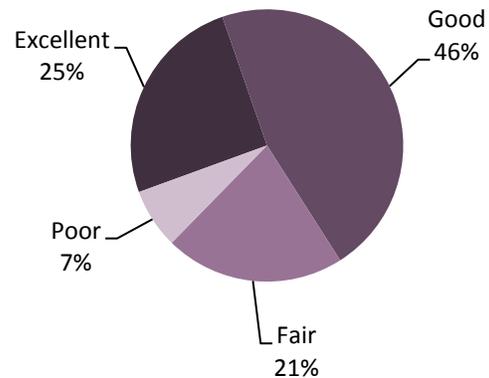
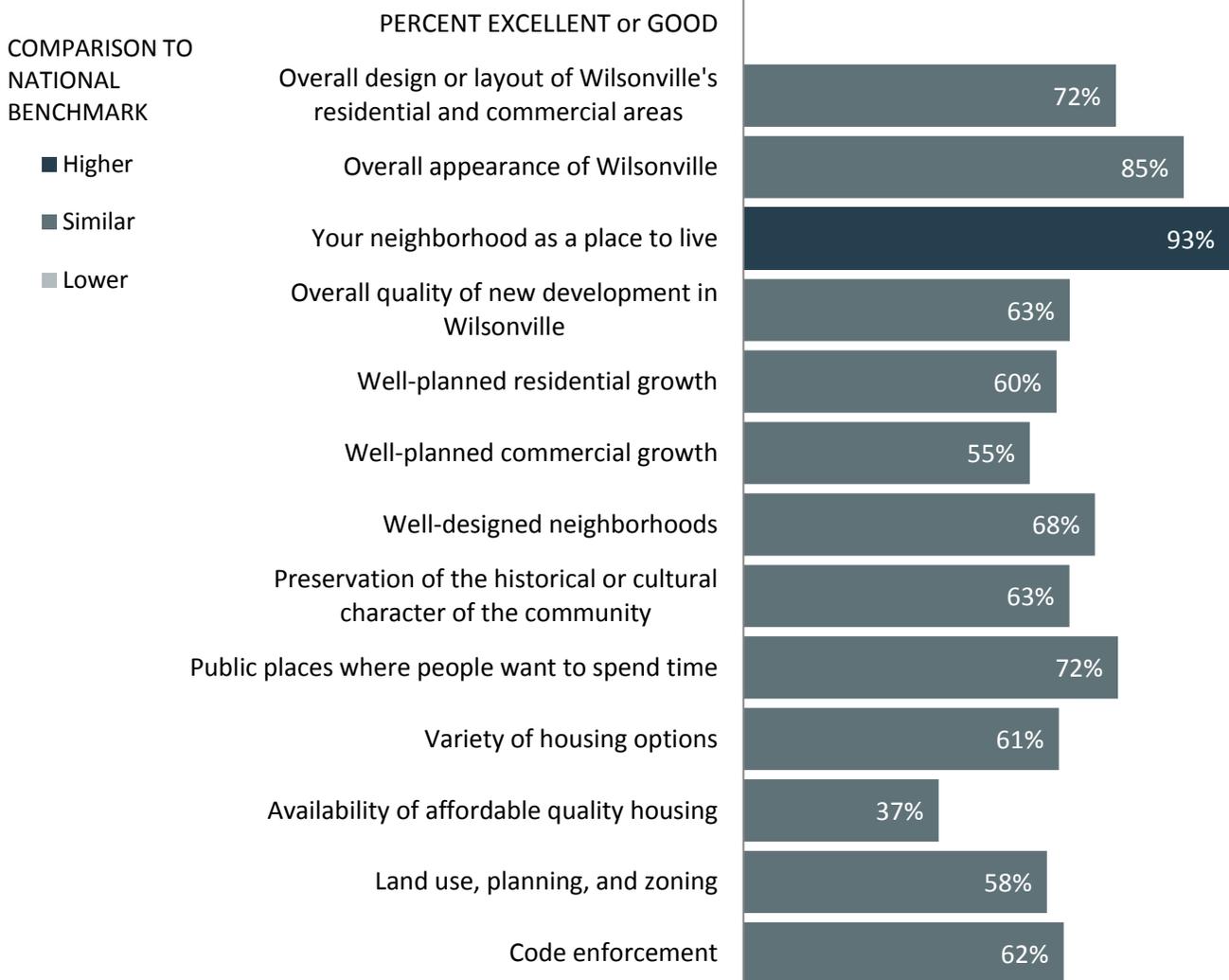


FIGURE 16: COMMUNITY DESIGN



The National Community Survey™ - Community Livability Report

FIGURE 17: COMMUNITY DESIGN - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall design or layout of Wilsonville's residential and commercial areas	↔	↔	72%
Overall appearance of Wilsonville	↔	↓	85%
Your neighborhood as a place to live	↑	↔	93%
Overall quality of new development in Wilsonville	↔	↔	63%
Well-planned residential growth	↔	*	60%
Well-planned commercial growth	↔	*	55%
Well-designed neighborhoods	↔	*	68%
Preservation of the historical or cultural character of the community	↔	*	63%
Public places where people want to spend time	↔	↓	72%
Variety of housing options	↔	↔	61%
Availability of affordable quality housing	↔	↔	37%
Land use, planning, and zoning	↔	↔	58%
Code enforcement	↔	↓	62%

Legend

↑↑ Much higher

↑ Higher

↔ Similar

↓ Lower

↓↓ Much lower

* Not available

Utilities

Services such as water, gas, electricity, and internet access play a vital role in ensuring the physical and economic health and well-being of the communities they serve.

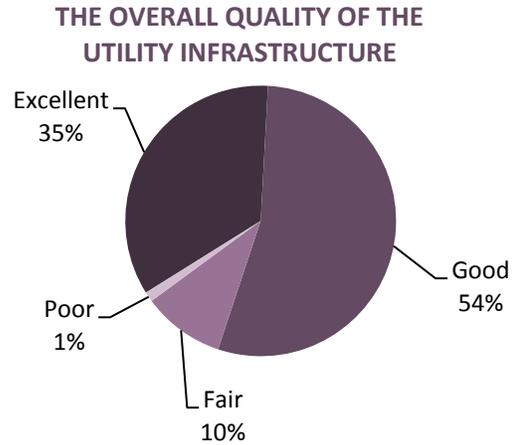


FIGURE 18: UTILITES

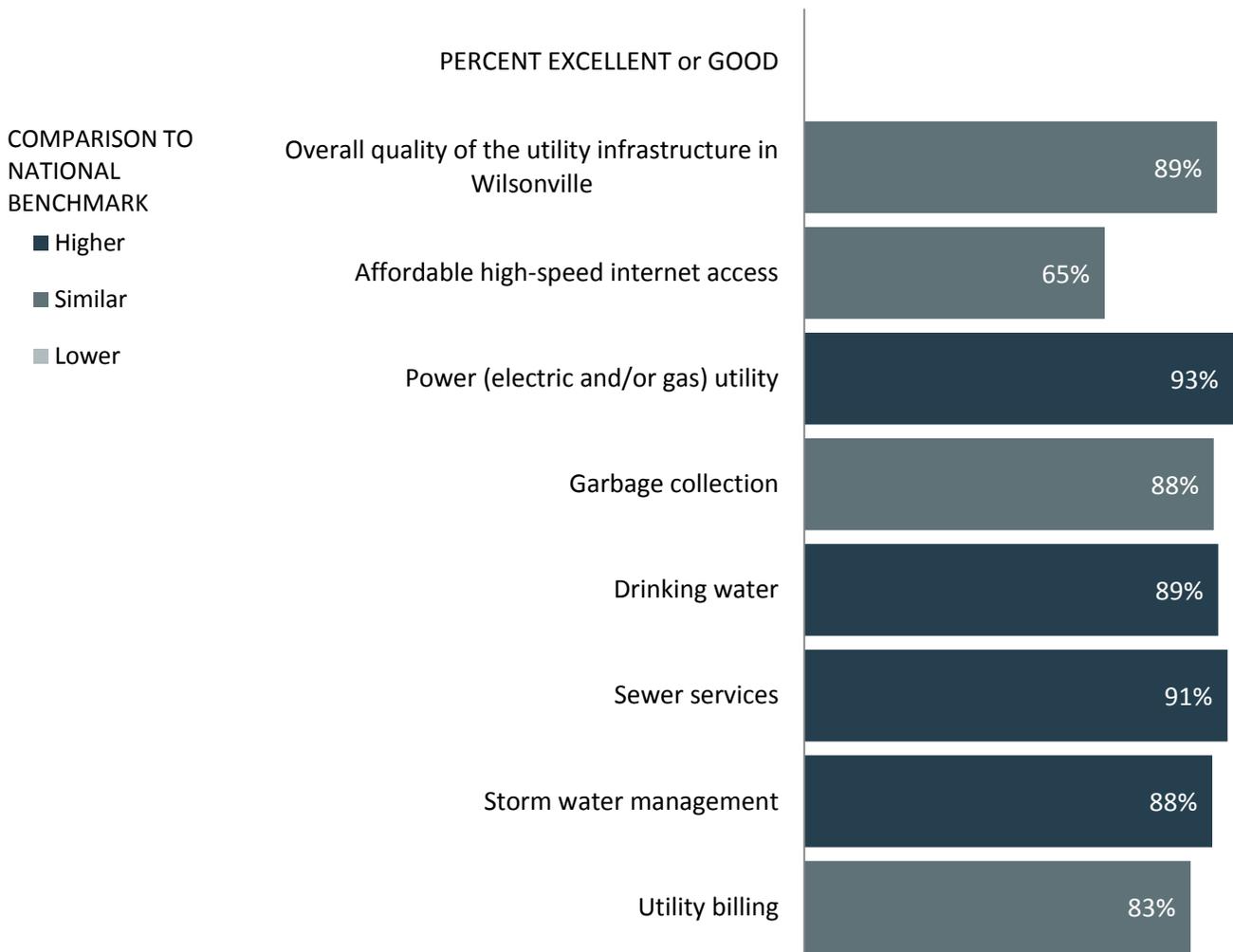


FIGURE 19: UTILITES - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall quality of the utility infrastructure in Wilsonville	↔	*	89%
Affordable high-speed internet access	↔	*	65%
Power (electric and/or gas) utility	↑	↔	93%
Garbage collection	↔	↔	88%
Drinking water	↑	↑	89%
Sewer services	↑	↔	91%
Storm water management	↑	↔	88%
Utility billing	↔	↑	83%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Safety

Public safety is often the most important task facing local governments. All residents should feel safe and secure in their neighborhoods and in the greater community, and providing robust Safety-related services is essential to residents' quality of life.

OVERALL FEELING OF SAFETY

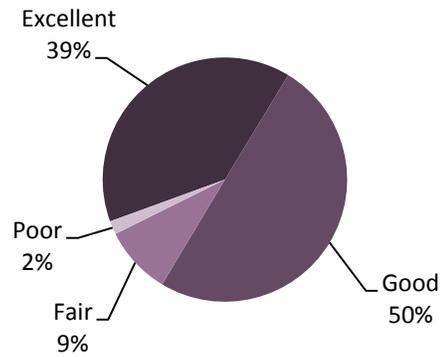


FIGURE 20: SAFETY IN WILSONVILLE

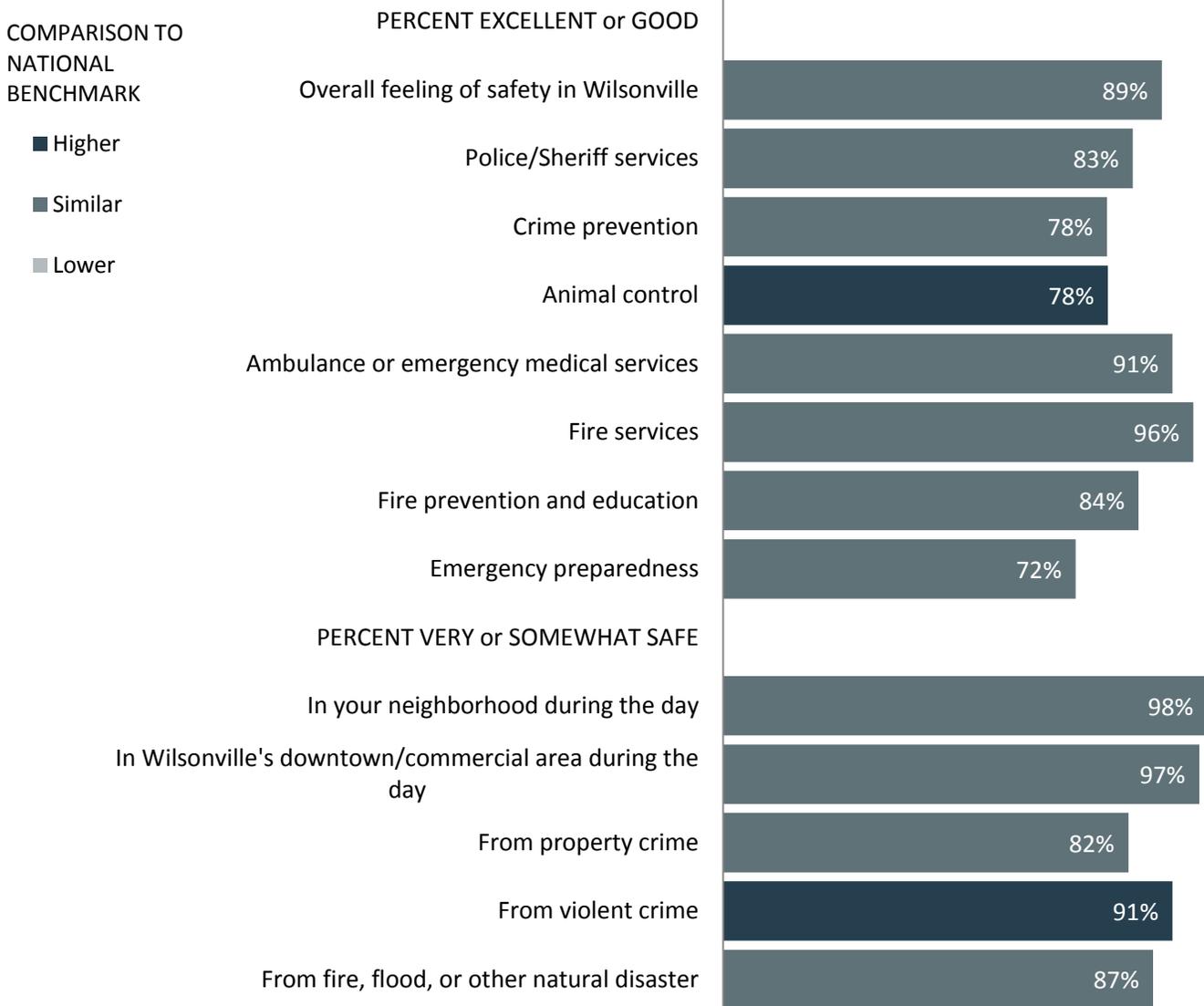


FIGURE 21: SAFETY-RELATED SERVICES - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall feeling of safety in Wilsonville	↔	↔	89%
Police/Sheriff services	↔	↔	83%
Crime prevention	↔	↔	78%
Animal control	↑	↔	78%
Ambulance or emergency medical services	↔	↔	91%
Fire services	↔	↔	96%
Fire prevention and education	↔	↔	84%
Emergency preparedness	↔	↑	72%

FIGURE 22: FEELINGS OF SAFETY- SUMMARY

Percent who feel very or somewhat safe	Comparison to benchmark	Change 2018 to 2020	2020 rating
In your neighborhood during the day	↔	↔	98%
In Wilsonville's downtown/commercial area during the day	↔	↔	97%
From property crime	↔	*	82%
From violent crime	↑	*	91%
From fire, flood, or other natural disaster	↔	*	87%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Natural Environment

The natural environment plays a vital role in the health and well-being of residents. The natural spaces in which residents live and experience their communities has a direct and profound effect on quality of life.

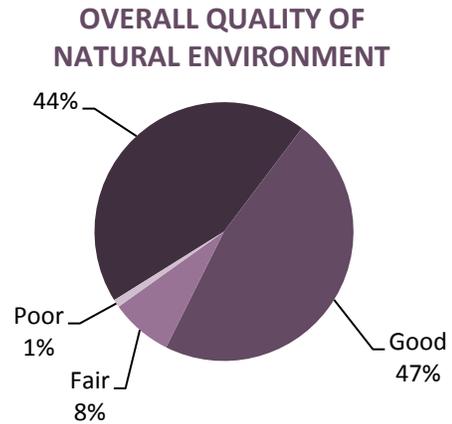


FIGURE 23: NATURAL ENVIRONMENT

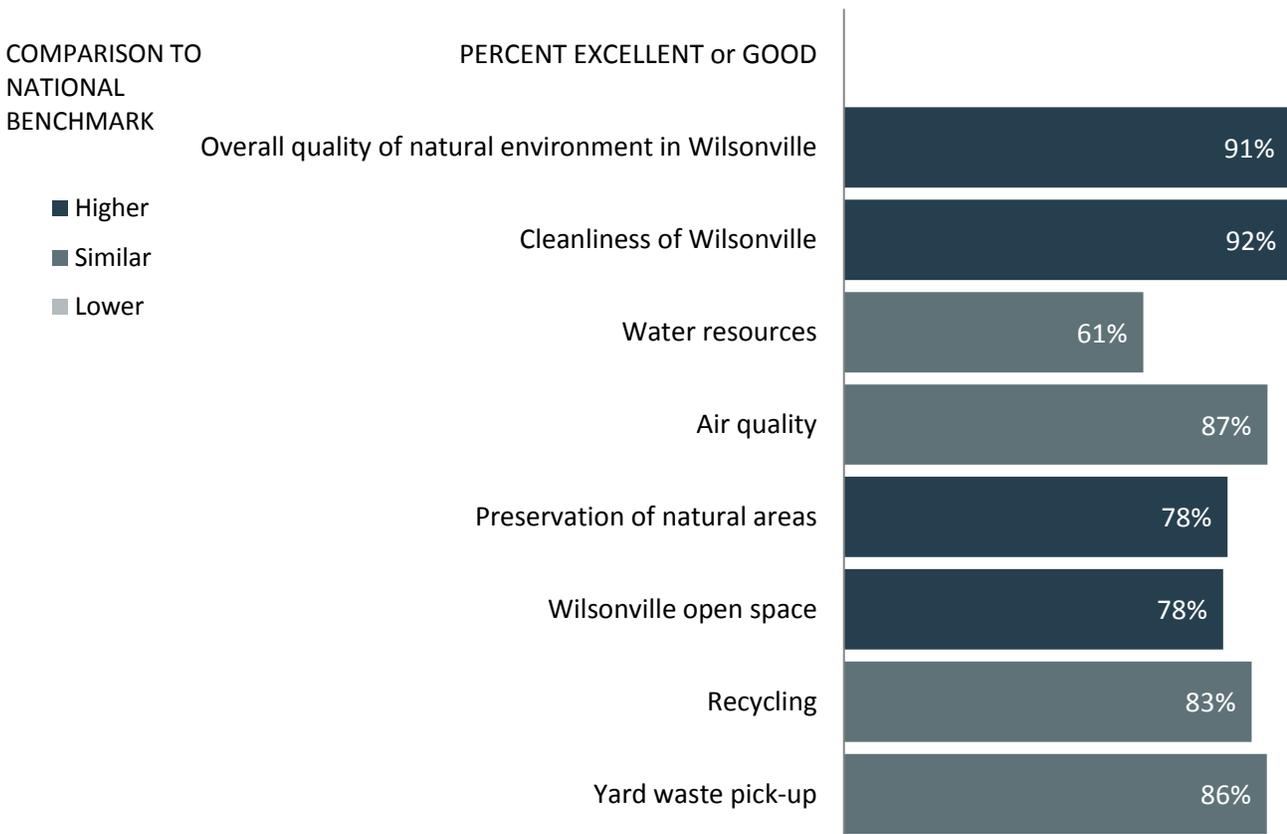


FIGURE 24: NATURAL ENVIRONMENT - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall quality of natural environment in Wilsonville	↑	↔	91%
Cleanliness of Wilsonville	↑	↔	92%
Water resources	↔	*	61%
Air quality	↔	*	87%
Preservation of natural areas	↑	↔	78%
Wilsonville open space	↑	↔	78%
Recycling	↔	↔	83%
Yard waste pick-up	↔	↔	86%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Parks and Recreation

"There are no communities that pride themselves on their quality of life, promote themselves as a desirable location for businesses to relocate, or maintain that they are environmental stewards of their natural resources, without such communities having a robust, active system of parks and recreation programs for public use and enjoyment." - National Recreation and Park Association

THE OVERALL QUALITY OF THE PARKS AND RECREATION OPPORTUNITIES

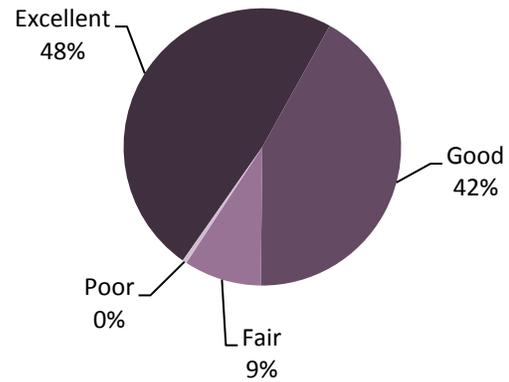


FIGURE 25: PARKS AND RECREATION



FIGURE 26: PARKS AND RECREATION - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall quality of parks and recreation opportunities	↔	*	90%
Availability of paths and walking trails	↑	↔	87%
City parks	↑	↔	94%
Recreational opportunities	↔	↔	71%
Recreation programs or classes	↔	↔	80%
Recreation centers or facilities	↔	↔	69%
Fitness opportunities	↔	↔	80%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Health and Wellness

The characteristics of and amenities available in the communities in which people live has a direct impact on the health and wellness of residents, and thus, on their quality of life overall.

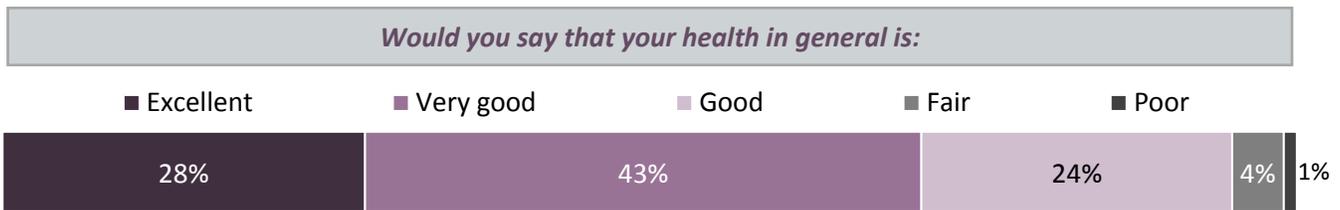
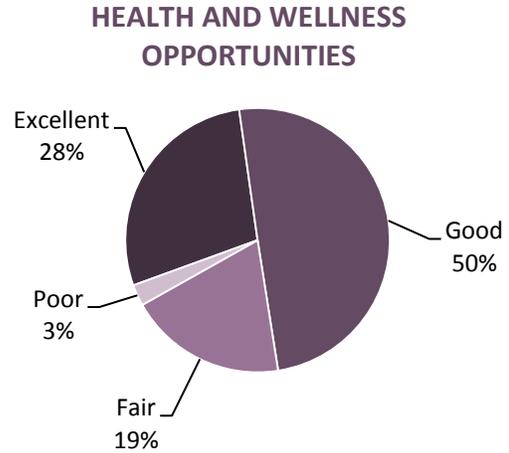


FIGURE 27: HEALTH AND WELLNESS



FIGURE 28: HEALTH AND WELLNESS - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall health and wellness opportunities in Wilsonville	↔	↔	78%
Health services	↔	*	69%
Availability of affordable quality health care	↔	*	61%
Availability of preventive health services	↔	*	61%
Availability of affordable quality mental health care	↔	*	41%
Availability of affordable quality food	↔	↔	70%
In very good to excellent health	↔	↔	71%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Education, Arts, and Culture

Participation in the arts, in educational opportunities, and in cultural activities is linked to increased civic engagement, greater social tolerance, and enhanced enjoyment of the local community.

OVERALL OPPORTUNITIES FOR EDUCATION, CULTURE, AND THE ARTS

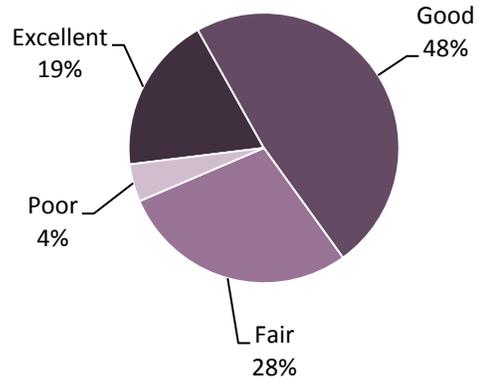


FIGURE 29: EDUCATION, ARTS AND CULTURE

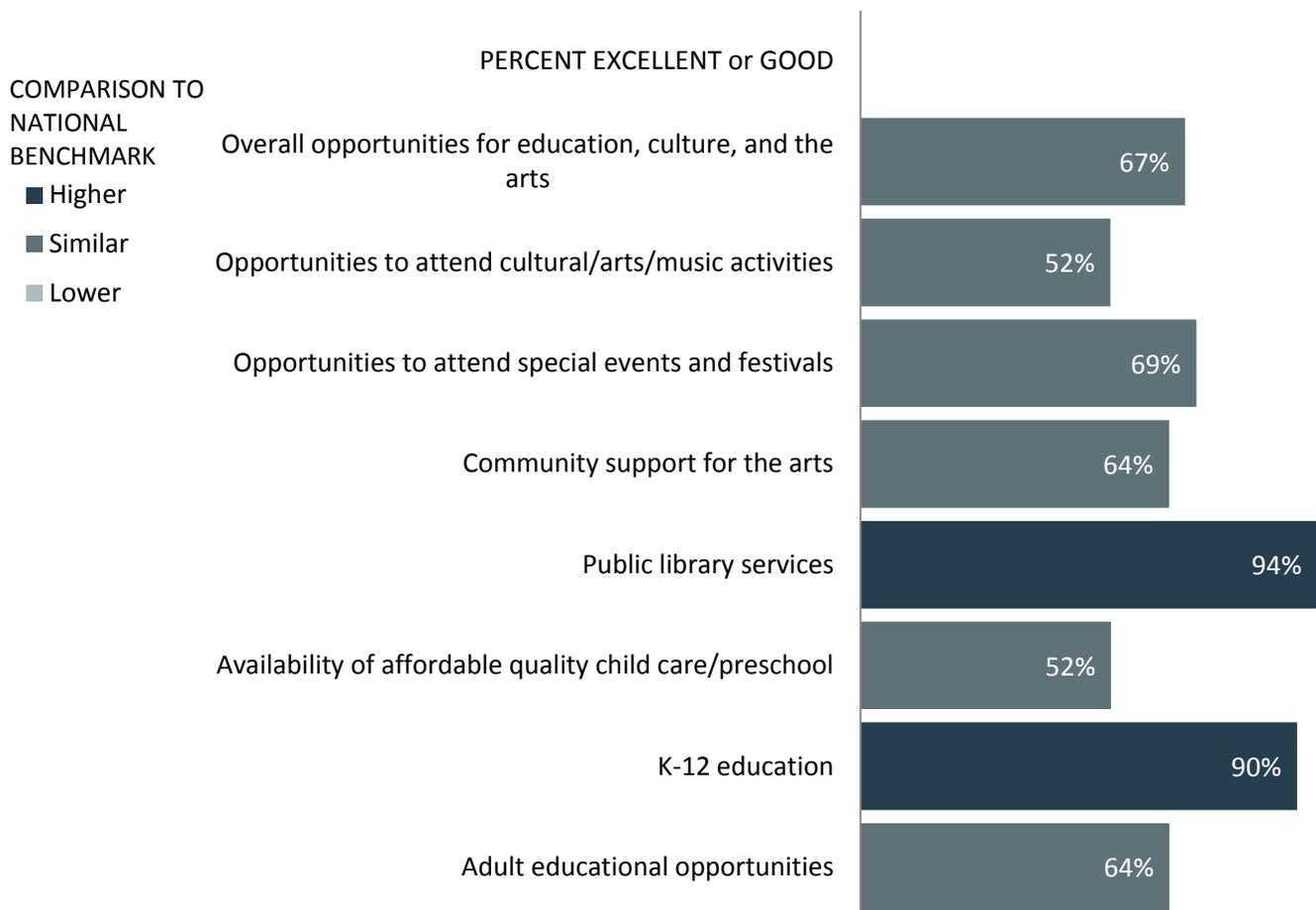


FIGURE 30: EDUCATION, ARTS AND CULTURE - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Overall opportunities for education, culture, and the arts	↔	↔	67%
Opportunities to attend cultural/arts/music activities	↔	↔	52%
Opportunities to attend special events and festivals	↔	↔	69%
Community support for the arts	↔	*	64%
Public library services	↑	↔	94%
Availability of affordable quality child care/preschool	↔	↔	52%
K-12 education	↑	↔	90%
Adult educational opportunities	↔	↔	64%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Inclusivity and Engagement

Inclusivity refers to a cultural and environmental feeling of belonging; residents who feel invited to participate within their communities feel more included, involved, and engaged than those who do not.

RESIDENTS' CONNECTION AND ENGAGEMENT WITH THEIR COMMUNITY

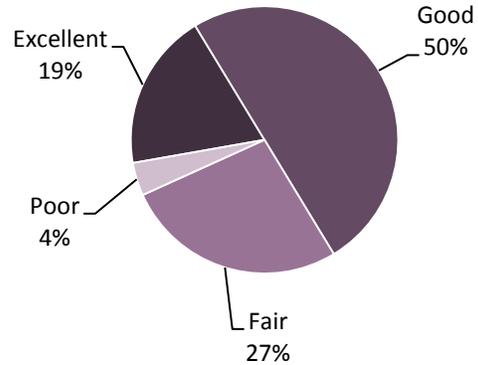


FIGURE 31: INCLUSIVITY & ENGAGEMENT

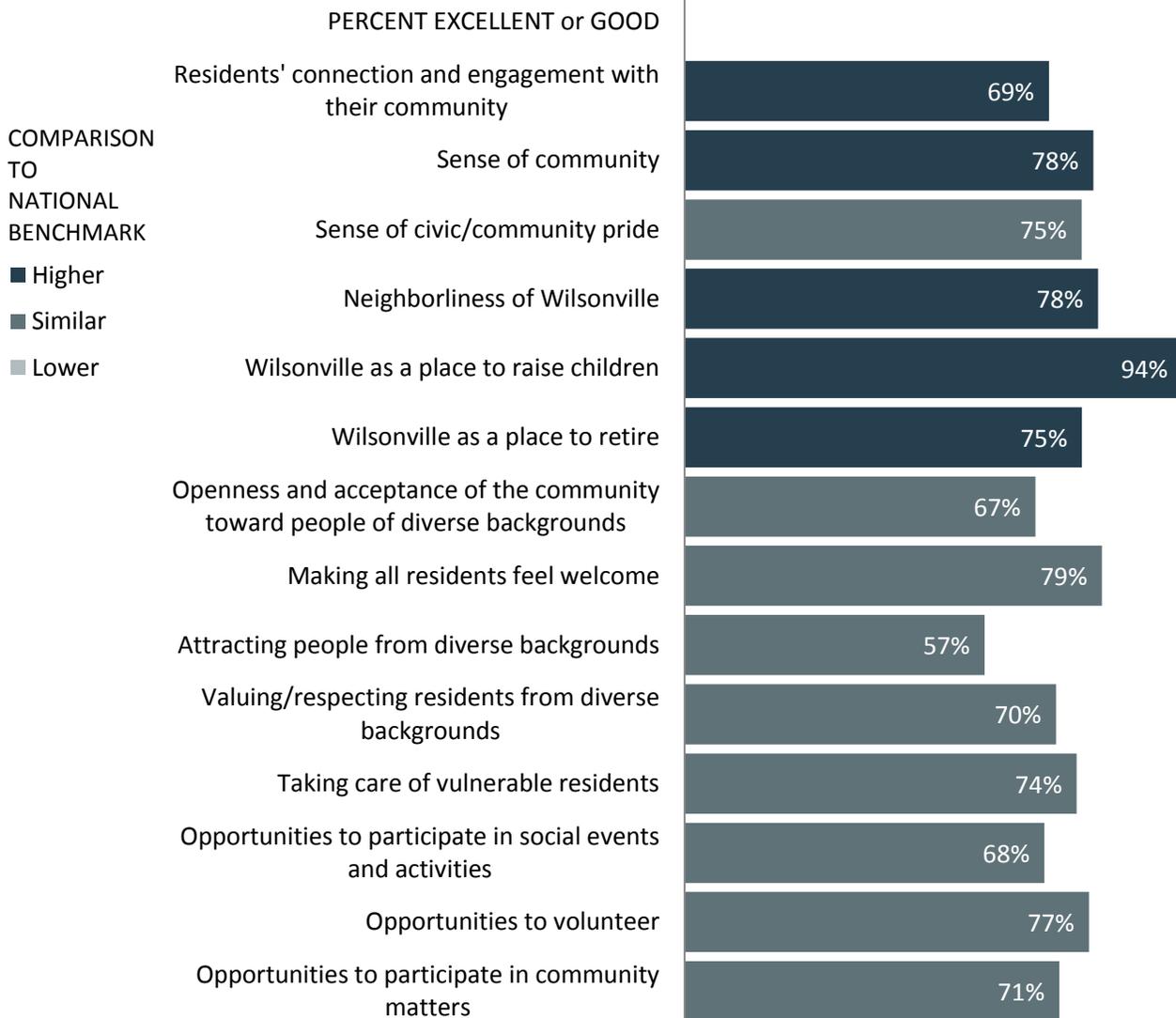


FIGURE 32: INCLUSIVITY & ENGAGEMENT - SUMMARY

Percent excellent or good	Comparison to benchmark	Change 2018 to 2020	2020 rating
Residents' connection and engagement with their community	↑	*	69%
Sense of community	↑	↔	78%
Sense of civic/community pride	↔	*	75%
Neighborliness of Wilsonville	↑	↑	78%
Wilsonville as a place to raise children	↑	↔	94%
Wilsonville as a place to retire	↑	↔	75%
Openness and acceptance of the community toward people of diverse backgrounds	↔	↑	67%
Making all residents feel welcome	↔	*	79%
Attracting people from diverse backgrounds	↔	*	57%
Valuing/respecting residents from diverse backgrounds	↔	*	70%
Taking care of vulnerable residents	↔	*	74%
Opportunities to participate in social events and activities	↔	↔	68%
Opportunities to volunteer	↔	↔	77%
Opportunities to participate in community matters	↔	↔	71%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

FIGURE 33: RESIDENTS' PARTICIPATION LEVELS

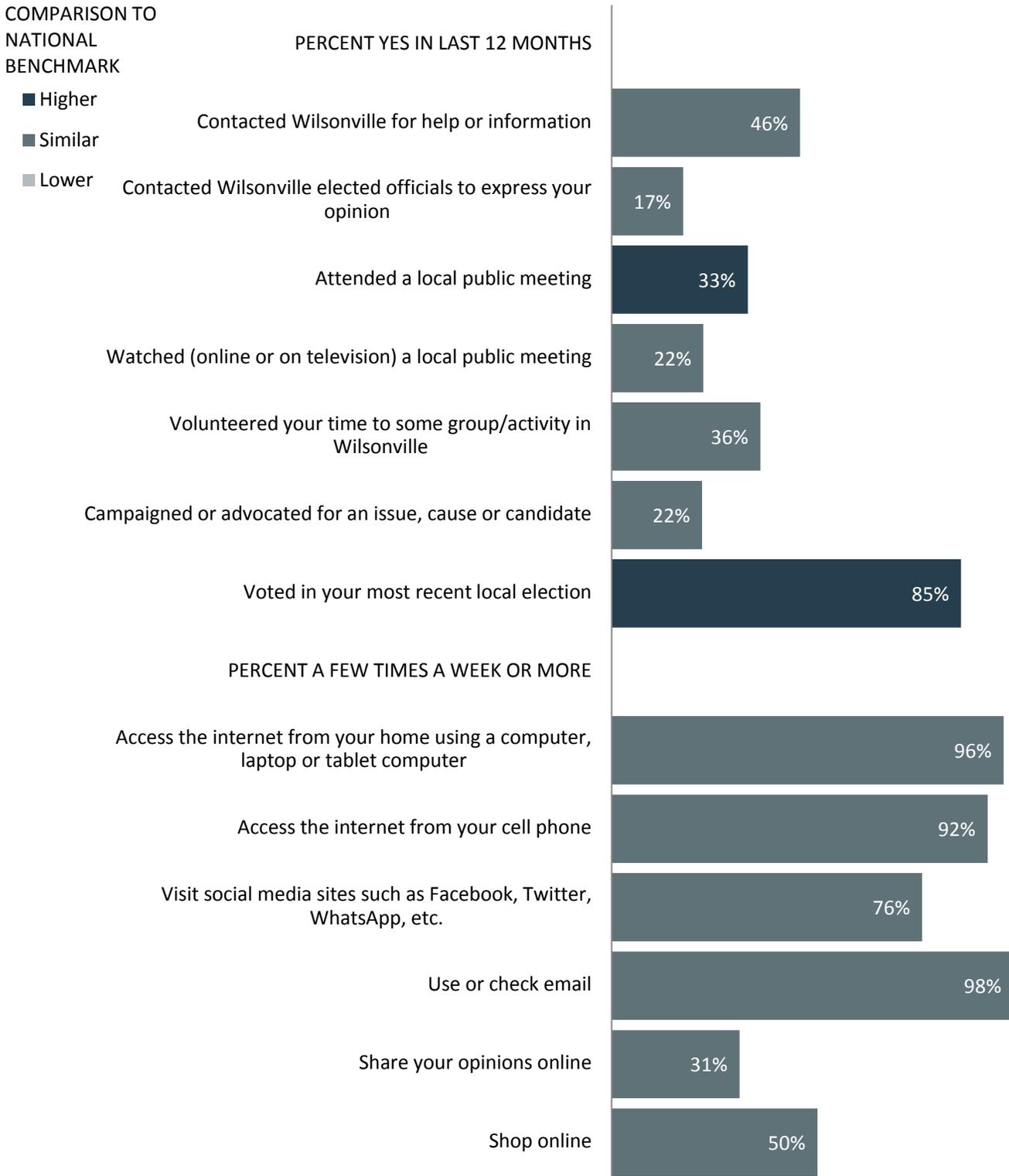


FIGURE 34: RESIDENTS' PARTICIPATION IN LAST 12 MONTHS- SUMMARY

Percent who had done each in last 12 months	Comparison to benchmark	Change 2018 to 2020	2020 rating
Contacted Wilsonville for help or information	↔	↑	46%
Contacted Wilsonville elected officials to express your opinion	↔	↑	17%
Attended a local public meeting	↑	↑	33%
Watched (online or on television) a local public meeting	↔	↑	22%
Volunteered your time to some group/activity in Wilsonville	↔	↑	36%
Campaigned or advocated for an issue, cause or candidate	↔	↔	22%
Voted in your most recent local election	↑	*	85%

FIGURE 35: RESIDENTS' GENERAL USE OF TECHNOLOGY- SUMMARY

Percent who report doing each at least a few times a week	Comparison to benchmark	Change 2018 to 2020	2020 rating
Access the internet from your home using a computer, laptop or tablet computer	↔	*	96%
Access the internet from your cell phone	↔	*	92%
Visit social media sites such as Facebook, Twitter, WhatsApp, etc.	↔	*	76%
Use or check email	↔	*	98%
Share your opinions online	↔	*	31%
Shop online	↔	*	50%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

Special Topics

FIGURE 36: SOURCES OF CITY INFORMATION

Please indicate whether each of the following is a major source, minor source, or not a source of information regarding Wilsonville City Government.

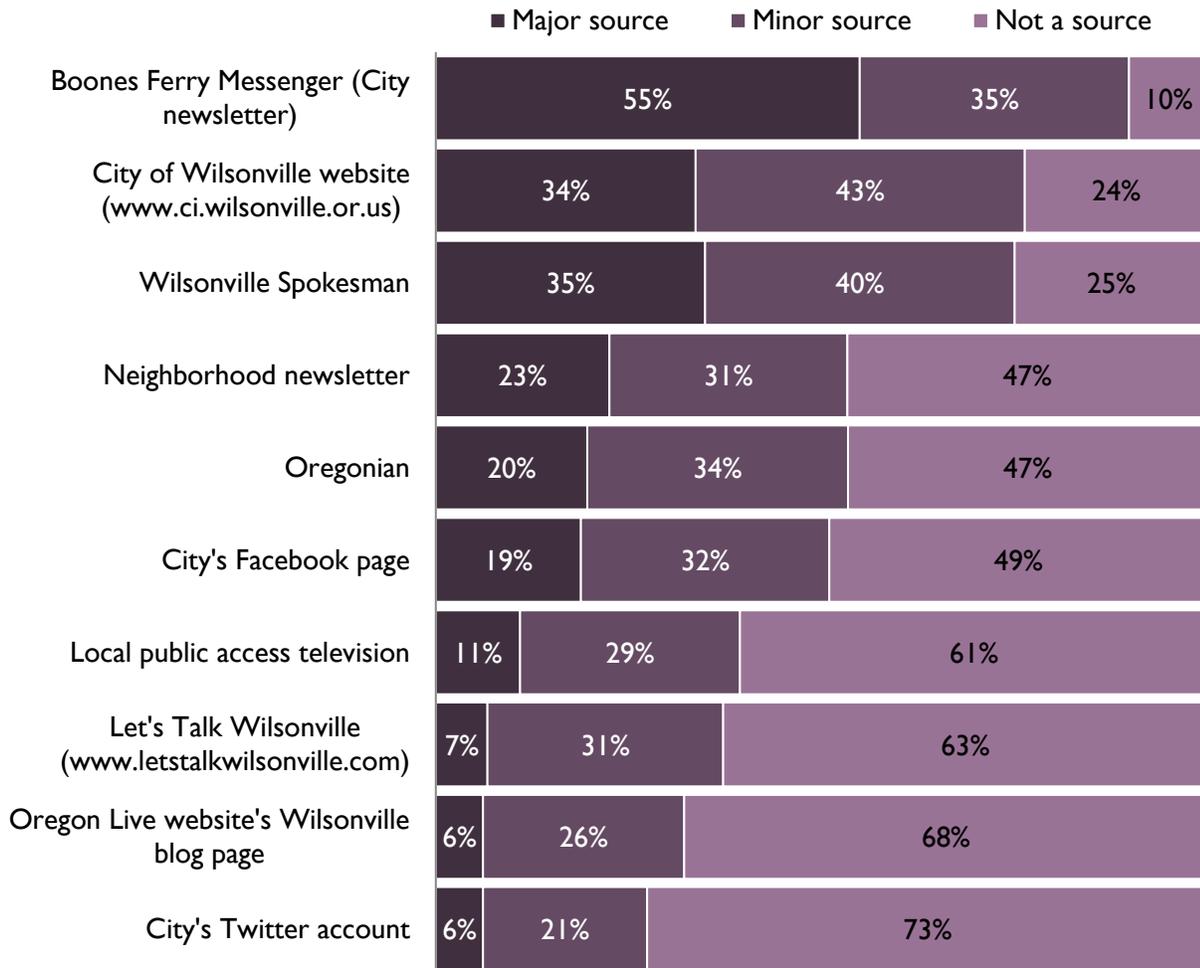


FIGURE 37: LIKELIHOOD OF COMMUNICATION METHODS WITH THE CITY OF WILSONVILLE

How likely would you be, if at all, to use each of the following methods when communicating directly with the City of Wilsonville to ask a question or share information?

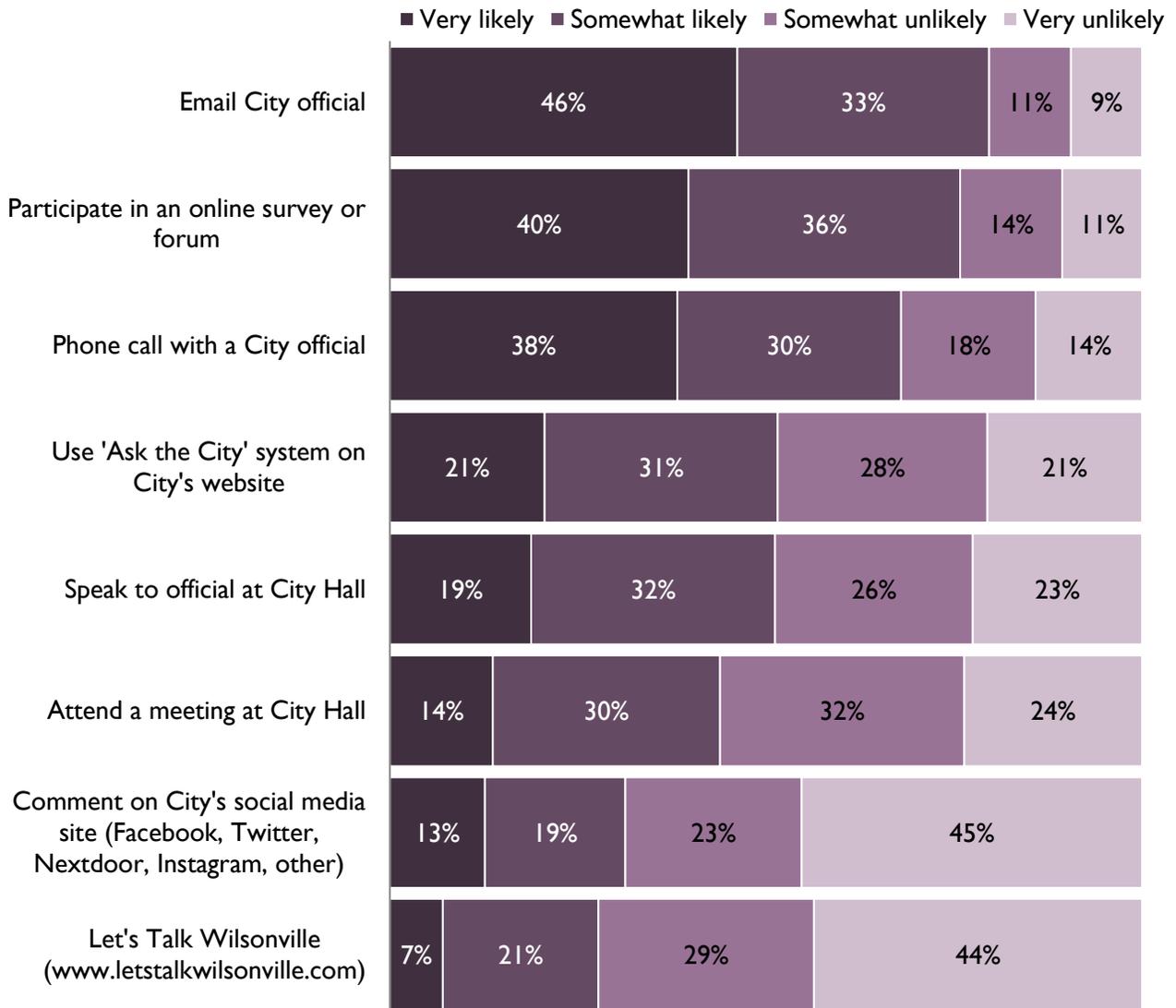


FIGURE 38: OPINION OF WILSONVILLE

During the last 12 months, would you say your opinion of Wilsonville has:

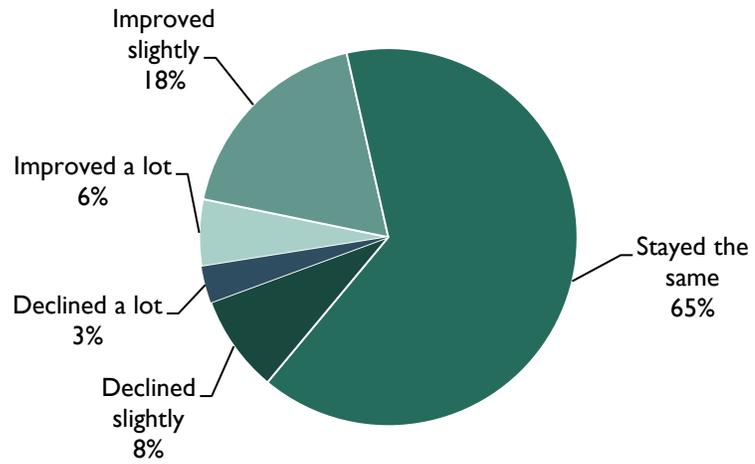
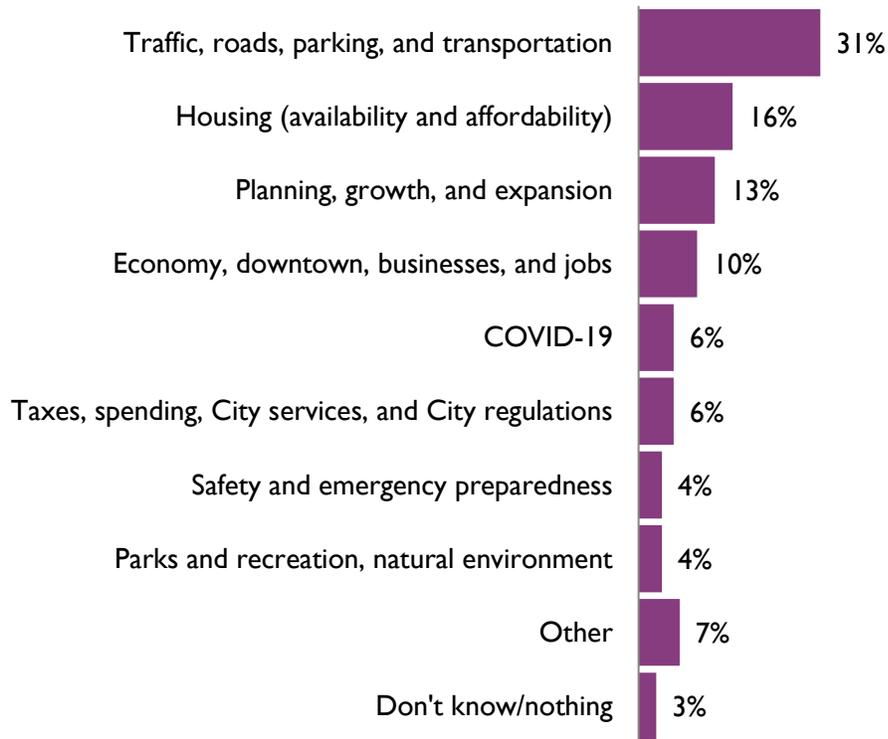


FIGURE 39: BIGGEST PRIORITIES FACING WILSONVILLE

What do you think is the biggest priority facing the City of Wilsonville over the next five years?



THE NCSTM

The National Community SurveyTM

Wilsonville, OR

Trends Over Time

2020



National Research Center, Inc.
2955 Valmont Road Suite 300
Boulder, Colorado 80301
n-r-c.com • 303-444-7863



Leaders at the Core of Better Communities

International City/County Management Association
777 North Capitol Street NE Suite 500
Washington, DC 20002
icma.org • 800-745-8780

About Trends Over Time

The National Community Survey™ (The NCS™) is a collaborative effort between National Research Center, Inc. (NRC) and the International City/County Management Association (ICMA). The survey and its administration are standardized to assure high quality research methods and directly comparable results across The NCS communities. The NCS captures residents' opinions considering ten central facets of a community:

- Economy
- Mobility
- Community Design
- Utilities
- Safety
- Natural Environment
- Parks and Recreation
- Health and Wellness
- Education, Arts and Culture
- Inclusivity & Engagement

This report discusses trends over time, comparing the 2020 ratings for the City of Wilsonville to its previous survey results in 2012, 2014, 2016, and 2018. Additional reports and technical appendices are available under separate cover.

Understanding the Tables

Trend data for Wilsonville represent important comparison data and should be examined for improvements or declines¹. Deviations from stable trends over time, especially, represent opportunities for understanding how local policies, programs or public information may have affected residents' opinions.

Meaningful differences between survey years have been noted within the following tables as being "higher" or "lower" if the differences are greater than six percentage points between the 2018 and 2020 surveys, otherwise the comparisons between 2018 and 2020 are noted as being "similar." Additionally, the benchmark comparisons for the current survey results are presented for reference.

Overall, ratings in Wilsonville for 2020 generally remained stable. Of the 112 items for which comparisons were available, 86 items were rated similarly in 2018 and 2020, eight items showed a decrease in ratings and 18 showed an increase in ratings. Notable trends over time included the following:

- Within the facet of Mobility, ratings for traffic enforcement, traffic flow on major streets, ease of travel by car and by bicycle, and the overall quality of the transportation system in Wilsonville improved from 2018 to 2020; however, evaluations of sidewalk maintenance declined over this time.
- From 2018 to 2020, survey respondents gave less positive assessments to the overall appearance of Wilsonville, public places where people want to spend time, and code enforcement.
- Since 2018, more Wilsonville residents reported that they had contacted Wilsonville for help or information, attended or watched a local public meeting, volunteered in Wilsonville, and contacted elected officials to express their opinion.
- Within the facet of Economy, from 2018 to 2020, fewer community members believed the economy would have a positive impact on their income in the six months after the survey. Additionally, more residents experienced housing cost stress in 2020. However, more respondents assigned favorable reviews to the overall quality of business and services establishments in Wilsonville.
- In 2020, more residents gave high marks to the openness and acceptance of the community toward people of diverse backgrounds and the neighborliness of Wilsonville.

¹ In 2020, The NCS survey was updated to include new and refreshed items. Consequently, some of the trends may be impacted due to wording modifications that could have potentially altered the meaning of the item for the respondent.

Table 1: Quality of Life

Quality of Life Items Percent rating positively (e.g., excellent/good, very/somewhat likely)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall image or reputation of Wilsonville	87%	87%	84%	88%	83%	Similar	Similar
The overall quality of life in Wilsonville	92%	91%	89%	94%	91%	Similar	Similar
Wilsonville as a place to live	94%	94%	93%	95%	95%	Similar	Similar
Recommend living in Wilsonville to someone who asks	93%	93%	89%	92%	93%	Similar	Similar
Remain in Wilsonville for the next five years	85%	88%	80%	85%	90%	Similar	Similar

Table 2: Governance

Governance Items Percent rating positively (e.g., excellent/good)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall confidence in Wilsonville government	NA	70%	61%	64%	61%	Similar	Similar
The overall direction that Wilsonville is taking	65%	68%	60%	68%	65%	Similar	Similar
The value of services for the taxes paid to Wilsonville	60%	69%	57%	67%	65%	Similar	Similar
Generally acting in the best interest of the community	NA	69%	63%	65%	66%	Similar	Similar
Being honest	NA	73%	63%	72%	69%	Similar	Similar
Being open and transparent to the public	NA	NA	NA	NA	66%	NA	Similar
Informing residents about issues facing the community	NA	NA	NA	NA	65%	NA	Similar
The job Wilsonville government does at welcoming resident involvement	62%	68%	66%	68%	66%	Similar	Similar
Treating all residents fairly	NA	71%	64%	70%	73%	Similar	Higher
Treating residents with respect	NA	NA	NA	NA	76%	NA	Similar
Overall customer service by Wilsonville employees	84%	82%	81%	82%	88%	Similar	Higher
Public information services	83%	80%	79%	83%	78%	Similar	Similar
Quality of services provided by the City of Wilsonville	85%	86%	81%	85%	80%	Similar	Similar
Quality of services provided by the Federal Government	38%	43%	37%	35%	35%	Similar	Similar

Table 3: Economy

Economy Items Percent rating positively (e.g., excellent/good, very/somewhat positive)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall economic health of Wilsonville	NA	75%	76%	81%	85%	Similar	Higher
Economic development	NA	66%	62%	66%	65%	Similar	Similar
Overall quality of business and service establishments in Wilsonville	77%	74%	64%	70%	81%	Higher	Higher
Variety of business and service establishments in Wilsonville	NA	NA	NA	NA	58%	NA	Similar
Vibrancy of downtown/commercial area	NA	62%	55%	47%	45%	Similar	Similar
Shopping opportunities	63%	54%	53%	50%	50%	Similar	Similar
Wilsonville as a place to visit	NA	63%	60%	55%	59%	Similar	Similar
Wilsonville as a place to work	75%	79%	78%	76%	81%	Similar	Higher
Employment opportunities	43%	51%	44%	53%	54%	Similar	Similar
Cost of living in Wilsonville	NA	43%	32%	35%	38%	Similar	Similar
Economy will have positive impact on income	24%	29%	29%	35%	13%	Lower	Lower
NOT experiencing housing costs stress	65%	66%	56%	59%	50%	Lower	Lower

Table 4: Mobility

Mobility Items Percent rating positively (e.g., excellent/good, yes in the last 12 months)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall quality of the transportation system in Wilsonville	NA	86%	71%	68%	77%	Higher	Similar
Traffic flow on major streets	48%	66%	43%	38%	49%	Higher	Similar
Ease of travel by car in Wilsonville	65%	74%	56%	57%	70%	Higher	Similar
Ease of travel by public transportation in Wilsonville	NA	75%	63%	67%	73%	Similar	Much higher
Ease of travel by bicycle in Wilsonville	69%	75%	73%	67%	77%	Higher	Higher
Ease of walking in Wilsonville	80%	81%	83%	82%	81%	Similar	Higher
Ease of public parking	NA	NA	NA	NA	77%	NA	Higher
Bus or transit services	85%	83%	79%	83%	82%	Similar	Much higher

The National Community Survey™ - Trends Over Time

Mobility Items Percent rating positively (e.g., excellent/good, yes in the last 12 months)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Traffic enforcement	66%	71%	62%	58%	65%	Higher	Similar
Traffic signal timing	51%	64%	61%	60%	58%	Similar	Similar
Street repair	60%	75%	71%	63%	67%	Similar	Higher
Street cleaning	78%	87%	85%	83%	85%	Similar	Higher
Street lighting	83%	87%	82%	86%	86%	Similar	Higher
Snow removal	NA	NA	NA	NA	69%	NA	Similar
Sidewalk maintenance	74%	83%	77%	79%	65%	Lower	Similar
Used bus, rail, subway, or other public transportation instead of driving	NA	35%	28%	27%	27%	Similar	Similar
Carpooled with other adults or children instead of driving alone	NA	42%	37%	41%	41%	Similar	Similar
Walked or biked instead of driving	NA	77%	70%	65%	67%	Similar	Higher

Prior to 2020, 'Overall quality of the transportation system' was 'Overall ease of getting to the places you usually have to visit'. Differences in ratings may be at least partially attributable to changes in question wording and should be interpreted cautiously.

Table 5: Community Design

Community Design Items Percent rating positively (e.g., excellent/good)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall design or layout of Wilsonville's residential and commercial areas	NA	81%	76%	77%	72%	Similar	Similar
Overall appearance of Wilsonville	91%	92%	93%	92%	85%	Lower	Similar
Your neighborhood as a place to live	89%	91%	89%	93%	93%	Similar	Higher
Overall quality of new development in Wilsonville	78%	69%	57%	65%	63%	Similar	Similar
Well-planned residential growth	NA	NA	NA	NA	60%	NA	Similar
Well-planned commercial growth	NA	NA	NA	NA	55%	NA	Similar
Well-designed neighborhoods	NA	NA	NA	NA	68%	NA	Similar
Preservation of the historical or cultural character of the community	NA	NA	NA	NA	63%	NA	Similar

Community Design Items Percent rating positively (e.g., excellent/good)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Public places where people want to spend time	NA	84%	82%	80%	72%	Lower	Similar
Variety of housing options	66%	64%	51%	62%	61%	Similar	Similar
Availability of affordable quality housing	46%	47%	22%	38%	37%	Similar	Similar
Land use, planning, and zoning	57%	54%	55%	57%	58%	Similar	Similar
Code enforcement	71%	73%	66%	71%	62%	Lower	Similar

Table 6: Utilities

Utilities Items Percent rating positively (e.g., excellent/good)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall quality of the utility infrastructure in Wilsonville	NA	NA	NA	NA	89%	NA	Similar
Affordable high-speed internet access	NA	NA	NA	NA	65%	NA	Similar
Power (electric and/or gas) utility	84%	88%	86%	88%	93%	Similar	Higher
Garbage collection	89%	88%	86%	91%	88%	Similar	Similar
Drinking water	74%	82%	81%	80%	89%	Higher	Higher
Sewer services	77%	89%	87%	89%	91%	Similar	Higher
Storm water management	77%	82%	76%	83%	88%	Similar	Higher
Utility billing	NA	76%	77%	74%	83%	Higher	Similar

Table 7: Safety

Safety Items Percent rating positively (e.g., excellent/good, very/somewhat safe)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall feeling of safety in Wilsonville	NA	93%	93%	91%	89%	Similar	Similar
Police/Sheriff services	83%	82%	81%	81%	83%	Similar	Similar
Crime prevention	77%	78%	79%	78%	78%	Similar	Similar
Animal control	NA	75%	76%	76%	78%	Similar	Higher
Ambulance or emergency medical services	88%	93%	92%	91%	91%	Similar	Similar
Fire services	94%	94%	94%	94%	96%	Similar	Similar

The National Community Survey™ - Trends Over Time

Safety Items Percent rating positively (e.g., excellent/good, very/somewhat safe)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Fire prevention and education	81%	86%	84%	83%	84%	Similar	Similar
Emergency preparedness	59%	52%	55%	56%	72%	Higher	Similar
In your neighborhood during the day	98%	98%	97%	97%	98%	Similar	Similar
In Wilsonville's downtown/commercial area during the day	96%	96%	93%	96%	97%	Similar	Similar
From property crime	80%	NA	NA	NA	82%	NA	Similar
From violent crime	92%	NA	NA	NA	91%	NA	Higher
From fire, flood, or other natural disaster	NA	NA	NA	NA	87%	NA	Similar

Table 8: Natural Environment

Natural Environment Items Percent rating positively (e.g., excellent/good)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall quality of natural environment in Wilsonville	85%	93%	91%	93%	91%	Similar	Higher
Cleanliness of Wilsonville	94%	95%	93%	92%	92%	Similar	Higher
Water resources	NA	NA	NA	NA	61%	NA	Similar
Air quality	NA	NA	NA	NA	87%	NA	Similar
Preservation of natural areas	80%	80%	71%	78%	78%	Similar	Higher
Wilsonville open space	NA	79%	74%	80%	78%	Similar	Higher
Recycling	86%	86%	83%	83%	83%	Similar	Similar
Yard waste pick-up	85%	86%	88%	87%	86%	Similar	Similar

Table 9: Parks and Recreation

Parks and Recreation Items Percent rating positively (e.g., excellent/good)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall quality of parks and recreation opportunities	NA	NA	NA	NA	90%	NA	Similar
Availability of paths and walking trails	78%	83%	85%	83%	87%	Similar	Higher
City parks	95%	94%	92%	94%	94%	Similar	Higher
Recreational opportunities	63%	73%	65%	72%	71%	Similar	Similar

The National Community Survey™ - Trends Over Time

Parks and Recreation Items Percent rating positively (e.g., excellent/good)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Recreation programs or classes	79%	80%	71%	81%	80%	Similar	Similar
Recreation centers or facilities	73%	75%	64%	75%	69%	Similar	Similar
Fitness opportunities	NA	81%	66%	75%	80%	Similar	Similar

Table 10: Health and Wellness

Health and Wellness Items Percent rating positively (e.g., excellent/good, excellent/very good)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall health and wellness opportunities in Wilsonville	NA	76%	64%	72%	78%	Similar	Similar
Health services	NA	NA	NA	NA	69%	NA	Similar
Availability of affordable quality health care	NA	NA	NA	NA	61%	NA	Similar
Availability of preventive health services	NA	NA	NA	NA	61%	NA	Similar
Availability of affordable quality mental health care	NA	NA	NA	NA	41%	NA	Similar
Availability of affordable quality food	67%	67%	64%	67%	70%	Similar	Similar
In very good to excellent health	NA	69%	67%	68%	71%	Similar	Similar

Table 11: Education, Arts, and Culture

Education, Arts, and Culture Items Percent rating positively (e.g., excellent/good)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall opportunities for education, culture, and the arts	NA	72%	75%	71%	67%	Similar	Similar
Opportunities to attend cultural/arts/music activities	50%	60%	57%	56%	52%	Similar	Similar
Opportunities to attend special events and festivals	NA	81%	73%	73%	69%	Similar	Similar
Community support for the arts	NA	NA	NA	NA	64%	NA	Similar
Public library services	95%	94%	95%	96%	94%	Similar	Higher
Availability of affordable quality child care/preschool	47%	59%	49%	57%	52%	Similar	Similar
K-12 education	89%	87%	86%	93%	90%	Similar	Higher
Adult educational opportunities	NA	66%	51%	59%	64%	Similar	Similar

Table 12: Inclusivity and Engagement

Inclusivity and Engagement Items Percent rating positively (e.g., excellent/good)	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Residents' connection and engagement with their community	NA	NA	NA	NA	69%	NA	Higher
Sense of community	77%	72%	72%	74%	78%	Similar	Higher
Sense of civic/community pride	NA	NA	NA	NA	75%	NA	Similar
Neighborliness of Wilsonville	NA	76%	68%	71%	78%	Higher	Higher
Wilsonville as a place to raise children	93%	93%	92%	97%	94%	Similar	Higher
Wilsonville as a place to retire	77%	76%	76%	73%	75%	Similar	Higher
Openness and acceptance of the community toward people of diverse backgrounds	72%	68%	63%	59%	67%	Higher	Similar
Making all residents feel welcome	NA	NA	NA	NA	79%	NA	Similar
Attracting people from diverse backgrounds	NA	NA	NA	NA	57%	NA	Similar
Valuing/respecting residents from diverse backgrounds	NA	NA	NA	NA	70%	NA	Similar
Taking care of vulnerable residents	NA	NA	NA	NA	74%	NA	Similar
Opportunities to participate in social events and activities	63%	71%	65%	65%	68%	Similar	Similar
Opportunities to volunteer	75%	76%	74%	73%	77%	Similar	Similar
Opportunities to participate in community matters	69%	77%	67%	75%	71%	Similar	Similar

Table 13: Participation

Participation Items Percent having done each in last 12 months, or having done each a few times a week or more	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Contacted Wilsonville for help or information	38%	35%	39%	36%	46%	Higher	Similar
Contacted Wilsonville elected officials to express your opinion	NA	9%	15%	11%	17%	Higher	Similar
Attended a local public meeting	22%	20%	24%	23%	33%	Higher	Higher
Watched (online or on television) a local public meeting	25%	22%	15%	12%	22%	Higher	Similar
Volunteered your time to some group/activity in Wilsonville	38%	34%	40%	29%	36%	Higher	Similar
Campaigned or advocated for an issue, cause or candidate	NA	16%	18%	20%	22%	Similar	Similar

The National Community Survey™ - Trends Over Time

Participation Items Percent having done each in last 12 months, or having done each a few times a week or more	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Voted in your most recent local election	NA	NA	NA	NA	85%	NA	Higher
Access the internet from your home using a computer, laptop or tablet computer	NA	NA	NA	NA	96%	NA	Similar
Access the internet from your cell phone	NA	NA	NA	NA	92%	NA	Similar
Visit social media sites such as Facebook, Twitter, WhatsApp, etc.	NA	NA	NA	NA	76%	NA	Similar
Use or check email	NA	NA	NA	NA	98%	NA	Similar
Share your opinions online	NA	NA	NA	NA	31%	NA	Similar
Shop online	NA	NA	NA	NA	50%	NA	Similar

Table 14: Focus Areas

Focus Areas Percent rating each as "essential" or "very important"	2012	2014	2016	2018	2020	2020 rating compared to 2018	Comparison to benchmark
Overall economic health of Wilsonville	NA	91%	NA	84%	91%	Higher	Similar
Overall quality of the transportation system in Wilsonville	NA	82%	NA	85%	77%	Lower	Similar
Overall design or layout of Wilsonville's residential and commercial areas	NA	80%	NA	79%	82%	Similar	Similar
Overall quality of the utility infrastructure in Wilsonville	NA	NA	NA	NA	84%	NA	Similar
Overall feeling of safety in Wilsonville	NA	93%	NA	87%	89%	Similar	Similar
Overall quality of natural environment in Wilsonville	NA	87%	NA	80%	80%	Similar	Similar
Overall quality of parks and recreation opportunities	NA	NA	NA	NA	80%	NA	Similar
Overall health and wellness opportunities in Wilsonville	NA	73%	NA	64%	71%	Higher	Similar
Overall opportunities for education, culture, and the arts	NA	73%	NA	63%	65%	Similar	Lower
Residents' connection and engagement with their community	NA	79%	NA	79%	70%	Lower	Lower

Prior to 2020, 'Overall quality of the transportation system' was 'Overall ease of getting to the places you usually have to visit'. Differences in ratings may be at least partially attributable to changes in question wording and should be interpreted cautiously.

THE NCS™

The National Community Survey™

Wilsonville, OR

Open-End Report
2020



National Research Center, Inc.
2955 Valmont Road Suite 300
Boulder, Colorado 80301
n-r-c.com • 303-444-7863



Leaders at the Core of Better Communities

International City/County Management Association
777 North Capitol Street NE Suite 500
Washington, DC 20002
icma.org • 800-745-8780

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Verbatim Responses to Open-ended Question 4



The National Community Survey™
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The NCS™ is presented by NRC in collaboration with ICMA.

NRC is a charter member of the AAPOR Transparency Initiative, providing clear disclosure of our sound and ethical survey research practices.

Summary

The National Community Survey™ (The NCS™) is a collaborative effort between National Research Center, Inc. (NRC) and the International City/County Management Association (ICMA). The survey and its administration are standardized to assure high quality research methods and directly comparable results across The NCS communities. This report includes the verbatim responses to an open-ended question included on The NCS 2020 survey for Wilsonville. Additional reports and the technical appendices are available under separate cover.

Respondents were asked to record their opinions about priorities for the City of Wilsonville in the following question:

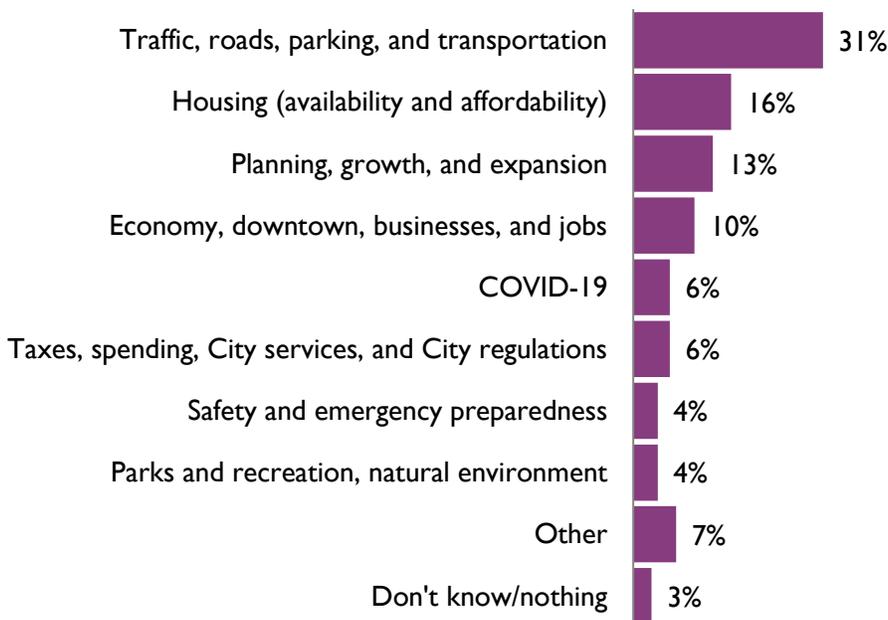
- What do you think is the biggest priority facing the City of Wilsonville over the next five years?

The verbatim responses were categorized by topic area and those topics are reported in the following chart with the percent of responses given in each category. Because some comments from residents covered more than a single topic, those verbatim responses are grouped by the first topic listed in each comment whenever a respondent mentioned more than a single topic.

Results from the open-ended question are best understood by reviewing the frequencies that summarize responses as well as the actual verbatim responses themselves. A total of 630 surveys were completed by Wilsonville residents; of these 536 respondents wrote in responses for the open-ended question.

FIGURE 1: BIGGEST PRIORITIES FACING WILSONVILLE

What do you think is the biggest priority facing the City of Wilsonville over the next five years?



Verbatim Responses to Open-ended Question

The following pages contain the respondents' verbatim responses as written on the survey and entered in the web survey and have not been edited for spelling or grammar. Responses have been organized by coded topic areas.

What do you think is the biggest priority facing the City of Wilsonville over the next five years?

Traffic, roads, parking, and transportation

- (1) Better interface with TriMet for transportation to Portland. (2) Encourage small, non-franchise retail. (3) Manage traffic at the I-5/Boones Ferry/Fred Meyer snarl.
- 1) Rail connectivity to major cities - Portland, Salem. 2) Rent control, Community watch, Residence parking.
- 1. I5 related traffic congestion, primarily at Exit 283. 2. Making adjustments to live safely during the coronavirus pandemic.
- 1. Traffic 2. Residential & commercial planning. Too many new homes are being built w/out supporting traffic issues being addressed.
- 1. Traffic Congestion 2. Affordable Housing (Medium Income) 3. Economic Development
- Access to I-5 across the river (Wilsonville).
- ACCESS TO THE FREEWAY- TRAFFIC.
- ACCESS TO THE FREEWAY- TRAFFIC.
- Add on & off ramps to I-5 @ Boeckman Rd. Also, when I-5 South is slow you get trapped in Fred Meyer's parking lot. It's somewhat better than in the beginning, before you added lanes to the onramp.
- AS A CHARBONNEAU RESIDENT, I WOULD LIKE TO SEE LESS TRAFFIC ON I-5 PEDESTRIAN BRIDGE.
- Auto traffic issues.
- Boone bridge
- BOONE BRIDGE TRAFFIC.
- Boone Bridge. Downtown has no way out during rush hours, term limits.
- Boone Bridge/ River X-ing, Wilsonville Rd. - I-5 exchange.
- Build the Pedestrian Bridge across the Wilsonville.
- BUSS TRAINS.
- City traffic issues including those created by I-5 and, related, overpopulation by allowing too many new residential developments
- Closer cooperation between Tri-Met & smart bus public swimming pool.
- Congestion at I-5 intersections & merge- increasing Aurora airport.
- Congestion getting on oft I-5.
- CONNECT WILSONVILLE TO PUBLIC COMMUTE LIKE AMTRAK.
- Connecting the city better over I-S, no more apartments, a new bridge over to river.
- Connecting to the TriMet system, i.e. bus service from Wilsonville to Milwaukie (Orange Line), etc.
- Creating more sidewalks and addressing the traffic issues.
- Deal w/ over busy I-5 at peak times.

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- Deal with traffic, let citizens vote on boondoggle bridges, stop the massive residential growth without support plans for funding road expansion, businesses and schools. I'm tired of the barrage of new taxes because of the rampant growth. Let the developers getting rich for crowding our town pay for road expansion and new schools.
- Dealing with the I-5 traffic thru Wilsonville.
- Do not waste the money building a bridge unless it is going to drastically improve commuter traffic. Need to attract unique businesses that will bring in \$\$ from other communities. trader joes, whole foods, big chain restaurant. Too bad we did not actively pursue Cabellas. Sell marijuana in the city so the money stays in our community. I believe we would be the southern most pdx metro I-5 community selling it and it would bring in \$\$ from other communities. Aid in developing the WES to travel south to Eugene and Corvallis.*why do you have a question separating Hispanic and all others? Stop this, include them in with all the race choices.
- Fix intersections around I-5 and enforce traffic rules. Large number of accidents occurring.
- Fix the traffic problems.
- Fix traffice on Wilsonville Road and I-5 interchange. Fix lights and sidewalks on town center loop by Les Schwab and Bullwinkles. Also, Advance Road/Stafford intersection is a joke, if you were going to allow development there, you should have had side walks/bike paths installed don Stafford road and someone needs to fix the Stafford/65th/Ellison interchange, that is a death trap that should be a top priority and is certainly more important than walking bridge over I-5.
- Fixing the intersection of Wilsonville Rd and Boone's Ferry. The freeway on-ramp should not be located there. Please close the southbound on-ramp. Either relocate it or simply close it. This will alleviate the congestion at that intersection. Also please make it easier for businesses to open here such as restaurants that are not chains.
- Fixing traffic, stop building high density neighborhoods. More affordable housing.
- Freeway infrastructure. Low/middle-income housing.
- Freeway traffic- Need single on/off lane going south on Boones I-5 bridge from downtown Wilsonville.
- Getting better road. There is a huge opportunity to have a better cultural representation in cuisine. Also a trader Joes.
- GETTING TRAFFIC OVER WILLAMENT RIVER: SOUTHBOUND TRAFFIC.
- Have rail or subway service/system connected to Wilsonville will be the biggest priority for the city of Wilsonville over the next five years.
- How do you improve when you are top ties? Keep focus on traffic, well-planned neighborhoods, walkability.
- I 5 dedicated lanes from Wilsonville road to Charbonneau District exit.
- I 5 traffic North & South bottles up it needs to be widened at Wilsonville because of 205 drops in I 5 too many cars at once.
- I am not the right person to ask as I am not involved with city government at all. The only thing that really frustrates me about Wilsonville is the bad traffic at rush hour times.
- I think the city needs to improve traffic flow through the city during rush hour times, Wilsonville is known by all as the city you dont want to commute from because of the traffic. This is a negative to retaining people and growing. Additionally, I think the city needs to be more engaging when it comes to opportunities for shopping/dining and entertainment.
- I.5 traffic, especially the Boone Bridge.
- I.5 traffic, especially the Boone Bridge.
- I-5 Boone Bridge expansionNo more \$\$ on bike lanes - Boonedoggle bridge for bikes!!!
- I5 BOONES BRIDGE & RELATED TRAFFIC MESS.

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- I-5 highway traffic.
- I-5 traffic flow. I can't recommend people live here as it is too hard to get around.
- I-5 traffic over the river.
- I-5 traffic, expensive utilities and rent, lack of community due to failing local businesses vs large chain /large business and being an I-5 stopover for travelers. There is no longer a "community identity". It is all about the money.
- Improve the roads and traffic lights to allow residential to commercial traffic to flow better. Make Wilsonville more business-friendly. Improve the K-12 school system dramatically.
- Improve traffic flow on Wilsonville Rd. during peak times while not connecting Boeckman Rd. to I-5 and dramatically improving the vibrancy and the appeal of the Town Center area.
- Improved rail connection to Portland (and PDX Airport): faster, more direct, more frequent, weekend service added
- Improving the flow of traffic on Wilsonville Road.
- Improving traffic flow on Wilsonville Rd. Sidewalks on parkway - sidewalk ends at Wilsonville Honda.
- Improving traffic flow through Wilsonville along I-5 and widening the Boone Bridge, and containing the growth of the Aurora airport.
- increased traffic congestion
- Increased traffic on I-S & development in Tokyo farm land.
- Infrastructure
- INSUFFICIENT PARKING IN CONSTRUCTION WITH HIGH-DENSITY HOUSING.
- Join TriMet
- Keeping traffic down! Caring for mother Earth/environment.
- Keeping traffic flowing smoothly.
- Keeping traffic running smoothly and roads maintained.
- LACK OF INFRASTRUCTURE & REPAIR OF STREETS. CITY PLANNING OF ZONING. TRAFFIC FLOW, TRAFFIC FLOW, TAKING AWAY OUR SERVICE OF SMALL TOWN & COMMUNITY. DON'T TRY AND BE A PORTLAND. KEEP OUR OPEN SPACE FARMLAND WE DON'T NEED MORE GREED & CLEANING OF LANDS FOR HOMES!
- Major road traffic.
- Major traffic flow on Wilsonville Rd with increase in residential and commercial growth
- Making sure roads & schools can accommodate the growth in housing from Frog Pond.
- Making sure traffic flows smoothly with increased growth
- Managing traffic and maintaining a walker/biker friendly, clean, inclusive community
- Managing traffic on Wilsonville Road and I-5 and focusing on new businesses that improve shopping opportunities & we do not need more pizza parlors, fast-food restaurants, and coffee shops.
- Managing transportation as housing developments continue to develop in the area.
- Mass transit to and from!
- Most likely, "traffic", as Wilsonville is such a desirable city to live in!
- Moving traffic on Wilsonville Road, affordability of business starting in Wilsonville Bell Road-safety- near Wilsonville Rd.
- Not the largest priority, but I would love to see more multi-use and biking-friendly routes linking east and west of I-5 along the southern part of the city near the river, and general biking infrastructure improvements. A pedestrian bridge over the Willamette would also be appreciated.
- Overcrowding, traffic, crime and homeless.

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- Please keep working with the county and state to help fix the massive traffic issues present when there isn't a shelter in place order.
- Pot holes of less land.
- Potential commuter diversion traffic onto city roads if I-5 gets toll roads added north of Elligsen road.
- Prioritizing traffic concerns over smart growth.
- RESIDENTIAL PARKING.
- Resolve traffic congestion
- Road infrastructure- traffic management! We keep adding neighborhoods and housing and our streets are staying the same. Freeway access to I-5 is a huge issue, and will only worsen.
- Roads & traffic congestion in the afternoon.
- Roads and freeway access.
- Roads, I-5 bridge
- Schools traffic issues due to overbuilding, affordable housing.
- Solving the traffic backup on I-5.
- Taking care of sidewalks (vegetation along sidewalks) in Memorial drive Beautifying medians in Rebels and Jessica streets and vacant park space next to library.
- The growing of the Boeckman/ Stafford Rd. over traffic, schools & traffic.
- The largest opportunity facing the City of Wilsonville would be traffic improvement. This would include Wilsonville Road (east and westbound) on both sides of I-5. It would also include the Elligsen/Boones Ferry area also. These roads have become so bad and pot-holed due to the tremendous amount of large truck traffic. The City Council also needs to address the traffic issues for I-5 south at Wilsonville Road on ramp.
- The noise level from cars, trucks, motorcycles on Wilsonville Rd is very bad. I would love to see the city address this.
- The transportation system including automobile, bicycles and walking.
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- traffic
- Traffic - flow, affordable housing not good now.
- TRAFFIC !!! I-5 is a nightmare and we feel it but you are not listening! Instead you keep taking away farm land and building more homes and HIGH DENSITY housing which adds to the traffic problem. That interchange of 65th/Elligsen/Stafford is horrible and instead of Wilsonville taking the reigns and solving the issue, they point fingers and say "not our jurisdiction." Same with the deadly curve on Advanced Road heading towards Petes Mountain Rd. STOP BUILDING and fix the infrastructure first! You allowed more homes to be built in Frog Pond but didn't demand that the builders put additional sidewalks in. They did the bare minimum. Same with sinking the power lines. Those can be buried, but you didn't make them spend the money in order to build.
- Traffic & homeless population.
- TRAFFIC (BOONE BRIDGE & WILSONVILLE ROAD).
- Traffic- add more on-ramps.
- Traffic and listening to the people of Wilsonville.
- Traffic and space. We have a a lot new development coming in and the new middle school that was just built is already full. Traffic will only get worse and geographically there isn't a whole

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lot extra space in this city. I don't want to keep building into the country space that's what's nice about Wilsonville. You drive 5 minutes out of town and there is beautiful country scenery. I don't want our town to lose that.

- Traffic- Better structure of Freeway on & off.
- Traffic- Better structure of Freeway on & off.
- Traffic congestion & managed growth.
- Traffic congestion and construction and construction of Frog Pond neighborhoods & poor internet- need Google Fiber.
- Traffic congestion on I-5 and other arteries
- TRAFFIC CONGESTION.
- Traffic control at the Wilsonville Rd & Boones Ferry & I-5.
- Traffic control.
- Traffic control; homeless person care & management, reducing amount of empty business locations not constructing more!
- Traffic during rush hours.
- Traffic esp. on Wilsonville Rd. & Boones Ferry Rd.
- Traffic fix on I-5/Boone Bridge.
- Traffic flow along I-5 with across to the city train North or South. The city can't thrive if you can't get here!
- Traffic flow on Wilsonville Road. It's always under improvement yet improvement made is always behind traffic increase.
- Traffic flow, traffic flow, traffic flow.
- Traffic flow.
- Traffic flow. With the new developments off broken and the newer middle school Stanford rd through to Wilsonville rd and on to I-5 has become fairly congested during rush hour times. Also on the west end from Boone's ferry through to the freeway is horribly congested at rush hour times.
- Traffic flow/freeway bottleneck.
- Traffic flow-horrible at peak times. Determine activity by time of day. Freeways thru Wilsonville are reason not to live here!
- Traffic including driving [?] Wilsonville and I 5 traffic.
- Traffic- infrastructure. Lower amount of fee for water.
- Traffic issues- Overcrowded road.
- Traffic issues- Overcrowded road.
- Traffic issues.
- Traffic management Population growth
- Traffic management within the city and freeway!
- Traffic noon I 5 intersections.
- TRAFFIC ON & AROUND I-S, I THINK THAT THE BOONES BRIDGE PROJECT (FOR WALKING & BIKING) IS A BIG WASTE OF OUR MONEY.
- Traffic on Boone Bridge, better lightning. Stopping areas- "Safe Way".
- Traffic on city streets because of new neighborhoods.
- Traffic on city streets. A theater sight for Wilsonville player. Senior center improvements.
- Traffic on I 5 & Wilsonville Rd.
- TRAFFIC ON I 5 (WILSONVILLE SLOWDOWNS) ACCESS TO I 5. NEED SOME DECENT RESTAURANTS (NOT FAST FOOD OR CHAINS).
- Traffic on I5, more lanes across bridge.
- Traffic on I-5, traffic around Frogs Pond development.

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- Traffic on I-5. Need to attract restaurants and shops that are not strip mall. Need quality restaurants and trader class, market of choice. Some higher end stores. Wilsonville is not quaint at all.
- Traffic on Wilsonville Road! I cannot go to the store between 4 and 6 pm without waiting 20 min on Wilsonville Road. Clean up neighborhoods and natural areas.
- Traffic on Wilsonville Road/Boones Ferry Road and I-5
- Traffic solutions relating to I5 and traffic flow through the city.
- Traffic through new developments.
- Traffic through town during rush hours. Safety from criminal mischief.
- TRAFFIC THROUGH WILSONVILLE AT PEAK TIMES.
- Traffic! Too many homes being built before improvements to roads and the ability to handle all the new traffic.
- Traffic!! And paying for bridges that the people have been asked to approve. Waste of money!
- Traffic!! Streets can't handle the traffic especially if accident on I-5.
- Traffic!!!
- Traffic, city layout, need for more dining options.
- Traffic, crime
- Traffic, no new apartments- To not extend runway at Aurora Airport- To keep growth in check.
- Traffic, safety, limit growth.
- Traffic, slowing down growth until infrastructure is in place to support it. Crime is increasing in our neighborhood as well.
- Traffic.
- Traffic. However, education is also critical.
- Traffic. Please allow more local business.
- Traffic; high care of water; abstracting new awareness.
- Transportation - despite the surveys on traffic, I think they underrepresent the true magnitude of traffic.
- Transportation as population grows/ public safety for same reason.
- Transportation improving streets and flow, improving bike trails
- Transportation on the 1-5 corridor.
- Transportation, urban development and planning, 5G network expansion.
- Transportation. Sidewalk-lighting.
- Vehicle traffic.
- Widening Boone Bridge on 1-5, without question. We need a designated southbound lane to Charbonneau like we have northbound ASAP!!!
- Widening of roads where new houses are being built.

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- Widening the Boone Bridge!!! Not a Pedestrian Bridge. Waste of money!!!
- Widening the Boone Bridge!!! Not a Pedestrian Bridge. Waste of money!!!
- Wilsonville Rd Traffic onto the Freeway- It backs up into the residential neighborhoods... and past Wood Middle school and Wilsonville High School... We also need better food choices not pub food... More and More we and others are leaving the city to eat out.

Housing (availability and affordability)

- 1) building quality family homes 2) maintenance of roads and landscaping
- 1) Housing - Affordable with adequate parking. 2) Jobs - I have lived here for 4 years and couldn't get a job. I work in Beaverton. 3) Diverse cultural activities.
- Access to affordable housing.
- Affordability of housing and supporting local businesses.
- Affordability of housing. It's crazy expensive to live here
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- AFFORDABLE HOUSING & CITY GROWTH.
- Affordable housing & health services.
- Affordable housing by far and away the biggest issue in people- a very people- being able to remain in Wilsonville.
- Affordable housing for low income AND middle income. Better traffic flow near IT. Better transportation as far as route times for the WES
- Affordable housing, especially for seniors.
- Affordable housing.
- affordable housing. increase shopping/stores.
- Affordable housing. Infrastructure.
- Affordable housing. Traffic on freeway. Growing so fast.
- Affordable housing. Traffic.
- Affordable Low income housing.
- Affordable rent/housing; bring more affordable grocers for those who can't afford Fred Meyers/ Safeway/ target.
- Being strategic about housing development and not just squeezing as many homes into a small area (e.g., Villebois)
- Building more single-family detached homes and raising our rate of owner-occupied housing units
- Controlled housing growth and schools to meet that growth
- Cost of housing for elderly!
- Creating affordable housing opportunities within Wilsonville and filling existing vacant commercial real estate.
- Either housing costs - which would originally have been my firmest answer - or the economic fallout of COVID-19. We need more affordable housing badly.

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- Ensuring multiple family dwellings/apartments are not further overbuilt. My understanding is that surrounding communities have not taken on their fair share of such housing. See <https://www.towncharts.com/Oregon/Housing/Sherwood-city-OR-Housing-data.html>. I think continued expansion of such housing in Wilsonville will negatively impact quality of life and overburden schools.
- Equitable Housing and traffic on I-5S at Wilsonville on-ramp.
- Excessive Housing density, lack of available parking, and traffic congestion
- Fixing the imbalance in our housing mix by adding owner occupied housing...and, of course, gridlocked traffic.
- Have senior living that we can afford. Rent is much too high.
- Homeless, rent increases
- Homelessness.
- Honestly, teh city needs to work on allowing more affordable housing to be built, if it really wants to see diversity in the city. WE do not need more Street of Dream neighborhoods, we need more apts and smaller affordable duplexes/townhones that are single or two story at most with garages/carpports. Something where the monthly cost of the housing is between 900 and 1200 a month.
- Housing & growth of population.
- Housing costs, adequate grocery and clothing stores with the increase in population.
- Housing is too dense, housing is not affordable, needs better shopping & restaurants.
- Housing prices
- Housing, Economic Development.
- I struggled finding an apartment, being a single parent. Asking for 3 x the rent is very high & hard.
- I used to own a home & the overall feeling of safety changed when I had to sell & move into an apartment. I have worked for 65 years & have a Master's Degree. It would be so amazing to be able to afford & small home once again. When apartments [?] crime. I had [?] can stolen & could have been assets. [?].
- Increase housing and creating opportunities for work/employment.
- Increasing available residential housing developments.
- Limit high-density housing, have our own city police force
- Low income housing, homeless situation.
- Maintaining affordability in housing.
- maintaining affordable housing for all
- Middle housing that people can buy, not rent.
- More affordable housing- nice modular home park.
- More affordable housing.
- More single family homes. Transportation improvements for car travel. No more urban renewal. No more density.
- Non expensive housing
- Overcrowding in housing.
- Providing for affordable housing in diverse housing types- Not just apts., condos and HOAS- Not democratically operated!
- Providing places with affordable living for residents. Encouraging and educating young future homeowners about opportunities for home ownership.
- Residential housing continuing to be built, taxing an inadequate road system. More cars take away from the walkability of Wilsonville, its becoming more dangerous to cross on Town Center Loop and Wilsonville Road.

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- Stop the high density housing and wasting money on bridges nobody wants.
- TO MAINTAIN AFFORDABLE HOUSING FOR SENIORS & OTHERS. TO BE WELCOMING BUT CAUTIOUS ABOUT GROWTH PROMOTION. KEEP WILSONVILLE SPECIAL.
- To repair apartments, low-income housing.
- Too many renters versus home owners, seen increase in vandalism and car break-ins. Wilsonville isn't the town I envisioned it to be...a country version of Lake Oswego, instead it has become like Gresham or Milwaukie.

Planning, growth, and expansion

- 1. Mixed use planning needs to improve. Retail mixed with living needs to happen so we have more community and less driving. The failure of the retail area in Villebois is a big disappointment. 2. Make it so unique, non-national brand businesses can afford to do business here so we can have character and more restaurants providing an overall improvement in the character and appearance and thereby the life quality of the city. These are the only reasons I am considering retiring in another city or state. I would like to stay here but don't want to be in the car all the time and desperately want unique shops and restaurants in my immediate environment. Walkability and bikeability to nearby businesses is key. Variety of businesses is key.
- Accommodating the massive growth of houses along Boeckman and how that will impact traffic, schools, quality of living, etc. I think it was a poor choice to build these large developments and it will negatively affect long-term residents. I feel all of the things I loved about Wilsonville are about to be destroyed. Judging from the petty back and forth comments on the Wilsonville Facebook page from community leaders during this last election, I am really concerned about who is making decisions around here.
- Avoid becoming too dense - overbuilding, and thus 1) deleting the beautiful open spaces that make our city so inviting and 2) increasing traffic to the levels that it's not practical to go into "town." I frequently go to Canby to shop because of traffic conditions in downtown Wilsonville (I live in Charbonneau).
- Balancing residential growth with traffic and general liveability.
- Balancing residential/commercial growth with conservation of undeveloped land keeping property taxes reasonable.
- Because of all the new residential building- it's getting too crowded.
- City development.
- CITY INFRASTRUCTURE (STREET MAINTENANCE, ETC.) AND ECONOMIC GROWTH.
- CITY PLANNING AND ECONOMIC OPPORTUNITIES- A PERSON TO COME HERE.
- City planning.
- City planning/infrastructure, traffic!!! Space/environmental planning.
- continued growth issues. too many cars and people in the current infrastructure
- Continuing to build high-quality neighborhoods and parks.
- Continuing to grow as a city.
- Continuing to grow but still remain a small quiet community
- Control growth- not let it outstep the funds to support it.
- Controlled growth.
- Controlled residential growth I-5 and 205 & Stafford Rd. traffic and the impact on city streets.
- Controlling housing growth, traffic on I-5 South.
- Controlling residential growth.

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- Creating a town that feels like a town rather than a rest stop on the freeway. Also - why don't we have better police coverage??
- Crowded residential areas with high-density housing. Absolute disregard for residential parking. Bottleneck on I5 near Wilsonville exit.
- DEVELOPING THE VACANT LAND ADJACENT TO CITY HALL AND DEVELOPING AN AQUATICS/SPORTS CENTER.
- OVER HOUSING DEVELOPMENT. POSTAGE STAMP LOTS.
- Expansion - dealing with continued auto traffic and need for affordable housing
- Growing so fast; space; difficult to keep up with; popular areas.
- Growing to large.
- Growing too fast worried about the project over the bridge project
- GROWING WAY TOO FAST. CONGESTION GETTING TO AND FROM WILSONVILLE CAN BE A NIGHTMARE.
- Growth and managing it.
- Growth and preserving natural environment.
- Growth and services that are current and support that growth.
- Growth and the direction it takes.
- Growth and traffic
- Growth development of housing & business while keeping nature areas.
- Growth management.
- Growth, maintaining livability a safety while managing growth. Fixing the disaster that is I-5.
- Growth, traffic problems, Way too many apartments
- High density -- by the city's own study from Summer 2019, we now are 15 out of 15 in terms of highest number of rent versus home-owned residents. With nearly 63% of Wilsonville residents as renters and the city's own resident demographic study showing 50% require low-income housing this is hugely disappointing. We have flooded our town with a 'pack 'em and stack 'em' mantra. We need more balanced growth. Major issues with parking for all the tenants of apartment complexes -- forced to park in housing neighborhoods which has created major conflicts b/w apartment renters and homeowners. Traffic has become ridiculous - sometimes taking 45 minutes to travel 3 miles across town. You cannot cram thousands of people and not expect to have major issues with traffic...way too much density.
- How to keep up with the growth for a diverse population - providing housing (for the rich/poor and in between), continue to provide the infrastructure to support the growth and providing merchants for residents as well as visitors into the city
- Infrastructure.
- Instead of just letting new ugly houses be built in large numbers, have a lot more local health care and better shopping opportunities to serve the many people being encouraged to move here.
- Keeping growth in check.
- Keeping people out! I moved here to get away from so much growth.
- Keeping the quality of our city high . . . It should be a place that is enjoyable to live in, a place that we can be proud to live in . . . We need to manage our growth - less apartments, more single family residences, and develop a thriving commercial sector that invites residents to walk, shop, and enjoy dining . . . We have a lot of that now, but we need to continue striving to make Wilsonville a place where people feel safe at all hours of the day for night. Where our children can bike around town, and where we can enjoy the company of running into our fellow citizens one dinner at a local restaurant. I love that about our city now, and hope we strive to maintain this atmosphere . . .

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- Keeping up with rapid growth.
- Maintaining affordability, managing I-5/ Wilsonville Rd. congestion improving the downtown vibrancy and access to all.
- Manage growth.
- Manage the changing population pressures on this corner of the Portland metro area.
- managed growth and traffic
- Managed growth.
- Management of population growth and the services/infrastructure that such growth will require.
- MANAGING GROWTH ECONOMIC DEVELOPMENT, EFFICIENT USE OF EACH TAX DOLLAR; WE'RE TIGHT RIGHT NOW & NEED TO USE CURRENT RESOURCES WITHOUT EXPANDING, COMPLICATING- MORE GOVERNMENT & REGULATING- USE COMMON SENSE.
- Managing growth with restricted income from State and Federal Governments.
- Managing growth!
- Managing growth, keeping space (open space) for people to live uncrowded (think, social distancing).
- Managing the rapid influx of new housing especially in regards to traffic control and crowding.
- Mixing residential and commercial together, do not mix!! Need more affordable housing & public (train) during the day.
- My, biggest property is no more. Construction for houses or apartments because now is more traffic in the Wilsonville Rd. to go at I-5 and to many people is in the stores.
- No more apartments!
- Not developing more homes. Safety communication with community.
- Not to do any more building of homes or apartments or condos for several years. We have a lot more crimes & homelessness. Let's keep this a clean, friendly town, not overdone!
- Not trying to over develop and to leave and expand open space.
- Over population and too much urban development.
- Overcrowding, lack of roads to help alleviate traffic jams. Affordable housing for service workers.
- Over-population, more residential housing increasing population, over-populating schools, increased traffic.
- Planning, development like Villebois are becoming overpopulated.
- POPULATION GROWTH AND EXPANSION OF INFRASTRUCTURE TO SUPPORT THAT GROWTH.
- Population growth.
- Preventing overcrowding. Fixing the basics first.
- Quit letting Apartment complexes massacre the trees. Continue to maintain crime.
- RESIDENTIAL PLANNING, TRAFFIC CONGESTION, ROAD MAINTENANCE, BETTER POLICE COVERAGE (MORE OFFICERS).
- Residential planning. Very expensive homes and low-income apartments not much in between. More river access would be great.
- Significant expansion - is Wilsonville High School large enough to handle the increase?
- Slow down growth in housing if you can't get the infrastructure i.e. roads to handle the increased population. I've lived here for 25 years with huge increases in people, but not roads to transport them. The city kept Fred Meyer out for years and years due to traffic. Now it seems like no one give a hoot.
- Slow growth! Too much growth!!

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- Stop building! It's getting crowded & crime has gone up in the 12 years I've lived here. I'm a native Oregonian & most people I meet aren't even from Oregon. Home prices are way too high. Seems you cater to California with that Villebois neighborhood & they have the most crime! Car break ins & package thefts are out of control. Stop building!!!!
- Stop over-development (Frog Pond etc..). I answered #15 Ave to Wilsonville allowing developers to come and turn Wilsonville into another Tigard. Do you want to live in Tigard (congestion)? Stop the madness!! Limit development- Keep Wilsonville what it is otherwise, we are leaving (10 yr. Residents).
- The biggest priority is to have a growth management plan in place and followed. This plan should include maintained parks, walk ways, bike lanes, green belts, foliage in new housing areas. Limits on multi household dwellings, apartments, condos, etc. New business complex should be consistent with the current materials, design, eg. classy and brick with maintained trees and greenery. With a good plan in place, Wilsonville will continue to be a desirable place to live.
- There is a great deal of growth in Wilsonville. Traffic at the two exits to enter Wilsonville from the 5 is terrible and dangerous. I fear our community is going to become overpopulated with too much traffic and congestion on the roads as well as a lack of parking like in Portland.
- TO NOT LET WILSONVILLE GET TO LARGE.
- Too many apartments and homes being built without the needed infrastructure. Also crime appears to be increasing
- Too much growth, not maintains the friendly vibe.
- Wilsonville has limited space, so it needs to use that space wisely. I think it's a shame that the Villebois development has created so many houses with no yards and crammed so many people into a small area for the sake of profits. It has also created overcrowding and traffic problems. The city is also not updating as far as parking lots and buildings. The infrastructure is outdated and so are the building designs. Maintaining our parks and natural areas is also high priority. I think that the community would benefit from having a new store in the area that used to have Albertsons/Riteaid, that is now sitting empty. The space where there is Starbucks and it's near Sonics. It would be great to have a Trader Joes there because I think the community would really benefit from it and shop there. Or at least something that would be beneficial to the community. Having a larger gym to encourage more people to exercise and take classes together, like 24hr fitness or LA fitness or something would be a great addition to the community. Having more business open at later hours for people who work later/work nights.
- Zoning.

Economy, downtown, businesses, and jobs

- (1) Creating a more attractive "downtown" with unique mom & pop/ small businesses so that the city has its own feel and where people can enjoy shopping and dining (not at chain restaurants or businesses). This would make the city/area much more desirable to both live in and visit. (2) Recreational 'river' trail access along the Willamette River.
- 1) Commercial development & Frog Pond. 2) Safety- reduce crime.
- Attracting independently owned restaurants and shops. Wilsonville needs more character as a city.
- Attracting manufacturing or good wage paying jobs...less retail. And housing. More middle income housing, less low income housing.

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- Better and more variety of shopping and restaurants in the town. We often drive to Sherwood, Tualatin or other cities for shopping and dining. Also addressing the potential freeway traffic issues impacting our city. Especially if they try to put in a toll station north of Wilsonville which would divert more cars into our city streets to take back roads.
- Bring in businesses that offer employment opportunities with salaries at or above the median household income of Wilsonville residents.
- Bring in more commercial businesses. Expand walking trails. Add more recreational Businesses.
- Bringing in more businesses. Especially grocery store along with residential not being crammed together in such tight spaces with little to no parking. Focusing on school district funding
- Control over supply chain to maintain ability to provide food & essential services. This survey is too long!
- Create a legitimate downtown including improved/ different shopping options- get on with plans/promises of removing the Safeway shopping area on the east side of the freeway.
- Create a vibrant town center with sit down dining restaurants to eat at and shopping. The town center would have places where people can walk outside and want to come to spend time for an afternoon or evening.
- Create more dining options. Establish a nice shopping & dining area with outside park areas surrounding it.
- Creating a business friendly environment. Creating more opportunities for businesses to come to Wilsonville
- Creating a community feeling where small businesses thrive.
- Creating a more vibrant, family-friendly and entertaining city center area.
- CREATING A REAL DOWNTOWN/ TOWN CENTER.
- Creating Wilsonville as a destination for commerce plus managing housing growth to not choke up traffic.
- Decent shopping- not grocery. Do not need things like bridge over W. River or Beckam Rd. dip fixed. Money can be used for fixing traffic flow.
- Development of "downtown" area I would like to see more higher quality retail and restaurants in Wilsonville.
- Downtown layout, equity, diversity and inclusion, traffic (I-5) healthcare (more primary care).
- Economic Development
- Economic growth.
- ECONOMIC RETURN MORE BIKE LANES & BIKE ACCESS.
- Economic strength, sense of community is a very sprawling suburb.
- Economic wellness, affordable housing, cost of living, traffic congestion.
- Economy, business sustainability and growth
- Economy-Relying social business record.
- Encourage business here- retail/ commercial to keep revenue in our city.
- Encourage small business development, restaurants variety of shopping.
- Helping our businesses stay in business.
- I haven't lived in Wilsonville very long, so I don't know. However, when I arrived here, I searched for the shopping center- in Wilsonville. I was disappointed to discover that there was no local (small) shopping mall. Fred Meyer and target are the only clothing shopping centers.
- Improving local shopping opportunities in the city core, reducing traffic congestion on Wilsonville Road, reducing the housing sprawl on farmlands; increased affordable housing (including single level homes for aging population).

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- Job growth
- Job's 1 people, roads, trails, waterworks, it's hard to say.
- Keep the economy going as all businesses and people try to recover from this virus disaster.
- Making sure business comes to and stays in, Wilsonville while also paying its fair share in taxes.
- More stores in old Albertsons.
- Opening up businesses and schools.
- Post-outbreak, I would now say local economic prosperity.
- Recovering from corvid 19 issues/getting businesses back up and running/concern for those we are loosing. Also getting the French Prairie Bridge into the forefront and underway as an economic stimulus.
- Redevelopment of Town Center and additional I-5 ramps
- Redevelopment of town center (replacing Albertson's shopping center, traffic congestion, reducing freeway noise)
- Reimagining and redesigning Town Center Plaza. Building an aquatic center!
- Remove strip malls, make it more like a village. You could have a fantastic farmers market like Beaverton. You have the space!
- Revitalize downtown so it feels more vibrant. I would love to see a recreation center open to people younger than 65 as well. Finally, I'd like to take college classes at CCC, but the local campus has nothing that interests me.
- Revitalizing downtown with more shops, restaurants, and multi-use commercial buildings. Fixing the I5 Boones Bridge bottleneck and other slow bottlenecks in Wilsonville - Super Important! Additionally it would be nice to have a dog park or two and to develop that pedestrian bridge from the West side of I5 to downtown so people do not have to walk or bike along Wilsonville Road or Boekman to get to and from the East side of I5. Ensuring the City is financially sound with enough reserves for future downturns and/or resilient planning to help the City endure the Cascadia earthquake in the future. There are other priorities, but those are a few things that we feel are important and realize that the City is either working on them currently and/or hopefully plan to in the future. We would like to spend more time downtown, but because there isn't much to do (in our opinion) having a more multi-functional downtown area will certainly drive more citizens to a common place and bring folks from out of town too.
- Small business opportunities. Quality restaurants!
- Smart implementation of the plan to redevelop the downtown core area. Traffic
- The economy and affordable housing for all.
- The town center rehab plan to promote small business therefore promoting local economy.
- Town center development plan, pedestrian bridge over Willamette, pedestrian bridge over I-5, Coffee Creek industrial park development.
- Town center project.
- Unemployment

COVID-19

- *Financial stability/health in face of the COVID-19 major recession that is already descending.
- *Build some smaller cottage-style housing for older people needing to down-size from a family home to something smaller, but still a single person or couple home!!!!
- Because of COVID-19, biggest priority is overall health of economy (businesses). If not for COVID I would've said efforts to move our community more diverse.

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- Before COVID-19, the biggest priority would be balancing growth with affordability; in particular, Wilsonville should focus on middle housing (not apartments and not housing above \$600,000).
- Community development while balancing over natural resources/environment (after COVID-19) economic growth.
- COVID-19 recovery.
- Disaster preparedness; COVID-19 has exposed how underprepared we all are for a disaster.
- Economic recovery from COVID-19 restrictions.
- Economic stability and improvement and public health and safety following the COVID-19 pandemic.
- Economic stability post COVID-19!!!
- expand employment opportunities and provide necessary COVID19 relief and services.
- Financial. Balancing the budget post Covid and economic reality. Keeping people safe and likely having to reduce services or programs.
- Get away from the virus.
- Handling and overcoming the impact of this pandemic on individuals, families and businesses.
- Helping out businesses and low income people through the pandemic
- Making sure the pandemic response doesn't have far reaching consequences for our businesses and schools. Getting back to normal with regular events, community opportunities, rebuilding. We've already lost some major entities (Wilsonville Lanes, WOS) and likely more to follow. We must stop the bleeding and then we can talk about how to improve things from there.
- Post-pandemic recovery, including adjustment to new budgetary realities (whatever they may be).
- Recovering from the coronavirus!
- Recovery from pandemic.
- Stopping Aurora airport expansion.
- SURVIVING PANDEMIC.
- The biggest priority will probably be trying to maintain services amid the economic downturn due to Covid. Lack of funds due to decrease tax revenue because of unemployment will be a problem.
- The pandemic is unleashing increased housing insecurity, food insecurity, and job insecurity. How will Wilsonville respond with what will most likely be decreased City resources/revenue. How will Wilsonville be a welcoming place (and affordable) for all people from diverse backgrounds?
- TOO MUCH DENSITY FOR SCHOOLS AND ROADS KEEPING SMALL BUSINESSES GOING POST COVID-19.
- Transitioning after COVID--safety of reopening, transition commuter town to potential work from home town. And please can we get some decent restaurants? :)
- With the pandemic economic opening up and providing services to low-income people affected by the Corona Virus. Children's education will be important to catch everyone up possibly more emphasis on low income/tech learners.

Taxes, spending, City services, and City regulations

- Accurate cost-benefit analysis of city projects with published unbiased summaries.

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- Avoiding being taken over by special interests that will undermine focus on continued development of a diverse, livable community with an excellent city government that serves all residents.
- Being transparent about the meeting that happen before public city committee meetings.
- Control expenses- taxes- property, trash collection.
- Cost of water and utilities. Cost of property taxes, too high now.
- DEFEATING ONEROUS POLICIES + TAXES FORCED UPON BUSINESS + RESIDENTS BY ONE-PARTY GOVT IN SALEM.
- Easing up on Govt. building regulations/restrictions of land uses. Too much control!!
- Eliminate the friction between the City Council and a certain minor group of folks over strictly political issues
- Evaluate cost of providing services.
- Figuring out how to stay relevant on a state level with term limited mayor.- Getting residents to understand that Wilsonville is great due to past decisions and to keep it that way- stay on course with livability features (bike lanes, parks, safety)
- Getting rid of the long time city government and focusing on the economic health of our city. Quit focusing on "diversity" and focus on the "people" of Wilsonville regardless of how they are different
- Given the results of the election, maintaining a sense of the history of Wilsonville in elected officials
- High Property Taxes and increased Crime (e.g. shooting in park, stabbing in park, fights near the park, homeless often residing in the park, prostitution in the park and recently the intentional detonation of an explosive at a nearby residence in the Renaissance boat club (the HOA has been notified, but no police action appears to have occurred).
- HIGH TAX RATE IN VILLEBOIS COMPARED TO REST OF CITY ON AVERAGE.
- Keep costs from rising. Were overwhelmed with taxes and have to vote against everything.
- Keeping property taxes from rising. They are very high as of now.
- Keeping property taxes low - I will be inclined to leave if property taxes rise as they have I know they will never happen.
- Keeping Wilsonville livable affordable and safe. Improve cell phone reception- I never get more than 1 or 2 bars ever- very poor reception Verizon- cell tower in Grahams/Oak Reserve.
- Listening to our needs and preparing for those.
- Lower property taxes. It costs too much to live here unless you make lots of money.
- Lower taxes for residents.
- OVERCOMING THE RECESSION WHILE STILL MAINTAINING CURRENT SERVICE LEVELS. ARE WE PREPARED? WHAT ARE OUR DISASTER PREPAREDNESS LEVELS?
- Participating in State, Regional and Tri-county (Clackamas, Marion, Washington) matters; having some of those issues reflected in Wilsonville through our own consensus building process without being consumed or dictated to by those partner but external entities.
- Pricing/taxing people out of the city traffic.
- Recognizing the direction Wilsonville really needs to go in the future. Making sure money is going to the projects residents think are truly beneficial and not frivolous pet projects.
- Reducing Property taxes.
- Term limits a step in right direction
- Stewardly use of financial resources, not squandering it on unsustainable, feel good projects.
- STOP SPENDING \$ ON PET PROJECTS LIKE THE PEDESTRIAN/BIKE BRIDGE!
- The ability of our City leaders to truly take the citizens of this community best interest in mind.

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- The focus has gone to appearance and not essential services. We need less new housing. We need a small hospital. We need more local employment opportunities that are not low paying. Housing costs are out of control.
- To focus budget on educational services health/social services and arts/cultural activities.
- TO LOWER OUR WATER BILL (CITY OF WILSONVILLE) PUT SOMETHING (BUSINESS, RETAIL) IN THE CLOSED ALBERTSON BUILDING. CONTINUE TO MAINTAIN THE WONDERFUL THINGS WE HAVE. IMPROVE CELL COVERAGE.

Safety and emergency preparedness

- *Community safety. * Preparation for man-made and natural disasters. * Be careful and thoughtful w/ 5G. It is dangerous to human health!
- 1- Disaster preparedness for all residents. 2- Bridge between Charbonneau & Wilsonville. 3- Protecting agriculture space South of Charbonneau. 4- Managing growth regarding Aurora Airport.
- Controlling property crimes. Increasing shopping opportunities. Strong economic growth.
- Crime and housing
- Crime is getting out of control. Cars are getting broken into every night. Speeders through our neighborhoods day and night. The livability has declined drastically in the last 10 years.
- Flood mitigation via creeks.
- Increased crime, traffic issues-is Fred Meyer area, areas by exits/ on ranges backed up. Housing prices too high.
- Keeping it new, safe, clean. Staying current.
- Keeping the city safe and crime-free. Bringing in Trader Joe's.
- Natural disaster preparedness & education (earthquake).
- Safety from crime, preserving natural space, water quality
- Safety homeless doesn't migrate from Portland & Salem.
- Safety! We back up to Memorial Park and the efforts to close the park at night are just NOT happening. Apparently you can trip the gate at the top of the hill. We need to come up with a good solution to keep cars out of the park from dusk to dawn.
- Safety, not over-crowding neighborhoods, and creating more diverse/vibrant restaurants, parks, recreation activities, etc.
- Safety. Crime is way up here and it's been going up for awhile. I said it the last survey and it just got worse.
- The increase of property crimes. I don't want Wilsonville to become like Portland with increased homelessness and increased property crime. The police need to increase patrols.
- The only reason I would say that my opinion has declined slightly is due to the experiences we've had since moving into an apartment in January. We are in the process of moving to Eastern Oregon due to my husband's job, so my son and I downsized to an apartment so I could finish up my teaching contract. Since moving here, I have been the victim of several thefts and vandalism. I'm not sure if it's because we're in the midst of a global pandemic, and people are reacting out of fear and desperation, or if this is the norm. I gave up reporting it to the apartment complex staff because their reaction was, "Bummer! Have a nice day." I'm sad that after six years of living in Wilsonville and loving every minute of it, this is our experience on our way out. (Then again, it makes the prospect of moving to Eastern Oregon more appealing.)Based on this, I would say that the biggest priority is making ALL Neighborhoods in Wilsonville safe. There shouldn't be such a disconnect between residential home and apartment living. Maybe more safety and loss prevention measures? Or more affordable

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housing in general? I have also thought that WES service should be expanded. I would use it every day if it offered extended hours! (Well, not these days, since I'm working from home...but in general.)

- The overall quality of safety and natural environment of our city.
- We desperately need our own police department. Response times have declined significantly, and there has been a dramatic increase in crime.

Parks and recreation, natural environment

- Add an additional dog park over in the Villebois area. More variety of restaurants and retail shopping.
- Air Quality, more electric buses, less traffic.
- Building a pool/rec center.
- Environmental issues.
- FIRST: address global warming. SECOND and part of address in the first: seriously invest in safe, convenient and competitive alternative modes of local transportation. Start making the transformation from car dependent suburb to multi-modal city. See Beaverton of all places. We can't keep relying on cars and road widening projects for local transportation. Invest in cutting edge bicycle and pedestrian infrastructure, scooters, bike share, etc. and invest in SMART to become an actual option for local transportation (as opposed to it being a lifeline for the poor, elderly, and needy). Stop wasting money on road projects! If you have to: design complete streets with the latest international techniques; not yesterday's idea of buffered bike lanes as it is not good enough. Our streets are too dangerous for kids to bike and walk on. Educate the community that congestion is a byproduct of success. Separate interstate mobility issues from local transportation needs.
- H2O, INFRASTRUCTURE OF EVERY KIND.
- I think the chemicals the government dumps on us by water a mostly important the sky.
- I would like to see more focus on developing our natural spaces so they are connected. For example, a foot & bicycle path along Boeckman Creek to connect Memorial Park to neighborhoods on the East side.
- Improving bicycle, walking outdoor, park areas. We need more parks, bigger parks! More never access.
- Improving commercial recreational opportunities.
- Keeping the environment happy and healthy
- Maintaining farm land, open space & traffic organization w/ housing developments.
- parks and public spaces maintenance and expansion
- Preserve our natural areas, educating our kids.
- Recreation field & facilities
- Riverwalk, public swimming pool for families, and Rec. Ctr.
- Stopping Villebois new park over what was suppose to be a "Nature Preserve"!!!
- the biggest priorities facing our country as a whole are 1) the environment; 2) access to reliable information (consolidation and closure of news outlets); 3) education; and 4) infrastructure
- There is a growing number of children and families with school age children in this city. I really think the parks and recreation department need to increase the number of offerings for school age children both during the year and especially during the summer. Tualatin, West Linn, Tigard, and Lake Oswego all have WAY more opportunities for summer camps for kids ages 5-12. (I'm not referring to this summer since Covid-19 has changed everything). Those cities also

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have way more opportunities for kids during the year too in terms of activities and sports. I find myself browsing through our activity guide then going and reading the activity guides from the surrounding cities since they offer more.

- With a growing community of young families I think sports and recreation fields remain an issue with not enough resources available for more kids and a desire to keep kids active during reasonable hours. The Villebois community is disjointed from the Wilsonville Town Center and there are enough boutiques or small businesses that would draw that community to walk over and spend time just shopping, eating and conversing.

Other

- 1) Cultural Diversity. 2) Affordable housing. 3) Rapid transit (MAX).
- Accommodate marginalized communication.
- Allowing Marijuana dispensaries to operate within the city limits. Just image the tax cash cow for our city!
- Aurora airport expansion. Building city reserves during economic depression
- Become a welcoming place to embrace our community's diversity. Address structural inequity through relationships.
- Bringing back the arts school for kids! Very disappointed my son is not given the opportunity to attend an alternative school and all the blackberries being cleaned from the sidewalks and keeping Wilsonville clean
- Chances for disabled people with services dogs to educate.
- Community involvement. Keeping our city clean & free of clutter. Bigger police presence concerning traffic laws.
- continue to provide residents of Wilsonville a healthful and safe environment to live, work and play.
- Creating a community feel without pushing out middle class with increased cost of living.
- Creating more cultural venues/opportunities/support. There's a very large Latino Community around me that could use resources.
- Do not become Portland South.
- Education.
- Enhancing livability in Wilsonville - more pedestrian/less strip mall buildings. More unique shops and restaurants / arts and cultural attractions/ entertainment opportunities and venues / optimize proximity to the river for fun and food venues. Need to create charm and character and reason for wanting to be in the city other than for essential errands.
- Equity. Economic and housing equity.
- Health wellness of community. Involvement of community
- Healthy bottom line.
- Inadequate school capacity given a) Wilsonville growth, which officials seem to be underestimating; b) the need for social distancing today and inevitably in the future, where more space means fewer students in a classroom and/or fewer hours/days of classes at a critical developmental age for our children.
- KEEP THE HOMELESS OUT OF WILSONVILLE!!
- Livability
- Maintain.
- Maintaining a sense of community. I am answering this in May. The virus changes everything. Many folks will be in trouble. We should focus all resources on helping people who lost living hand.

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- Maintaining excellence & safety despite the influx of people & diversity. Keep the bar set high. The increase in drug use & crime w/ just 9 years. I've been here is disappointing as the increase or rather the decline in the cleanliness of our town overall. When I moved here it was sparking. The people who have come- don't seem to cares.
- Maintaining quality of life; manage growth; maintain school system quality.
- Maintaining quality, slowing down & thinking more.
- Management of the growth of the Aurora airport. We do not need additional noise pollution, reduction of farm lands , increased auto traffic just to satisfy the GREED of a few investors.
- MORE EXPOS OR FAIRS ETC. LIKE CANBY.
- Preventing expansion of the Aurora Airport.
- Schools
- Securing health services and economic development.
- THE AIRPORT!
- To stop throwing hundreds of thousands of dollars at impeding an airport in the next County. To stop away Urban Renewal money.
- Too much litter. Institute trash cans to reduce litter.

Don't know/nothing

- ?
- ?
- ?
- Don't know.
- Don't know.
- Don't know-just moved here.
- Have only been in Wilsonville since January 2020.
- I am not a resident.
- I'm not sure; I've only lived here for a few months.
- KEEP THE STATUS QUO. CONTINUE W/ THE GOOD JOB. KEEP REACHING OUT TO CITIZENS. THANK YOU!
- No comments.
- No opinion
- No opinion.
- We moved to the area 7 months ago! We have been apt. bowed do to major health issues!

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Wilsonville, OR

Technical Appendices

2020



National Research Center, Inc.
2955 Valmont Road Suite 300
Boulder, Colorado 80301
n-r-c.com • 303-444-7863



Leaders at the Core of Better Communities

International City/County Management Association
777 North Capitol Street NE Suite 500
Washington, DC 20002
icma.org • 800-745-8780

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Appendix A: Complete Survey Responses

The following pages contain a complete set of responses to each question on the survey. For questions that included a “don’t know” response option, two tables for that question are provided: the first that excludes the “don’t know” responses, and the second that includes those responses. The percent of respondents giving a particular response is shown followed by the number of respondents (denoted with “N=”).

Table 1: Question 1 without "don't know" responses

Please rate each of the following aspects of quality of life in Wilsonville.	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
Wilsonville as a place to live	51%	N=319	44%	N=274	5%	N=31	0%	N=0	100%	N=624
Your neighborhood as a place to live	61%	N=375	33%	N=203	6%	N=39	0%	N=2	100%	N=619
Wilsonville as a place to raise children	57%	N=287	38%	N=189	5%	N=25	1%	N=3	100%	N=504
Wilsonville as a place to work	37%	N=136	45%	N=165	14%	N=53	4%	N=16	100%	N=370
Wilsonville as a place to visit	20%	N=115	39%	N=220	31%	N=174	10%	N=56	100%	N=565
Wilsonville as a place to retire	40%	N=208	36%	N=187	16%	N=86	8%	N=43	100%	N=524
The overall quality of life in Wilsonville	40%	N=247	52%	N=320	8%	N=50	0%	N=3	100%	N=620
Sense of community	30%	N=180	48%	N=289	19%	N=113	4%	N=23	100%	N=605

Table 2: Question 1 with "don't know" responses

Please rate each of the following aspects of quality of life in Wilsonville.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Wilsonville as a place to live	51%	N=319	44%	N=274	5%	N=31	0%	N=0	0%	N=3	100%	N=627
Your neighborhood as a place to live	60%	N=375	32%	N=203	6%	N=39	0%	N=2	1%	N=6	100%	N=625
Wilsonville as a place to raise children	46%	N=287	30%	N=189	4%	N=25	0%	N=3	19%	N=118	100%	N=622
Wilsonville as a place to work	22%	N=136	27%	N=165	9%	N=53	3%	N=16	40%	N=249	100%	N=619
Wilsonville as a place to visit	19%	N=115	35%	N=220	28%	N=174	9%	N=56	9%	N=56	100%	N=621
Wilsonville as a place to retire	34%	N=208	30%	N=187	14%	N=86	7%	N=43	15%	N=93	100%	N=617
The overall quality of life in Wilsonville	40%	N=247	51%	N=320	8%	N=50	0%	N=3	1%	N=4	100%	N=624
Sense of community	29%	N=180	46%	N=289	18%	N=113	4%	N=23	3%	N=18	100%	N=623

Table 3: Question 2 without "don't know" responses

Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
Overall economic health of Wilsonville	20%	N=110	65%	N=356	13%	N=71	2%	N=12	100%	N=549
Overall quality of the transportation system (auto, bicycle, foot, bus) in Wilsonville	34%	N=203	44%	N=265	16%	N=98	6%	N=38	100%	N=604
Overall design or layout of Wilsonville's residential and commercial areas (e.g., homes, buildings, streets, parks, etc.)	25%	N=156	46%	N=286	21%	N=132	7%	N=44	100%	N=618
Overall quality of the utility infrastructure in Wilsonville (water, sewer, storm water, electric/gas)	35%	N=205	54%	N=320	10%	N=58	1%	N=7	100%	N=590
Overall feeling of safety in Wilsonville	39%	N=242	50%	N=308	9%	N=56	2%	N=11	100%	N=617
Overall quality of natural environment in Wilsonville	44%	N=273	47%	N=291	8%	N=48	1%	N=6	100%	N=618
Overall quality of the parks and recreation opportunities	48%	N=294	42%	N=256	9%	N=55	0%	N=3	100%	N=608
Overall health and wellness opportunities in Wilsonville	28%	N=164	50%	N=288	19%	N=112	3%	N=15	100%	N=579
Overall opportunities for education, culture and the arts	19%	N=109	48%	N=279	28%	N=165	4%	N=26	100%	N=579
Residents' connection and engagement with their community	19%	N=110	50%	N=288	27%	N=155	4%	N=23	100%	N=576

Table 4: Question 2 with "don't know" responses

Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Overall economic health of Wilsonville	18%	N=110	57%	N=356	11%	N=71	2%	N=12	12%	N=75	100%	N=624
Overall quality of the transportation system (auto, bicycle, foot, bus) in Wilsonville	33%	N=203	43%	N=265	16%	N=98	6%	N=38	3%	N=19	100%	N=623
Overall design or layout of Wilsonville's residential and commercial areas (e.g., homes, buildings, streets, parks, etc.)	25%	N=156	46%	N=286	21%	N=132	7%	N=44	1%	N=8	100%	N=626
Overall quality of the utility infrastructure in Wilsonville (water, sewer, storm water, electric/gas)	33%	N=205	51%	N=320	9%	N=58	1%	N=7	6%	N=35	100%	N=625
Overall feeling of safety in Wilsonville	39%	N=242	50%	N=308	9%	N=56	2%	N=11	1%	N=4	100%	N=621
Overall quality of natural environment in Wilsonville	44%	N=273	47%	N=291	8%	N=48	1%	N=6	1%	N=5	100%	N=623
Overall quality of the parks and recreation opportunities	47%	N=294	41%	N=256	9%	N=55	0%	N=3	3%	N=16	100%	N=624
Overall health and wellness opportunities in Wilsonville	26%	N=164	46%	N=288	18%	N=112	2%	N=15	7%	N=41	100%	N=620

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Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Overall opportunities for education, culture and the arts	18%	N=109	45%	N=279	27%	N=165	4%	N=26	7%	N=43	100%	N=622
Residents' connection and engagement with their community	18%	N=110	46%	N=288	25%	N=155	4%	N=23	7%	N=46	100%	N=622

Table 5: Question 3 without "don't know" responses

Please indicate how likely or unlikely you are to do each of the following.	Very likely		Somewhat likely		Somewhat unlikely		Very unlikely		Total	
	%	N	%	N	%	N	%	N	%	N
Recommend living in Wilsonville to someone who asks	58%	N=355	35%	N=215	5%	N=29	3%	N=16	100%	N=615
Remain in Wilsonville for the next five years	65%	N=392	25%	N=153	5%	N=32	5%	N=29	100%	N=606

Table 6: Question 3 with "don't know" responses

Please indicate how likely or unlikely you are to do each of the following.	Very likely		Somewhat likely		Somewhat unlikely		Very unlikely		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Recommend living in Wilsonville to someone who asks	57%	N=355	35%	N=215	5%	N=29	3%	N=16	1%	N=6	100%	N=621
Remain in Wilsonville for the next five years	63%	N=392	25%	N=153	5%	N=32	5%	N=29	2%	N=15	100%	N=621

Table 7: Question 4 without "don't know" responses

Please rate how safe or unsafe you feel:	Very safe		Somewhat safe		Neither safe nor unsafe		Somewhat unsafe		Very unsafe		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
In your neighborhood during the day	86%	N=536	13%	N=78	1%	N=8	0%	N=2	0%	N=0	100%	N=624
In Wilsonville's downtown/commercial area during the day	74%	N=455	23%	N=138	3%	N=16	1%	N=4	0%	N=0	100%	N=613
From property crime	35%	N=217	47%	N=287	8%	N=48	9%	N=56	1%	N=4	100%	N=612
From violent crime	65%	N=393	27%	N=162	7%	N=41	2%	N=10	0%	N=2	100%	N=608
From fire, flood or other natural disaster	53%	N=321	35%	N=211	9%	N=57	2%	N=15	1%	N=5	100%	N=609

Table 8: Question 4 with "don't know" responses

Please rate how safe or unsafe you feel:	Very safe		Somewhat safe		Neither safe nor unsafe		Somewhat unsafe		Very unsafe		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N	%	N
In your neighborhood during the day	86%	N=536	12%	N=78	1%	N=8	0%	N=2	0%	N=0	0%	N=1	100%	N=625
In Wilsonville's downtown/commercial area during the day	73%	N=455	22%	N=138	3%	N=16	1%	N=4	0%	N=0	2%	N=12	100%	N=625

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Please rate how safe or unsafe you feel:	Very safe		Somewhat safe		Neither safe nor unsafe		Somewhat unsafe		Very unsafe		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N	%	N
From property crime	35%	N=217	46%	N=287	8%	N=48	9%	N=56	1%	N=4	2%	N=10	100%	N=622
From violent crime	63%	N=393	26%	N=162	7%	N=41	2%	N=10	0%	N=2	2%	N=13	100%	N=621
From fire, flood or other natural disaster	51%	N=321	34%	N=211	9%	N=57	2%	N=15	1%	N=5	2%	N=15	100%	N=624

Table 9: Question 5 without "don't know" responses

Please rate the job you feel the Wilsonville community does at each of the following.	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
Making all residents feel welcome	26%	N=148	53%	N=304	19%	N=108	2%	N=11	100%	N=571
Attracting people from diverse backgrounds	16%	N=82	41%	N=218	30%	N=156	13%	N=71	100%	N=527
Valuing/respecting residents from diverse backgrounds	22%	N=113	49%	N=252	25%	N=129	5%	N=24	100%	N=518
Taking care of vulnerable residents (elderly, disabled, homeless, etc.)	23%	N=109	52%	N=251	20%	N=95	6%	N=29	100%	N=484

Table 10: Question 5 with "don't know" responses

Please rate the job you feel the Wilsonville community does at each of the following.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Making all residents feel welcome	24%	N=148	49%	N=304	17%	N=108	2%	N=11	9%	N=55	100%	N=626
Attracting people from diverse backgrounds	13%	N=82	35%	N=218	25%	N=156	11%	N=71	16%	N=98	100%	N=625
Valuing/respecting residents from diverse backgrounds	18%	N=113	41%	N=252	21%	N=129	4%	N=24	17%	N=104	100%	N=622
Taking care of vulnerable residents (elderly, disabled, homeless, etc.)	17%	N=109	40%	N=251	15%	N=95	5%	N=29	23%	N=142	100%	N=626

Table 11: Question 6 without "don't know" responses

Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
Overall quality of business and service establishments in Wilsonville	23%	N=142	58%	N=358	16%	N=102	3%	N=19	100%	N=621
Variety of business and service establishments in Wilsonville	16%	N=99	42%	N=260	32%	N=196	10%	N=64	100%	N=619
Vibrancy of downtown/commercial area	10%	N=58	35%	N=213	38%	N=229	18%	N=107	100%	N=607
Employment opportunities	12%	N=49	42%	N=168	36%	N=146	10%	N=39	100%	N=402
Shopping opportunities	11%	N=66	39%	N=242	34%	N=213	16%	N=99	100%	N=620

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Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
Cost of living in Wilsonville	4%	N=25	34%	N=211	43%	N=265	18%	N=112	100%	N=613
Overall image or reputation of Wilsonville	29%	N=176	54%	N=331	15%	N=93	2%	N=10	100%	N=610

Table 12: Question 6 with "don't know" responses

Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Overall quality of business and service establishments in Wilsonville	23%	N=142	57%	N=358	16%	N=102	3%	N=19	1%	N=5	100%	N=626
Variety of business and service establishments in Wilsonville	16%	N=99	42%	N=260	31%	N=196	10%	N=64	1%	N=6	100%	N=625
Vibrancy of downtown/commercial area	9%	N=58	34%	N=213	37%	N=229	17%	N=107	3%	N=20	100%	N=627
Employment opportunities	8%	N=49	27%	N=168	23%	N=146	6%	N=39	36%	N=223	100%	N=625
Shopping opportunities	11%	N=66	39%	N=242	34%	N=213	16%	N=99	0%	N=3	100%	N=623
Cost of living in Wilsonville	4%	N=25	34%	N=211	43%	N=265	18%	N=112	1%	N=8	100%	N=621
Overall image or reputation of Wilsonville	28%	N=176	53%	N=331	15%	N=93	2%	N=10	3%	N=16	100%	N=626

Table 13: Question 7 without "don't know" responses

Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
Traffic flow on major streets	11%	N=65	38%	N=236	27%	N=170	24%	N=148	100%	N=619
Ease of public parking	30%	N=182	47%	N=284	17%	N=102	6%	N=38	100%	N=606
Ease of travel by car in Wilsonville	27%	N=161	44%	N=265	20%	N=124	9%	N=57	100%	N=607
Ease of travel by public transportation in Wilsonville	33%	N=133	40%	N=164	22%	N=89	5%	N=20	100%	N=406
Ease of travel by bicycle in Wilsonville	31%	N=143	46%	N=214	17%	N=81	6%	N=27	100%	N=465
Ease of walking in Wilsonville	39%	N=232	42%	N=248	16%	N=95	3%	N=19	100%	N=594
Well-planned residential growth	19%	N=104	41%	N=229	23%	N=130	16%	N=91	100%	N=554
Well-planned commercial growth	19%	N=94	36%	N=180	29%	N=146	16%	N=78	100%	N=498
Well-designed neighborhoods	24%	N=143	43%	N=258	25%	N=151	7%	N=42	100%	N=594
Preservation of the historical or cultural character of the community	20%	N=101	43%	N=217	26%	N=133	11%	N=57	100%	N=508

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Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
Public places where people want to spend time	24%	N=140	48%	N=288	22%	N=129	6%	N=38	100%	N=595
Variety of housing options	19%	N=110	42%	N=242	29%	N=169	10%	N=60	100%	N=581
Availability of affordable quality housing	9%	N=45	29%	N=151	38%	N=198	25%	N=129	100%	N=523
Overall quality of new development in Wilsonville	18%	N=100	45%	N=249	26%	N=144	11%	N=64	100%	N=557
Overall appearance of Wilsonville	32%	N=199	52%	N=326	14%	N=84	2%	N=12	100%	N=621
Cleanliness of Wilsonville	45%	N=278	47%	N=289	8%	N=47	1%	N=5	100%	N=619
Water resources (beaches, lakes, ponds, riverways, etc.)	21%	N=121	40%	N=229	28%	N=159	11%	N=63	100%	N=572
Air quality	36%	N=218	51%	N=310	12%	N=72	2%	N=10	100%	N=610
Availability of paths and walking trails	41%	N=244	47%	N=282	12%	N=70	1%	N=6	100%	N=602
Fitness opportunities (including exercise classes and paths or trails, etc.)	29%	N=170	51%	N=295	18%	N=105	2%	N=12	100%	N=582
Recreational opportunities	21%	N=123	50%	N=295	26%	N=150	3%	N=20	100%	N=588
Availability of affordable quality food	19%	N=114	51%	N=313	25%	N=152	5%	N=33	100%	N=612
Availability of affordable quality health care	14%	N=73	47%	N=242	31%	N=160	9%	N=45	100%	N=520
Availability of preventive health services	15%	N=73	46%	N=225	29%	N=144	10%	N=50	100%	N=492
Availability of affordable quality mental health care	8%	N=24	33%	N=93	37%	N=105	22%	N=62	100%	N=284
Opportunities to attend cultural/arts/music activities	14%	N=77	38%	N=213	37%	N=208	11%	N=64	100%	N=562
Community support for the arts	18%	N=91	46%	N=230	30%	N=149	7%	N=34	100%	N=504
Availability of affordable quality childcare/preschool	15%	N=37	37%	N=95	34%	N=87	14%	N=36	100%	N=255
K-12 education	45%	N=203	45%	N=207	8%	N=35	2%	N=10	100%	N=455
Adult educational opportunities	15%	N=69	49%	N=220	30%	N=137	6%	N=27	100%	N=453
Sense of civic/community pride	22%	N=128	53%	N=308	21%	N=121	4%	N=22	100%	N=579
Neighborliness of residents in Wilsonville	26%	N=156	52%	N=313	19%	N=116	2%	N=13	100%	N=598
Opportunities to participate in social events and activities	22%	N=126	46%	N=263	28%	N=157	4%	N=24	100%	N=570
Opportunities to attend special events and festivals	23%	N=131	47%	N=270	27%	N=156	4%	N=21	100%	N=578
Opportunities to volunteer	24%	N=117	53%	N=262	20%	N=100	3%	N=15	100%	N=494

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Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
Opportunities to participate in community matters	24%	N=122	47%	N=244	22%	N=113	7%	N=36	100%	N=515
Openness and acceptance of the community toward people of diverse backgrounds	20%	N=99	46%	N=227	26%	N=128	7%	N=36	100%	N=490

Table 14: Question 7 with "don't know" responses

Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Traffic flow on major streets	10%	N=65	38%	N=236	27%	N=170	24%	N=148	1%	N=4	100%	N=623
Ease of public parking	29%	N=182	46%	N=284	16%	N=102	6%	N=38	3%	N=16	100%	N=622
Ease of travel by car in Wilsonville	26%	N=161	43%	N=265	20%	N=124	9%	N=57	2%	N=11	100%	N=618
Ease of travel by public transportation in Wilsonville	22%	N=133	27%	N=164	14%	N=89	3%	N=20	34%	N=209	100%	N=615
Ease of travel by bicycle in Wilsonville	23%	N=143	35%	N=214	13%	N=81	4%	N=27	25%	N=151	100%	N=616
Ease of walking in Wilsonville	38%	N=232	40%	N=248	15%	N=95	3%	N=19	4%	N=23	100%	N=617
Well-planned residential growth	17%	N=104	37%	N=229	21%	N=130	15%	N=91	10%	N=64	100%	N=618
Well-planned commercial growth	15%	N=94	29%	N=180	24%	N=146	13%	N=78	19%	N=118	100%	N=616
Well-designed neighborhoods	23%	N=143	42%	N=258	24%	N=151	7%	N=42	4%	N=23	100%	N=617
Preservation of the historical or cultural character of the community	16%	N=101	35%	N=217	21%	N=133	9%	N=57	18%	N=113	100%	N=621
Public places where people want to spend time	23%	N=140	46%	N=288	21%	N=129	6%	N=38	4%	N=26	100%	N=621
Variety of housing options	18%	N=110	39%	N=242	27%	N=169	10%	N=60	6%	N=40	100%	N=621
Availability of affordable quality housing	7%	N=45	24%	N=151	32%	N=198	21%	N=129	15%	N=95	100%	N=618
Overall quality of new development in Wilsonville	16%	N=100	41%	N=249	23%	N=144	10%	N=64	9%	N=57	100%	N=614
Overall appearance of Wilsonville	32%	N=199	52%	N=326	13%	N=84	2%	N=12	0%	N=2	100%	N=623
Cleanliness of Wilsonville	45%	N=278	46%	N=289	8%	N=47	1%	N=5	0%	N=3	100%	N=622
Water resources (beaches, lakes, ponds, riverways, etc.)	19%	N=121	37%	N=229	26%	N=159	10%	N=63	8%	N=51	100%	N=623
Air quality	35%	N=218	50%	N=310	12%	N=72	2%	N=10	1%	N=9	100%	N=619
Availability of paths and walking trails	39%	N=244	46%	N=282	11%	N=70	1%	N=6	3%	N=17	100%	N=619

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Please rate each of the following characteristics as they relate to Wilsonville as a whole.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Fitness opportunities (including exercise classes and paths or trails, etc.)	27%	N=170	47%	N=295	17%	N=105	2%	N=12	7%	N=41	100%	N=623
Recreational opportunities	20%	N=123	47%	N=295	24%	N=150	3%	N=20	6%	N=35	100%	N=623
Availability of affordable quality food	18%	N=114	50%	N=313	24%	N=152	5%	N=33	2%	N=10	100%	N=622
Availability of affordable quality health care	12%	N=73	39%	N=242	26%	N=160	7%	N=45	16%	N=100	100%	N=620
Availability of preventive health services	12%	N=73	36%	N=225	23%	N=144	8%	N=50	21%	N=128	100%	N=620
Availability of affordable quality mental health care	4%	N=24	15%	N=93	17%	N=105	10%	N=62	54%	N=329	100%	N=613
Opportunities to attend cultural/arts/music activities	12%	N=77	34%	N=213	33%	N=208	10%	N=64	10%	N=59	100%	N=621
Community support for the arts	15%	N=91	37%	N=230	24%	N=149	6%	N=34	18%	N=111	100%	N=615
Availability of affordable quality childcare/preschool	6%	N=37	15%	N=95	14%	N=87	6%	N=36	59%	N=369	100%	N=624
K-12 education	33%	N=203	33%	N=207	6%	N=35	2%	N=10	27%	N=165	100%	N=620
Adult educational opportunities	11%	N=69	36%	N=220	22%	N=137	4%	N=27	27%	N=165	100%	N=618
Sense of civic/community pride	21%	N=128	50%	N=308	20%	N=121	4%	N=22	6%	N=38	100%	N=617
Neighborliness of residents in Wilsonville	25%	N=156	51%	N=313	19%	N=116	2%	N=13	3%	N=20	100%	N=618
Opportunities to participate in social events and activities	20%	N=126	42%	N=263	25%	N=157	4%	N=24	9%	N=53	100%	N=623
Opportunities to attend special events and festivals	21%	N=131	43%	N=270	25%	N=156	3%	N=21	7%	N=44	100%	N=622
Opportunities to volunteer	19%	N=117	42%	N=262	16%	N=100	2%	N=15	20%	N=126	100%	N=620
Opportunities to participate in community matters	20%	N=122	40%	N=244	18%	N=113	6%	N=36	16%	N=101	100%	N=616
Openness and acceptance of the community toward people of diverse backgrounds	16%	N=99	37%	N=227	21%	N=128	6%	N=36	20%	N=119	100%	N=609

Table 15: Question 8

Please indicate whether or not you have done each of the following in the last 12 months.	No		Yes		Total	
	%	N	%	N	%	N
Contacted the City of Wilsonville (in-person, phone, email or web) for help or information	54%	N=337	46%	N=287	100%	N=624
Contacted Wilsonville elected officials (in-person, phone, email or web) to express your opinion	83%	N=515	17%	N=109	100%	N=624
Attended a local public meeting (of local elected officials like City Council or County Commissioners, advisory boards, town halls, HOA, neighborhood watch, etc.)	67%	N=414	33%	N=206	100%	N=620

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Please indicate whether or not you have done each of the following in the last 12 months.	No		Yes		Total	
Watched (online or on television) a local public meeting	78%	N=482	22%	N=139	100%	N=621
Volunteered your time to some group/activity in Wilsonville	64%	N=397	36%	N=226	100%	N=623
Campaigned or advocated for a local issue, cause or candidate	78%	N=483	22%	N=137	100%	N=620
Voted in your most recent local election	15%	N=92	85%	N=532	100%	N=624
Used bus, rail, subway or other public transportation instead of driving	73%	N=453	27%	N=170	100%	N=623
Carpooled with other adults or children instead of driving alone	59%	N=365	41%	N=258	100%	N=623
Walked or biked instead of driving	33%	N=204	67%	N=420	100%	N=624

Table 16: Question 9 without "don't know" responses

Please rate the quality of each of the following services in Wilsonville.	Excellent		Good		Fair		Poor		Total	
Public information services	20%	N=102	58%	N=301	19%	N=97	3%	N=15	100%	N=515
Economic development	13%	N=58	53%	N=240	27%	N=124	7%	N=33	100%	N=455
Traffic enforcement	13%	N=72	51%	N=275	24%	N=130	11%	N=58	100%	N=535
Traffic signal timing	11%	N=65	47%	N=281	28%	N=168	14%	N=86	100%	N=600
Street repair	15%	N=94	51%	N=310	26%	N=155	8%	N=48	100%	N=607
Street cleaning	30%	N=179	56%	N=337	12%	N=74	2%	N=14	100%	N=604
Street lighting	26%	N=161	60%	N=363	13%	N=76	1%	N=8	100%	N=608
Snow removal	20%	N=69	49%	N=165	22%	N=76	9%	N=30	100%	N=340
Sidewalk maintenance	17%	N=99	48%	N=275	25%	N=143	10%	N=58	100%	N=575
Bus or transit services	38%	N=167	45%	N=199	13%	N=59	4%	N=20	100%	N=445
Land use, planning and zoning	15%	N=73	43%	N=202	25%	N=117	17%	N=80	100%	N=472
Code enforcement (weeds, abandoned buildings, etc.)	16%	N=69	45%	N=193	29%	N=122	10%	N=42	100%	N=426
Affordable high-speed internet access	20%	N=109	45%	N=244	25%	N=135	10%	N=57	100%	N=545
Garbage collection	38%	N=224	51%	N=303	10%	N=60	2%	N=10	100%	N=597
Drinking water	42%	N=248	48%	N=283	9%	N=53	2%	N=11	100%	N=595
Sewer services	35%	N=206	56%	N=324	8%	N=45	1%	N=6	100%	N=581
Storm water management (storm drainage, dams, levees, etc.)	33%	N=179	55%	N=302	11%	N=62	1%	N=4	100%	N=547

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Please rate the quality of each of the following services in Wilsonville.	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
Power (electric and/or gas) utility	39%	N=232	54%	N=323	7%	N=44	0%	N=1	100%	N=600
Utility billing	30%	N=179	53%	N=313	15%	N=89	2%	N=10	100%	N=591
Police/Sheriff services	32%	N=172	51%	N=275	13%	N=69	4%	N=21	100%	N=537
Crime prevention	25%	N=131	53%	N=280	16%	N=83	6%	N=33	100%	N=527
Animal control	27%	N=104	52%	N=201	17%	N=67	5%	N=18	100%	N=390
Ambulance or emergency medical services	42%	N=180	49%	N=209	7%	N=31	1%	N=6	100%	N=426
Fire services	50%	N=246	46%	N=226	4%	N=20	0%	N=2	100%	N=494
Fire prevention and education	32%	N=130	52%	N=211	14%	N=55	2%	N=8	100%	N=404
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations)	24%	N=98	47%	N=192	20%	N=83	8%	N=32	100%	N=405
Preservation of natural areas (open space, farmlands and greenbelts)	31%	N=175	47%	N=268	14%	N=81	7%	N=41	100%	N=565
Wilsonville open space	31%	N=180	47%	N=272	19%	N=109	4%	N=22	100%	N=583
Recycling	31%	N=181	53%	N=310	14%	N=81	3%	N=17	100%	N=589
Yard waste pick-up	36%	N=187	50%	N=259	11%	N=56	3%	N=14	100%	N=516
City parks	50%	N=298	44%	N=266	5%	N=31	1%	N=3	100%	N=598
Recreation programs or classes	26%	N=127	54%	N=259	17%	N=81	3%	N=15	100%	N=482
Recreation centers or facilities	22%	N=110	47%	N=239	24%	N=119	8%	N=38	100%	N=506
Health services	18%	N=78	51%	N=217	26%	N=110	5%	N=22	100%	N=427
Public library services	59%	N=343	36%	N=207	5%	N=28	1%	N=5	100%	N=583
Overall customer service by Wilsonville employees (police, receptionists, planners, etc.)	38%	N=200	50%	N=266	10%	N=52	2%	N=11	100%	N=529

Table 17: Question 9 with "don't know" responses

Please rate the quality of each of the following services in Wilsonville.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Public information services	17%	N=102	49%	N=301	16%	N=97	2%	N=15	16%	N=99	100%	N=614
Economic development	9%	N=58	39%	N=240	20%	N=124	5%	N=33	26%	N=157	100%	N=612
Traffic enforcement	12%	N=72	45%	N=275	21%	N=130	9%	N=58	13%	N=78	100%	N=613

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Please rate the quality of each of the following services in Wilsonville.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Traffic signal timing	11%	N=65	46%	N=281	27%	N=168	14%	N=86	2%	N=15	100%	N=615
Street repair	15%	N=94	50%	N=310	25%	N=155	8%	N=48	2%	N=10	100%	N=617
Street cleaning	29%	N=179	55%	N=337	12%	N=74	2%	N=14	2%	N=13	100%	N=617
Street lighting	26%	N=161	59%	N=363	12%	N=76	1%	N=8	1%	N=9	100%	N=617
Snow removal	11%	N=69	27%	N=165	13%	N=76	5%	N=30	44%	N=262	100%	N=602
Sidewalk maintenance	16%	N=99	45%	N=275	23%	N=143	9%	N=58	6%	N=38	100%	N=613
Bus or transit services	27%	N=167	32%	N=199	10%	N=59	3%	N=20	27%	N=168	100%	N=613
Land use, planning and zoning	12%	N=73	33%	N=202	19%	N=117	13%	N=80	22%	N=136	100%	N=608
Code enforcement (weeds, abandoned buildings, etc.)	11%	N=69	31%	N=193	20%	N=122	7%	N=42	31%	N=187	100%	N=613
Affordable high-speed internet access	18%	N=109	40%	N=244	22%	N=135	9%	N=57	11%	N=65	100%	N=610
Garbage collection	37%	N=224	49%	N=303	10%	N=60	2%	N=10	3%	N=16	100%	N=613
Drinking water	40%	N=248	46%	N=283	9%	N=53	2%	N=11	3%	N=20	100%	N=615
Sewer services	33%	N=206	53%	N=324	7%	N=45	1%	N=6	6%	N=34	100%	N=615
Storm water management (storm drainage, dams, levees, etc.)	29%	N=179	49%	N=302	10%	N=62	1%	N=4	11%	N=67	100%	N=614
Power (electric and/or gas) utility	38%	N=232	53%	N=323	7%	N=44	0%	N=1	2%	N=12	100%	N=612
Utility billing	29%	N=179	51%	N=313	15%	N=89	2%	N=10	3%	N=20	100%	N=611
Police/Sheriff services	28%	N=172	45%	N=275	11%	N=69	3%	N=21	12%	N=74	100%	N=611
Crime prevention	21%	N=131	46%	N=280	13%	N=83	5%	N=33	14%	N=88	100%	N=615
Animal control	17%	N=104	33%	N=201	11%	N=67	3%	N=18	36%	N=219	100%	N=609
Ambulance or emergency medical services	29%	N=180	34%	N=209	5%	N=31	1%	N=6	30%	N=186	100%	N=612
Fire services	40%	N=246	37%	N=226	3%	N=20	0%	N=2	20%	N=121	100%	N=615
Fire prevention and education	21%	N=130	35%	N=211	9%	N=55	1%	N=8	33%	N=202	100%	N=606
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations)	16%	N=98	32%	N=192	14%	N=83	5%	N=32	33%	N=203	100%	N=608
Preservation of natural areas (open space, farmlands and greenbelts)	29%	N=175	44%	N=268	13%	N=81	7%	N=41	7%	N=41	100%	N=606

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Please rate the quality of each of the following services in Wilsonville.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Wilsonville open space	29%	N=180	45%	N=272	18%	N=109	4%	N=22	5%	N=28	100%	N=611
Recycling	30%	N=181	51%	N=310	13%	N=81	3%	N=17	4%	N=22	100%	N=611
Yard waste pick-up	30%	N=187	42%	N=259	9%	N=56	2%	N=14	16%	N=98	100%	N=614
City parks	49%	N=298	44%	N=266	5%	N=31	0%	N=3	2%	N=13	100%	N=611
Recreation programs or classes	21%	N=127	42%	N=259	13%	N=81	2%	N=15	21%	N=131	100%	N=613
Recreation centers or facilities	18%	N=110	39%	N=239	19%	N=119	6%	N=38	18%	N=108	100%	N=614
Health services	13%	N=78	36%	N=217	18%	N=110	4%	N=22	30%	N=183	100%	N=610
Public library services	56%	N=343	34%	N=207	5%	N=28	1%	N=5	5%	N=30	100%	N=613
Overall customer service by Wilsonville employees (police, receptionists, planners, etc.)	33%	N=200	44%	N=266	9%	N=52	2%	N=11	13%	N=80	100%	N=609

Table 18: Question 10 without "don't know" responses

Please rate the following categories of Wilsonville government performance.	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
The value of services for the taxes paid to Wilsonville	14%	N=75	51%	N=281	25%	N=135	11%	N=60	100%	N=551
The overall direction that Wilsonville is taking	17%	N=96	48%	N=267	23%	N=129	12%	N=68	100%	N=560
The job Wilsonville government does at welcoming resident involvement	20%	N=97	46%	N=223	25%	N=121	10%	N=47	100%	N=488
Overall confidence in Wilsonville government	17%	N=96	44%	N=242	27%	N=150	12%	N=64	100%	N=552
Generally acting in the best interest of the community	19%	N=107	46%	N=256	23%	N=125	12%	N=64	100%	N=552
Being honest	22%	N=111	47%	N=230	20%	N=100	11%	N=53	100%	N=494
Being open and transparent to the public	21%	N=102	46%	N=225	21%	N=104	13%	N=63	100%	N=494
Informing residents about issues facing the community	22%	N=122	43%	N=238	25%	N=140	10%	N=56	100%	N=556
Treating all residents fairly	23%	N=106	50%	N=233	19%	N=88	9%	N=40	100%	N=467
Treating residents with respect	25%	N=127	51%	N=266	17%	N=88	7%	N=36	100%	N=517

Table 19: Question 10 with "don't know" responses

Please rate the following categories of Wilsonville government performance.	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
The value of services for the taxes paid to Wilsonville	12%	N=75	46%	N=281	22%	N=135	10%	N=60	11%	N=65	100%	N=616
The overall direction that Wilsonville is taking	16%	N=96	43%	N=267	21%	N=129	11%	N=68	9%	N=55	100%	N=615
The job Wilsonville government does at welcoming resident involvement	16%	N=97	36%	N=223	20%	N=121	8%	N=47	21%	N=129	100%	N=617
Overall confidence in Wilsonville government	16%	N=96	39%	N=242	24%	N=150	10%	N=64	10%	N=62	100%	N=614
Generally acting in the best interest of the community	17%	N=107	41%	N=256	20%	N=125	10%	N=64	11%	N=65	100%	N=617
Being honest	18%	N=111	37%	N=230	16%	N=100	9%	N=53	20%	N=123	100%	N=617
Being open and transparent to the public	17%	N=102	36%	N=225	17%	N=104	10%	N=63	20%	N=123	100%	N=617
Informing residents about issues facing the community	20%	N=122	38%	N=238	23%	N=140	9%	N=56	10%	N=63	100%	N=619
Treating all residents fairly	17%	N=106	38%	N=233	14%	N=88	6%	N=40	24%	N=151	100%	N=618
Treating residents with respect	21%	N=127	43%	N=266	14%	N=88	6%	N=36	16%	N=99	100%	N=616

Table 20: Question 11 without "don't know" responses

Overall, how would you rate the quality of the services provided by each of the following?	Excellent		Good		Fair		Poor		Total	
	%	N	%	N	%	N	%	N	%	N
The City of Wilsonville	26%	N=152	54%	N=323	16%	N=96	4%	N=23	100%	N=594
The Federal Government	6%	N=34	28%	N=160	43%	N=242	22%	N=126	100%	N=562

Table 21: Question 11 with "don't know" responses

Overall, how would you rate the quality of the services provided by each of the following?	Excellent		Good		Fair		Poor		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
The City of Wilsonville	24%	N=152	52%	N=323	15%	N=96	4%	N=23	4%	N=27	100%	N=621
The Federal Government	6%	N=34	26%	N=160	39%	N=242	20%	N=126	9%	N=55	100%	N=617

Table 22: Question 12

Please rate how important, if at all, you think it is for the Wilsonville community to focus on each of the following in the coming two years.	Essential		Very important		Somewhat important		Not at all important		Total	
	%	N	%	N	%	N	%	N	%	N
Overall economic health of Wilsonville	44%	N=268	47%	N=290	8%	N=51	1%	N=4	100%	N=613
Overall quality of the transportation system (auto, bicycle, foot, bus) in Wilsonville	33%	N=204	43%	N=263	21%	N=128	2%	N=15	100%	N=610
Overall design or layout of Wilsonville's residential and commercial areas (e.g., homes, buildings, streets, parks, etc.)	35%	N=213	47%	N=291	16%	N=100	2%	N=10	100%	N=614
Overall quality of the utility infrastructure in Wilsonville (water, sewer, storm water, electric/gas)	38%	N=233	46%	N=281	14%	N=87	2%	N=10	100%	N=611
Overall feeling of safety in Wilsonville	51%	N=316	38%	N=236	10%	N=60	1%	N=5	100%	N=617
Overall quality of natural environment in Wilsonville	34%	N=210	46%	N=279	18%	N=112	2%	N=10	100%	N=611
Overall quality of the parks and recreation opportunities	28%	N=172	52%	N=323	18%	N=111	2%	N=10	100%	N=616
Overall health and wellness opportunities in Wilsonville	23%	N=140	48%	N=292	27%	N=166	2%	N=13	100%	N=611
Overall opportunities for education, culture and the arts	22%	N=134	43%	N=265	30%	N=184	5%	N=29	100%	N=612
Residents' connection and engagement with their community	18%	N=111	52%	N=319	28%	N=170	2%	N=13	100%	N=613

Table 23: Question 13

Please indicate whether each of the following is a major source, minor source, or not a source of information regarding Wilsonville City Government.	Major source		Minor source		Not a source		Total	
	%	N	%	N	%	N	%	N
Boones Ferry Messenger (City newsletter)	55%	N=335	35%	N=213	10%	N=62	100%	N=610
Wilsonville Spokesman	35%	N=208	40%	N=239	25%	N=149	100%	N=596
Oregonian	20%	N=118	34%	N=203	47%	N=280	100%	N=601
Local public access television	11%	N=65	29%	N=170	61%	N=361	100%	N=596
City of Wilsonville website (www.ci.wilsonville.or.us)	34%	N=202	43%	N=256	24%	N=142	100%	N=600
City's Facebook page	19%	N=112	32%	N=192	49%	N=292	100%	N=596
City's Twitter account	6%	N=36	21%	N=125	73%	N=427	100%	N=588
Oregon Live website's Wilsonville blog page	6%	N=36	26%	N=154	68%	N=400	100%	N=590
Neighborhood newsletter	23%	N=135	31%	N=185	47%	N=280	100%	N=600
Let's Talk Wilsonville (www.letstalkwilsonville.com)	7%	N=40	31%	N=182	63%	N=374	100%	N=596

Table 24: Question 14

How likely would you be, if at all, to use each of the following methods when communicating directly with the City of Wilsonville to ask a question or share information?	Very likely		Somewhat likely		Somewhat unlikely		Very unlikely		Total	
	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N
Phone call with a City official	38%	N=235	30%	N=183	18%	N=110	14%	N=87	100%	N=615
Email City official	46%	N=284	33%	N=206	11%	N=67	9%	N=58	100%	N=615
Use 'Ask the City' system on City's website	21%	N=126	31%	N=190	28%	N=171	21%	N=126	100%	N=613
Participate in an online survey or forum	40%	N=243	36%	N=221	14%	N=83	11%	N=65	100%	N=612
Comment on City's social media site (Facebook, Twitter, Nextdoor, Instagram, other)	13%	N=77	19%	N=114	23%	N=143	45%	N=276	100%	N=610
Speak to official at City Hall	19%	N=115	32%	N=199	26%	N=161	23%	N=138	100%	N=613
Attend a meeting at City Hall	14%	N=84	30%	N=185	32%	N=199	24%	N=145	100%	N=613
Let's Talk Wilsonville (www.letstalkwilsonville.com)	7%	N=43	21%	N=126	29%	N=175	44%	N=266	100%	N=610

Table 25: Question 15 without "don't know" responses

During the last 12 months, would you say your opinion of Wilsonville has:	Percent	Number
Improved a lot	6%	N=33
Improved slightly	18%	N=105
Stayed the same	65%	N=372
Declined slightly	8%	N=48
Declined a lot	3%	N=18
Total	100%	N=576

Table 26: Question 15 with "don't know" responses

During the last 12 months, would you say your opinion of Wilsonville has:	Percent	Number
Improved a lot	6%	N=33
Improved slightly	18%	N=105
Stayed the same	64%	N=372
Declined slightly	8%	N=48
Declined a lot	3%	N=18
Don't know	1%	N=5
Total	100%	N=581

Table 27: Question D1 without "don't know" responses

Thinking about a typical week, how many times do you:	Several times a day		Once a day		A few times a week		Every few weeks		Less often or never		Total	
	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N
Access the internet from your home using a computer, laptop or tablet computer	84%	N=524	7%	N=45	4%	N=26	1%	N=9	3%	N=18	100%	N=622
Access the internet from your cell phone	80%	N=496	5%	N=32	6%	N=38	1%	N=9	7%	N=42	100%	N=617
Visit social media sites such as Facebook, Twitter, WhatsApp, etc.	55%	N=337	11%	N=70	9%	N=55	4%	N=22	21%	N=126	100%	N=610
Use or check email	83%	N=510	13%	N=78	2%	N=15	1%	N=4	1%	N=8	100%	N=615
Share your opinions online	12%	N=72	5%	N=28	15%	N=89	17%	N=100	52%	N=316	100%	N=605
Shop online	11%	N=70	8%	N=51	31%	N=189	37%	N=228	13%	N=79	100%	N=617

Table 28: Question D1 with "don't know" responses

Thinking about a typical week, how many times do you:	Several times a day		Once a day		A few times a week		Every few weeks		Less often or never		Don't know		Total	
	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N
Access the internet from your home using a computer, laptop or tablet computer	84%	N=524	7%	N=45	4%	N=26	1%	N=9	3%	N=18	0%	N=2	100%	N=624
Access the internet from your cell phone	80%	N=496	5%	N=32	6%	N=38	1%	N=9	7%	N=42	1%	N=4	100%	N=621
Visit social media sites such as Facebook, Twitter, WhatsApp, etc.	54%	N=337	11%	N=70	9%	N=55	4%	N=22	20%	N=126	2%	N=13	100%	N=623
Use or check email	82%	N=510	13%	N=78	2%	N=15	1%	N=4	1%	N=8	1%	N=4	100%	N=619

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Thinking about a typical week, how many times do you:	Several times a day		Once a day		A few times a week		Every few weeks		Less often or never		Don't know		Total	
	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N
Share your opinions online	12%	N=72	5%	N=28	14%	N=89	16%	N=100	51%	N=316	2%	N=12	100%	N=617
Shop online	11%	N=70	8%	N=51	30%	N=189	37%	N=228	13%	N=79	1%	N=7	100%	N=624

Table 29: Question D2

Would you say that in general your health is:	Percent	Number
Excellent	28%	N=174
Very good	43%	N=271
Good	24%	N=149
Fair	4%	N=25
Poor	1%	N=7
Total	100%	N=626

Table 30: Question D3

What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:	Percent	Number
Very positive	3%	N=16
Somewhat positive	11%	N=66
Neutral	44%	N=276
Somewhat negative	33%	N=205
Very negative	9%	N=59
Total	100%	N=622

Table 31: Question D4

How many years have you lived in Wilsonville?	Percent	Number
Less than 2 years	11%	N=69
2 to 5 years	26%	N=161
6 to 10 years	19%	N=120
11 to 20 years	22%	N=138
More than 20 years	22%	N=139
Total	100%	N=627

Table 32: Question D5

Which best describes the building you live in?	Percent	Number
One family house detached from any other houses	65%	N=407
Building with two or more homes (duplex, townhome, apartment or condominium)	33%	N=206
Mobile home	1%	N=4
Other	1%	N=9
Total	100%	N=626

Table 33: Question D6

Do you rent or own your home?	Percent	Number
Rent	24%	N=149
Own	76%	N=477
Total	100%	N=626

Table 34: Question D7

About how much is your monthly housing cost for the place you live (including rent, mortgage payment, property tax, property insurance and homeowners' association (HOA) fees)?	Percent	Number
Less than \$500 per month	6%	N=34
\$500 to \$999 per month	11%	N=66
\$1,000 to \$1,499 per month	12%	N=74
\$1,500 to \$1,999 per month	16%	N=95
\$2,000 to \$2,499 per month	18%	N=111
\$2,500 to \$2,999 per month	15%	N=91
\$3,000 to \$3,499 per month	13%	N=78
\$3,500 or more per month	9%	N=54
Total	100%	N=603

Table 35: Question D8

Do any children 17 or under live in your household?	Percent	Number
No	72%	N=453
Yes	28%	N=175
Total	100%	N=628

Table 36: Question D9

Are you or any other members of your household aged 65 or older?	Percent	Number
No	56%	N=353
Yes	44%	N=275
Total	100%	N=628

Table 37: Question D10

How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)	Percent	Number
Less than \$25,000	4%	N=23
\$25,000 to \$49,999	13%	N=77
\$50,000 to \$74,999	17%	N=100
\$75,000 to \$99,999	19%	N=109
\$100,000 to \$149,999	22%	N=126
\$150,000 or more	25%	N=144
Total	100%	N=579

Table 38: Question D11

Are you Spanish, Hispanic or Latino?	Percent	Number
No, not Spanish, Hispanic or Latino	93%	N=570
Yes, I consider myself to be Spanish, Hispanic or Latino	7%	N=40
Total	100%	N=610

Table 39: Question D12

What is your race? (Mark one or more races to indicate what race(s) you consider yourself to be.)	Percent	Number
American Indian or Alaskan Native	2%	N=14
Asian, Asian Indian or Pacific Islander	5%	N=30
Black or African American	1%	N=8
White	91%	N=552
Other	5%	N=28

Total may exceed 100% as respondents could select more than one option.

Table 40: Question D13

In which category is your age?	Percent	Number
18 to 24 years	1%	N=8
25 to 34 years	8%	N=50
35 to 44 years	14%	N=87
45 to 54 years	19%	N=118
55 to 64 years	20%	N=123
65 to 74 years	23%	N=141
75 years or older	16%	N=97
Total	100%	N=624

Table 41: Question D14

What is your gender?	Percent	Number
Female	57%	N=353
Male	43%	N=268
Identify in another way	0%	N=2
Total	100%	N=623

Appendix B: Benchmark Comparisons

Comparison Data

NRC’s database of comparative resident opinion is comprised of resident perspectives gathered in surveys from over 600 communities whose residents evaluated the same kinds of topics on The National Community Survey. The comparison evaluations are from the most recent survey completed in each community; most communities conduct surveys every year or in alternating years. NRC adds the latest results quickly upon survey completion, keeping the benchmark data fresh and relevant. The communities in the database represent a wide geographic and population range. The City of Wilsonville chose to have comparisons made to the entire database.

Interpreting the Results

Ratings are compared when there are at least five communities in which a similar question was asked. Where comparisons are available, four columns are provided in the table. The first column is Wilsonville’s “percent positive.” The percent positive is the combination of the top two most positive response options (i.e., “excellent” and “good,” “very safe” and “somewhat safe,” etc.), or, in the case of resident behaviors/participation, the percent positive represents the proportion of respondents indicating “yes” or participating in an activity at least once a month. The second column is the rank assigned to Wilsonville’s rating among communities where a similar question was asked. The third column is the number of communities that asked a similar question. The final column shows the comparison of Wilsonville’s rating to the benchmark.

In that final column, Wilsonville’s results are noted as being “higher” than the benchmark, “lower” than the benchmark or “similar” to the benchmark, meaning that the average rating given by Wilsonville residents is statistically similar to or different (greater or lesser) than the benchmark. Being rated as “higher” or “lower” than the benchmark means that Wilsonville’s average rating for a particular item was more than 10 points different than the benchmark. If a rating was “much higher” or “much lower,” then Wilsonville’s average rating was more than 20 points different when compared to the benchmark.

Benchmark Database Characteristics	
Region	Percent
New England	3%
Middle Atlantic	5%
East North Central	15%
West North Central	13%
South Atlantic	22%
East South Central	3%
West South Central	7%
Mountain	16%
Pacific	16%
Population	Percent
Less than 10,000	10%
10,000 to 24,999	22%
25,000 to 49,999	23%
50,000 to 99,999	22%
100,000 or more	23%

National Benchmark Comparisons

Table 42: Quality of Life

Quality of Life Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall image or reputation of Wilsonville	83%	107	352	Similar
The overall quality of life in Wilsonville	91%	88	453	Similar
Wilsonville as a place to live	95%	77	396	Similar
Recommend living in Wilsonville to someone who asks	93%	77	293	Similar
Remain in Wilsonville for the next five years	90%	41	286	Similar

Table 43: Governance

Governance Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall confidence in Wilsonville government	61%	82	277	Similar
The overall direction that Wilsonville is taking	65%	115	320	Similar
The value of services for the taxes paid to Wilsonville	65%	101	397	Similar
Generally acting in the best interest of the community	66%	69	277	Similar
Being honest	69%	57	268	Similar
Being open and transparent to the public	66%	4	8	Similar
Informing residents about issues facing the community	65%	3	8	Similar
The job Wilsonville government does at welcoming resident involvement	66%	45	323	Similar
Treating all residents fairly	73%	35	274	Higher
Treating residents with respect	76%	4	8	Similar
Overall customer service by Wilsonville employees	88%	36	384	Higher
Public information services	78%	74	298	Similar
Quality of services provided by the City of Wilsonville	80%	146	421	Similar
Quality of services provided by the Federal Government	35%	184	257	Similar

Table 44: Economy

Economy Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall economic health of Wilsonville	85%	68	278	Higher
Economic development	65%	81	288	Similar
Overall quality of business and service establishments in Wilsonville	81%	35	279	Higher
Variety of business and service establishments in Wilsonville	58%	5	7	Similar
Vibrancy of downtown/commercial area	45%	146	254	Similar
Shopping opportunities	50%	189	298	Similar
Wilsonville as a place to visit	59%	171	294	Similar
Wilsonville as a place to work	81%	46	365	Higher
Employment opportunities	54%	84	314	Similar
Cost of living in Wilsonville	38%	176	273	Similar
Economy will have positive impact on income	13%	265	265	Lower
NOT experiencing housing costs stress	50%	256	264	Lower

Table 45: Mobility

Mobility Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall quality of the transportation system in Wilsonville	77%	103	281	Similar
Traffic flow on major streets	49%	190	343	Similar
Ease of travel by car in Wilsonville	70%	113	310	Similar
Ease of travel by public transportation in Wilsonville	73%	9	245	Much higher
Ease of travel by bicycle in Wilsonville	77%	23	309	Higher
Ease of walking in Wilsonville	81%	39	310	Higher
Ease of public parking	77%	17	239	Higher
Bus or transit services	82%	6	243	Much higher
Traffic enforcement	65%	211	369	Similar
Traffic signal timing	58%	101	272	Similar
Street repair	67%	55	380	Higher
Street cleaning	85%	16	327	Higher
Street lighting	86%	5	334	Higher
Snow removal	69%	120	278	Similar
Sidewalk maintenance	65%	90	320	Similar
Used bus, rail, subway, or other public transportation instead of driving	27%	79	224	Similar

Mobility Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Carpooled with other adults or children instead of driving alone	41%	139	257	Similar
Walked or biked instead of driving	67%	60	266	Higher

Table 46: Community Design

Community Design Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall design or layout of Wilsonville's residential and commercial areas	72%	59	271	Similar
Overall appearance of Wilsonville	85%	96	352	Similar
Your neighborhood as a place to live	93%	18	317	Higher
Overall quality of new development in Wilsonville	63%	84	296	Similar
Well-planned residential growth	60%	5	11	Similar
Well-planned commercial growth	55%	6	11	Similar
Well-designed neighborhoods	68%	6	12	Similar
Preservation of the historical or cultural character of the community	63%	4	8	Similar
Public places where people want to spend time	72%	108	265	Similar
Variety of housing options	61%	91	284	Similar
Availability of affordable quality housing	37%	155	308	Similar
Land use, planning, and zoning	58%	76	305	Similar
Code enforcement	62%	79	385	Similar

Table 47: Utilities

Utilities Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall quality of the utility infrastructure in Wilsonville	89%	2	8	Similar
Affordable high-speed internet access	65%	1	7	Similar
Power (electric and/or gas) utility	93%	5	195	Higher
Garbage collection	88%	101	349	Similar
Drinking water	89%	26	315	Higher
Sewer services	91%	20	320	Higher
Storm water management	88%	7	343	Higher
Utility billing	83%	15	240	Similar

Table 48: Safety

Safety Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall feeling of safety in Wilsonville	89%	137	364	Similar
Police/Sheriff services	83%	218	446	Similar
Crime prevention	78%	135	362	Similar
Animal control	78%	26	331	Higher
Ambulance or emergency medical services	91%	172	339	Similar
Fire services	96%	133	379	Similar
Fire prevention and education	84%	95	288	Similar
Emergency preparedness	72%	81	288	Similar
In your neighborhood during the day	98%	32	361	Similar
In Wilsonville's downtown/commercial area during the day	97%	66	326	Similar
From property crime	82%	5	23	Similar
From violent crime	91%	5	23	Higher
From fire, flood, or other natural disaster	87%	3	8	Similar

Table 49: Natural Environment

Natural Environment Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall quality of natural environment in Wilsonville	91%	42	281	Higher
Cleanliness of Wilsonville	92%	35	301	Higher
Water resources	61%	4	7	Similar
Air quality	87%	71	254	Similar
Preservation of natural areas	78%	24	259	Higher
Wilsonville open space	78%	20	245	Higher
Recycling	83%	134	353	Similar
Yard waste pick-up	86%	59	271	Similar

Table 50: Parks and Recreation

Parks and Recreation Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall quality of parks and recreation opportunities	90%	3	8	Similar
Availability of paths and walking trails	87%	29	323	Higher
City parks	94%	27	324	Higher
Recreational opportunities	71%	128	300	Similar
Recreation programs or classes	80%	91	332	Similar
Recreation centers or facilities	69%	160	288	Similar
Fitness opportunities	80%	68	263	Similar

Table 51: Health and Wellness

Health and Wellness Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall health and wellness opportunities in Wilsonville	78%	81	273	Similar
Health services	69%	109	231	Similar
Availability of affordable quality health care	61%	152	268	Similar
Availability of preventive health services	61%	156	249	Similar
Availability of affordable quality mental health care	41%	146	243	Similar
Availability of affordable quality food	70%	113	252	Similar
In very good to excellent health	71%	45	258	Similar

Table 52: Education, Arts, and Culture

Education, Arts, and Culture Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall opportunities for education, culture, and the arts	67%	142	274	Similar
Opportunities to attend cultural/arts/music activities	52%	188	297	Similar
Opportunities to attend special events and festivals	69%	114	290	Similar
Community support for the arts	64%	3	8	Similar
Public library services	94%	18	335	Higher
Availability of affordable quality child care/preschool	52%	125	265	Similar
K-12 education	90%	47	279	Higher
Adult educational opportunities	64%	93	251	Similar

Table 53: Inclusivity and Engagement

Inclusivity and Engagement Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Residents' connection and engagement with their community	69%	2	8	Higher
Sense of community	78%	37	310	Higher
Sense of civic/community pride	75%	3	8	Similar
Neighborliness of Wilsonville	78%	16	265	Higher
Wilsonville as a place to raise children	94%	50	384	Higher
Wilsonville as a place to retire	75%	66	364	Higher
Openness and acceptance of the community toward people of diverse backgrounds	67%	87	299	Similar
Making all residents feel welcome	79%	3	8	Similar
Attracting people from diverse backgrounds	57%	5	8	Similar
Valuing/respecting residents from diverse backgrounds	70%	5	8	Similar
Taking care of vulnerable residents	74%	2	8	Similar
Opportunities to participate in social events and activities	68%	82	270	Similar
Opportunities to volunteer	77%	81	272	Similar
Opportunities to participate in community matters	71%	70	282	Similar

Table 54: Participation

Participation Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Contacted Wilsonville for help or information	46%	148	337	Similar
Contacted Wilsonville elected officials to express your opinion	17%	116	263	Similar
Attended a local public meeting	33%	22	270	Higher
Watched (online or on television) a local public meeting	22%	110	240	Similar
Volunteered your time to some group/activity in Wilsonville	36%	141	272	Similar
Campaigned or advocated for an issue, cause or candidate	22%	127	249	Similar
Voted in your most recent local election	85%	1	8	Higher
Access the internet from your home using a computer, laptop or tablet computer	96%	2	8	Similar
Access the internet from your cell phone	92%	4	8	Similar
Visit social media sites such as Facebook, Twitter, WhatsApp, etc.	76%	7	8	Similar
Use or check email	98%	2	8	Similar

Participation Items	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Share your opinions online	31%	3	8	Similar
Shop online	50%	2	8	Similar

Table 55: Focus Areas

Importance Items	Percent essential or very important	Rank	Number of communities in comparison	Comparison to benchmark
Overall economic health of Wilsonville	91%	132	251	Similar
Overall quality of the transportation system in Wilsonville	77%	136	251	Similar
Overall design or layout of Wilsonville's residential and commercial areas	82%	55	251	Similar
Overall quality of the utility infrastructure in Wilsonville	84%	8	8	Similar
Overall feeling of safety in Wilsonville	89%	169	251	Similar
Overall quality of natural environment in Wilsonville	80%	152	251	Similar
Overall quality of parks and recreation opportunities	80%	6	8	Similar
Overall health and wellness opportunities in Wilsonville	71%	187	250	Similar
Overall opportunities for education, culture, and the arts	65%	244	251	Lower
Residents' connection and engagement with their community	70%	250	251	Lower

Communities included in national comparisons

The communities included in Wilsonville's comparisons are listed on the following pages along with their population according to the American Community Survey (ACS) 2017 5-year estimates.

Adams County, CO.....	487,850	Aspen city, CO	7,097
Airway Heights city, WA.....	8,017	Athens-Clarke County, GA.....	122,292
Albany city, OR	52,007	Auburn city, AL.....	61,462
Albemarle County, VA.....	105,105	Augusta CCD, GA	136,103
Albert Lea city, MN.....	17,716	Aurora city, CO.....	357,323
Alexandria city, VA	154,710	Austin city, TX.....	916,906
Allegan County, MI	114,145	Avon town, CO	6,503
American Canyon city, CA	20,341	Avon town, IN	16,479
Ames city, IA	65,005	Avondale city, AZ	81,590
Ankeny city, IA	56,237	Azusa city, CA	49,029
Ann Arbor city, MI.....	119,303	Bainbridge Island city, WA.....	23,689
Apache Junction city, AZ.....	38,452	Baltimore city, MD.....	619,796
Arapahoe County, CO.....	626,612	Baltimore County, MD	828,637
Arlington city, TX	388,225	Battle Creek city, MI	51,505
Arvada city, CO.....	115,320	Bay Village city, OH	15,426
Asheville city, NC.....	89,318	Baytown city, TX	76,205
Ashland city, OR	20,733	Bedford city, TX.....	49,082
Ashland town, MA.....	17,478	Bedford town, MA	14,105
Ashland town, VA	7,554	Bellevue city, WA	139,014

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Bellingham city, WA	85,388	Conshohocken borough, PA	7,985
Bend city, OR	87,167	Coolidge city, AZ	12,221
Bethlehem township, PA	23,800	Coon Rapids city, MN	62,342
Bettendorf city, IA	35,293	Coral Springs city, FL	130,110
Billings city, MT	109,082	Coronado city, CA	24,053
Bloomington city, IN	83,636	Corvallis city, OR	56,224
Bloomington city, MN	85,417	Cottonwood Heights city, UT	34,214
Boise City city, ID	220,859	Coventry Lake CDP, CT	2,932
Bonner Springs city, KS	7,644	Coventry town, CT	12,458
Boulder city, CO	106,271	Creve Coeur city, MO	18,259
Bowling Green city, KY	64,302	Cupertino city, CA	60,687
Bozeman city, MT	43,132	Dacono city, CO	4,929
Brentwood city, TN	41,524	Dakota County, MN	414,655
Brighton city, CO	38,016	Dallas city, OR	15,413
Brookline CDP, MA	59,246	Dallas city, TX	1,300,122
Brooklyn Center city, MN	30,885	Danvers town, MA	27,527
Brooklyn city, OH	10,891	Danville city, KY	16,657
Broomfield city, CO	64,283	Darien city, IL	22,206
Brownsburg town, IN	24,625	Davenport city, FL	3,665
Buffalo Grove village, IL	41,551	Davidson town, NC	12,325
Burlingame city, CA	30,401	Dayton city, OH	140,939
Cabarrus County, NC	196,716	Dayton town, WY	815
Cambridge city, MA	110,893	Dearborn city, MI	95,295
Canandaigua city, NY	10,402	Decatur city, GA	22,022
Cannon Beach city, OR	1,517	Del Mar city, CA	4,338
Cañon City city, CO	16,298	DeLand city, FL	30,315
Canton city, SD	3,352	Delaware city, OH	38,193
Cape Coral city, FL	173,679	Denison city, TX	23,342
Carlsbad city, CA	113,147	Denton city, TX	131,097
Carroll city, IA	9,937	Denver city, CO	678,467
Cartersville city, GA	20,235	Des Moines city, IA	214,778
Cary town, NC	159,715	Des Peres city, MO	8,536
Castle Rock town, CO	57,274	Destin city, FL	13,421
Cedar Hill city, TX	48,149	Dothan city, AL	67,784
Cedar Park city, TX	70,010	Dover city, NH	30,901
Cedar Rapids city, IA	130,330	Dublin city, CA	57,022
Celina city, TX	7,910	Dublin city, OH	44,442
Centennial city, CO	108,448	Duluth city, MN	86,066
Chandler city, AZ	245,160	Durham city, NC	257,232
Chandler city, TX	2,896	Durham County, NC	300,865
Chanhassen city, MN	25,108	Dyer town, IN	16,077
Chapel Hill town, NC	59,234	Eagan city, MN	66,102
Chardon city, OH	5,166	Eagle Mountain city, UT	27,773
Charles County, MD	156,021	Eau Claire city, WI	67,945
Charlotte County, FL	173,236	Eden Prairie city, MN	63,660
Charlottesville city, VA	46,487	Eden town, VT	1,254
Chattanooga city, TN	176,291	Edgewater city, CO	5,299
Chautauqua town, NY	4,362	Edina city, MN	50,603
Chesterfield County, VA	335,594	Edmond city, OK	89,769
Clackamas County, OR	399,962	Edmonds city, WA	41,309
Clayton city, MO	16,214	El Cerrito city, CA	24,982
Clearwater city, FL	112,794	El Paso de Robles (Paso Robles) city, CA	31,409
Cleveland Heights city, OH	45,024	Elgin city, IL	112,628
Clinton city, SC	8,538	Elk Grove city, CA	166,228
Clive city, IA	17,134	Elmhurst city, IL	46,139
Clovis city, CA	104,411	Englewood city, CO	33,155
College Park city, MD	32,186	Erie town, CO	22,019
College Station city, TX	107,445	Escambia County, FL	309,924
Colleyville city, TX	25,557	Estes Park town, CO	6,248
Collinsville city, IL	24,767	Euclid city, OH	47,698
Columbia city, MO	118,620	Fairview town, TX	8,473
Columbia city, SC	132,236	Farmers Branch city, TX	33,808
Columbia Falls city, MT	5,054	Farmersville city, TX	3,440
Commerce City city, CO	52,905	Farmington Hills city, MI	81,235
Concord city, CA	128,160	Farmington town, CT	25,596
Concord town, MA	19,357	Fate city, TX	10,339

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Fayetteville city, GA.....	17,069	Jackson County, MI.....	158,989
Fayetteville city, NC.....	210,324	James City County, VA.....	73,028
Ferguson township, PA.....	18,837	Jefferson County, NY.....	116,567
Fernandina Beach city, FL.....	11,957	Jefferson Parish, LA.....	437,038
Flower Mound town, TX.....	71,575	Jerome city, ID.....	11,306
Forest Grove city, OR.....	23,554	Johnson City city, TN.....	65,598
Fort Collins city, CO.....	159,150	Johnston city, IA.....	20,172
Franklin city, TN.....	72,990	Jupiter town, FL.....	62,373
Frederick town, CO.....	11,397	Kalamazoo city, MI.....	75,833
Fremont city, CA.....	230,964	Kansas City city, KS.....	151,042
Frisco town, CO.....	2,977	Kansas City city, MO.....	476,974
Fruita city, CO.....	13,039	Keizer city, OR.....	37,910
Gahanna city, OH.....	34,691	Kent city, WA.....	126,561
Gaithersburg city, MD.....	67,417	Kerrville city, TX.....	22,931
Galveston city, TX.....	49,706	Key West city, FL.....	25,316
Gardner city, KS.....	21,059	King City city, CA.....	13,721
Germantown city, TN.....	39,230	Kingman city, AZ.....	28,855
Gilbert town, AZ.....	232,176	Kirkland city, WA.....	86,772
Gillette city, WY.....	31,783	Kirkwood city, MO.....	27,659
Glen Ellyn village, IL.....	27,983	Knoxville city, IA.....	7,202
Glendora city, CA.....	51,891	La Mesa city, CA.....	59,479
Glenview village, IL.....	47,066	La Plata town, MD.....	9,160
Golden city, CO.....	20,365	La Vista city, NE.....	17,062
Golden Valley city, MN.....	21,208	Laguna Niguel city, CA.....	65,429
Goodyear city, AZ.....	74,953	Lake Forest city, IL.....	18,931
Grafton village, WI.....	11,576	Lake in the Hills village, IL.....	28,908
Grand Blanc city, MI.....	7,964	Lake Zurich village, IL.....	19,983
Grand Rapids city, MI.....	195,355	Lakeville city, MN.....	61,056
Grants Pass city, OR.....	36,687	Lakewood city, CO.....	151,411
Grass Valley city, CA.....	12,893	Lakewood city, WA.....	59,102
Greeley city, CO.....	100,760	Lancaster County, SC.....	86,544
Greenville city, NC.....	90,347	Lansing city, MI.....	115,222
Greenwich town, CT.....	62,782	Laramie city, WY.....	32,104
Greenwood Village city, CO.....	15,397	Larimer County, CO.....	330,976
Greer city, SC.....	28,587	Las Cruces city, NM.....	101,014
Gunnison County, CO.....	16,215	Las Vegas city, NM.....	13,445
Haltom City city, TX.....	44,059	Lawrence city, KS.....	93,954
Hamilton city, OH.....	62,216	Lawrenceville city, GA.....	29,287
Hamilton town, MA.....	7,991	Lehi city, UT.....	58,351
Hampton city, VA.....	136,255	Lenexa city, KS.....	52,030
Hanover County, VA.....	103,218	Lewisville city, TX.....	103,638
Harrisburg city, SD.....	5,429	Lewisville town, NC.....	13,516
Harrisonburg city, VA.....	53,064	Libertyville village, IL.....	20,504
Harrisonville city, MO.....	10,025	Lincolnwood village, IL.....	12,637
Hastings city, MN.....	22,620	Lindsborg city, KS.....	3,313
Henderson city, NV.....	284,817	Little Chute village, WI.....	11,006
Herndon town, VA.....	24,545	Littleton city, CO.....	45,848
High Point city, NC.....	109,849	Livermore city, CA.....	88,232
Highland Park city, IL.....	29,796	Lombard village, IL.....	43,776
Highlands Ranch CDP, CO.....	105,264	Lone Tree city, CO.....	13,430
Homer Glen village, IL.....	24,403	Long Grove village, IL.....	7,980
Honolulu County, HI.....	990,060	Longmont city, CO.....	91,730
Hoquiam city, WA.....	8,416	Lonsdale city, MN.....	3,850
Horry County, SC.....	310,186	Los Alamos County, NM.....	18,031
Hudson town, CO.....	1,709	Los Altos Hills town, CA.....	8,490
Huntley village, IL.....	26,265	Loudoun County, VA.....	374,558
Huntsville city, TX.....	40,727	Louisville city, CO.....	20,319
Hutchinson city, MN.....	13,836	Lower Merion township, PA.....	58,500
Hutto city, TX.....	22,644	Lynchburg city, VA.....	79,237
Hyattsville city, MD.....	18,225	Lynnwood city, WA.....	37,242
Independence city, MO.....	117,369	Manassas city, VA.....	41,379
Indio city, CA.....	86,867	Manhattan Beach city, CA.....	35,698
Iowa City city, IA.....	73,415	Manhattan city, KS.....	55,427
Irving city, TX.....	235,648	Mankato city, MN.....	41,241
Issaquah city, WA.....	35,629	Maple Grove city, MN.....	68,362
Jackson city, MO.....	14,690	Maplewood city, MN.....	40,127

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Maricopa County, AZ	4,155,501	Novato city, CA	55,378
Marin County, CA	260,814	Novi city, MI	58,835
Marion city, IA	38,014	O'Fallon city, IL	29,095
Mariposa County, CA	17,658	Oak Park village, IL	52,229
Marshfield city, WI	18,326	Oakley city, CA	39,950
Martinez city, CA	37,902	Oklahoma City city, OK	629,191
Marysville city, WA	66,178	Olmsted County, MN	151,685
Maui County, HI	164,094	Olympia city, WA	49,928
McKinney city, TX	164,760	Orange village, OH	3,280
McMinnville city, OR	33,211	Orland Park village, IL	59,161
Mecklenburg County, NC	1,034,290	Orleans Parish, LA	388,182
Menlo Park city, CA	33,661	Oshkosh city, WI	66,649
Menomonee Falls village, WI	36,411	Oswego village, IL	33,759
Mercer Island city, WA	24,768	Ottawa County, MI	280,243
Meridian charter township, MI	41,903	Overland Park city, KS	186,147
Meridian city, ID	91,917	Paducah city, KY	24,879
Merriam city, KS	11,259	Palm Beach Gardens city, FL	53,119
Mesa city, AZ	479,317	Palm Coast city, FL	82,356
Mesquite city, TX	144,118	Palo Alto city, CA	67,082
Miami Beach city, FL	92,187	Palos Verdes Estates city, CA	13,591
Miami city, FL	443,007	Papillion city, NE	19,478
Middleton city, WI	18,951	Paradise Valley town, AZ	13,961
Middletown town, RI	16,100	Park City city, UT	8,167
Midland city, MI	41,958	Parker town, CO	51,125
Milford city, DE	10,645	Parkland city, FL	28,901
Milton city, GA	37,556	Pasco city, WA	70,607
Minneapolis city, MN	411,452	Pasco County, FL	498,136
Minnetrissa city, MN	7,187	Payette city, ID	7,366
Missouri City city, TX	72,688	Pearland city, TX	113,693
Moline city, IL	42,644	Peoria city, IL	115,424
Monroe city, MI	20,128	Pflugerville city, TX	58,013
Montgomery city, MN	2,921	Philadelphia city, PA	1,569,657
Montgomery County, MD	1,039,198	Pinehurst village, NC	15,580
Monticello city, UT	2,599	Piqua city, OH	20,793
Montrose city, CO	18,918	Pitkin County, CO	17,747
Moraga town, CA	17,231	Plano city, TX	281,566
Morristown city, TN	29,446	Platte City city, MO	4,867
Morrisville town, NC	23,873	Pleasant Hill city, IA	9,608
Morro Bay city, CA	10,568	Pleasanton city, CA	79,341
Moscow city, ID	24,833	Plymouth city, MN	76,258
Mountlake Terrace city, WA	20,922	Polk County, IA	467,235
Murphy city, TX	20,361	Pompano Beach city, FL	107,542
Naperville city, IL	146,431	Port Orange city, FL	60,315
Napoleon city, OH	8,646	Port St. Lucie city, FL	178,778
Nederland city, TX	17,284	Portland city, OR	630,331
Needham CDP, MA	30,429	Powell city, OH	12,658
Nevada City city, CA	3,112	Powhatan County, VA	28,364
Nevada County, CA	98,838	Prairie Village city, KS	21,932
New Braunfels city, TX	70,317	Prince William County, VA	450,763
New Brighton city, MN	22,440	Prior Lake city, MN	25,452
New Concord village, OH	2,561	Pueblo city, CO	109,122
New Hope city, MN	20,909	Purcellville town, VA	9,217
New Orleans city, LA	388,182	Queen Creek town, AZ	33,298
New Ulm city, MN	13,249	Raleigh city, NC	449,477
Newport city, RI	24,745	Ramsey city, MN	25,853
Newport News city, VA	180,775	Raymond town, ME	4,497
Newton city, IA	15,085	Raymore city, MO	20,358
Niles village, IL	29,823	Redmond city, OR	28,492
Noblesville city, IN	59,807	Redmond city, WA	60,712
Norcross city, GA	16,474	Redwood City city, CA	84,368
Norfolk city, NE	24,352	Reno city, NV	239,732
Norfolk city, VA	245,752	Richfield city, MN	35,993
North Mankato city, MN	13,583	Richland city, WA	53,991
North Port city, FL	62,542	Richmond city, CA	108,853
North Yarmouth town, ME	3,714	Richmond Heights city, MO	8,466
Northglenn city, CO	38,473	Rio Rancho city, NM	93,317

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River Falls city, WI	15,256	Sunnyvale city, CA.....	151,565
Riverside city, CA	321,570	Surprise city, AZ.....	129,534
Roanoke city, VA.....	99,572	Suwanee city, GA.....	18,655
Roanoke County, VA.....	93,419	Tacoma city, WA.....	207,280
Rochester city, NY.....	209,463	Takoma Park city, MD	17,643
Rock Hill city, SC	70,764	Temecula city, CA.....	110,722
Rockville city, MD	66,420	Tempe city, AZ	178,339
Roeland Park city, KS.....	6,810	Temple city, TX	71,795
Rohnert Park city, CA.....	42,305	Texarkana city, TX	37,222
Rolla city, MO.....	20,013	The Woodlands CDP, TX	109,608
Rosemount city, MN.....	23,474	Thousand Oaks city, CA.....	128,909
Rosenberg city, TX.....	35,867	Tigard city, OR.....	51,355
Roseville city, MN	35,624	Tinley Park village, IL.....	57,107
Round Rock city, TX.....	116,369	Tracy city, CA	87,613
Royal Palm Beach village, FL	37,665	Trinidad CCD, CO.....	10,819
Sacramento city, CA	489,650	Tualatin city, OR.....	27,135
Sahuarita town, AZ.....	28,257	Tulsa city, OK.....	401,352
Sammamish city, WA	62,877	Tustin city, CA	80,007
San Carlos city, CA	29,954	Twin Falls city, ID	47,340
San Diego city, CA	1,390,966	Unalaska city, AK	4,809
San Francisco city, CA.....	864,263	University Heights city, OH.....	13,201
San Jose city, CA	1,023,031	University Park city, TX	24,692
San Marcos city, CA.....	93,493	Urbandale city, IA.....	42,222
San Marcos city, TX	59,935	Vail town, CO.....	5,425
Sangamon County, IL.....	198,134	Ventura CCD, CA.....	115,218
Santa Fe city, NM	82,980	Vernon Hills village, IL	26,084
Santa Fe County, NM.....	147,514	Vestavia Hills city, AL.....	34,003
Sarasota County, FL.....	404,839	Victoria city, MN.....	8,679
Savage city, MN.....	30,011	Vienna town, VA.....	16,474
Schaumburg village, IL	74,427	Virginia Beach city, VA.....	450,057
Schertz city, TX.....	38,199	Walnut Creek city, CA	68,516
Scott County, MN	141,463	Warrensburg city, MO	19,890
Scottsdale city, AZ.....	239,283	Washington County, MN	250,979
Sedona city, AZ.....	10,246	Washoe County, NV.....	445,551
Sevierville city, TN	16,387	Washougal city, WA.....	15,241
Shakopee city, MN	40,024	Wauwatosa city, WI.....	47,687
Sharonville city, OH.....	13,974	Wentzville city, MO	35,768
Shawnee city, KS.....	64,840	West Carrollton city, OH.....	12,963
Shawnee city, OK	30,974	West Chester township, OH	62,804
Sherborn town, MA	4,302	West Des Moines city, IA	62,999
Shoreline city, WA	55,431	Western Springs village, IL	13,187
Shoreview city, MN.....	26,432	Westerville city, OH	38,604
Shorewood village, IL.....	16,809	Westlake town, TX	1,006
Sierra Vista city, AZ.....	43,585	Westminster city, CO.....	111,895
Silverton city, OR.....	9,757	Westminster city, MD.....	18,557
Sioux Falls city, SD.....	170,401	Wheat Ridge city, CO	31,162
Skokie village, IL.....	64,773	White House city, TN.....	11,107
Snoqualmie city, WA	12,944	Wichita city, KS	389,054
Snowmass Village town, CO	2,827	Williamsburg city, VA.....	14,817
Somerset town, MA.....	18,257	Willowbrook village, IL.....	8,598
South Jordan city, UT.....	65,523	Wilmington city, NC	115,261
Southlake city, TX.....	30,090	Wilsonville city, OR	22,789
Spearfish city, SD	11,300	Windsor town, CO.....	23,386
Springfield city, MO.....	165,785	Windsor town, CT.....	29,037
Springville city, UT.....	32,319	Winnetka village, IL	12,504
St. Augustine city, FL	13,952	Winter Garden city, FL	40,799
St. Charles city, IL.....	32,730	Woodbury city, MN	67,648
St. Cloud city, MN.....	67,093	Woodinville city, WA	11,675
St. Joseph city, MO	76,819	Wyandotte County, KS	163,227
St. Louis County, MN	200,294	Wyoming city, MI.....	75,124
St. Lucie County, FL.....	298,763	Yakima city, WA	93,182
State College borough, PA.....	42,224	York County, VA.....	67,196
Steamboat Springs city, CO.....	12,520	Yorktown town, IN.....	11,200
Sugar Land city, TX	86,886	Yorkville city, IL	18,691
Suisun City city, CA.....	29,280	Yountville city, CA.....	2,978
Summit County, UT	39,731		

Appendix C: Detailed Survey Methods

The National Community Survey™ (The NCS™), conducted by National Research Center, Inc., was developed to provide communities an accurate, affordable and easy way to assess and interpret resident opinion about important local topics. Standardization of common questions and survey methods provide the rigor to assure valid results, and each community has enough flexibility to construct a customized version of The NCS.

Results offer insight into residents' perspectives about the community as a whole, including local amenities, services, public trust, resident participation and other aspects of the community in order to support budgeting, land use and strategic planning and communication with residents. Resident demographic characteristics permit comparison to the Census as well as comparison of results for different subgroups of residents. The City of Wilsonville funded this research. Please contact Zoe Monahan of the City of Wilsonville at monahan@ci.wilsonville.or.us if you have any questions about the survey.

Survey Validity

The question of survey validity has two parts: 1) how can a community be confident that the results from those who completed the questionnaire are representative of the results that would have been obtained had the survey been administered to the entire population? and 2) how closely do the perspectives recorded on the survey reflect what residents really believe or do?

To answer the first question, the best survey research practices were used for the resources spent to ensure that the results from the survey respondents reflect the opinions of residents in the entire community. These practices include:

- Using a mail-out/mail-back methodology, which typically gets a higher response rate than phone for the same dollars spent. A higher response rate lessens the worry that those who did not respond are different than those who did respond.
- Selecting households at random within the community to receive the survey to ensure that the households selected to receive the survey are representative of the larger community.
- Over-sampling multi-family housing units to improve response from hard-to-reach, lower income or younger apartment dwellers.
- Selecting the respondent within the household using an unbiased sampling procedure; in this case, the "birthday method." The cover letter included an instruction requesting that the respondent in the household be the adult (18 years old or older) who most recently had a birthday, irrespective of year of birth.
- Contacting potential respondents three times to encourage response from people who may have different opinions or habits than those who would respond with only a single prompt.
- Inviting response in a compelling manner (using appropriate letterhead/logos and a signature of a visible leader) to appeal to recipients' sense of civic responsibility.
- Providing a pre-addressed, postage-paid return envelope.
- Weighting the results to reflect the demographics of the population.

The answer to the second question about how closely the perspectives recorded on the survey reflect what residents really believe or do is more complex. Resident responses to surveys are

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influenced by a variety of factors. For questions about service quality, residents' expectations for service quality play a role as well as the "objective" quality of the service provided, the way the resident perceives the entire community (that is, the context in which the service is provided), the scale on which the resident is asked to record his or her opinion and, of course, the opinion, itself, that a resident holds about the service. Similarly a resident's report of certain behaviors is colored by what he or she believes is the socially desirable response (e.g., reporting tolerant behaviors toward "oppressed groups," likelihood of voting for a tax increase for services to poor people, use of alternative modes of travel to work besides the single occupancy vehicle), his or her memory of the actual behavior (if it is not a question speculating about future actions, like a vote), his or her confidence that he or she can be honest without suffering any negative consequences (thus the need for anonymity) as well as the actual behavior itself.

How closely survey results come to recording the way a person really feels or behaves often is measured by the coincidence of reported behavior with observed current behavior (e.g., driving habits), reported intentions to behave with observed future behavior (e.g., voting choices) or reported opinions about current community quality with objective characteristics of the community (e.g., feelings of safety correlated with rates of crime). There is a body of scientific literature that has investigated the relationship between reported behaviors and actual behaviors. Well-conducted surveys, by and large, do capture true respondent behaviors or intentions to act with great accuracy. Predictions of voting outcomes tend to be quite accurate using survey research, as do reported behaviors that are not about highly sensitive issues (e.g., family abuse or other illegal or morally sanctioned activities). For self-reports about highly sensitive issues, statistical adjustments can be made to correct for the respondents' tendency to report what they think the "correct" response should be.

Research on the correlation of resident opinion about service quality and "objective" ratings of service quality vary, with some showing stronger relationships than others. NRC's own research has demonstrated that residents who report the lowest ratings of street repair live in communities with objectively worse street conditions than those who report high ratings of street repair (based on road quality, delay in street repair, number of road repair employees). Similarly, the lowest rated fire services appear to be "objectively" worse than the highest rated fire services (expenditures per capita, response time, "professional" status of firefighters, breadth of services and training provided). Resident opinion commonly reflects objective performance data but is an important measure on its own. NRC principals have written, "If you collect trash three times a day but residents think that your trash haul is lousy, you still have a problem."

Selecting Survey Recipients

"Sampling" refers to the method by which households were chosen to receive the survey. All households within the City of Wilsonville were eligible to participate in the survey. A list of all households within the zip codes serving Wilsonville was purchased from Go-Dog Direct based on updated listings from the United States Postal Service. Since some of the zip codes that serve the City of Wilsonville households may also serve addresses that lie outside of the community, the exact geographic location of each housing unit was compared to community boundaries using the most current municipal boundary file (updated on a quarterly basis) and addresses located outside of the City of Wilsonville boundaries were removed from consideration.

To choose the 1,700 survey recipients, a systematic sampling method was applied to the list of households previously screened for geographic location. Systematic sampling is a procedure

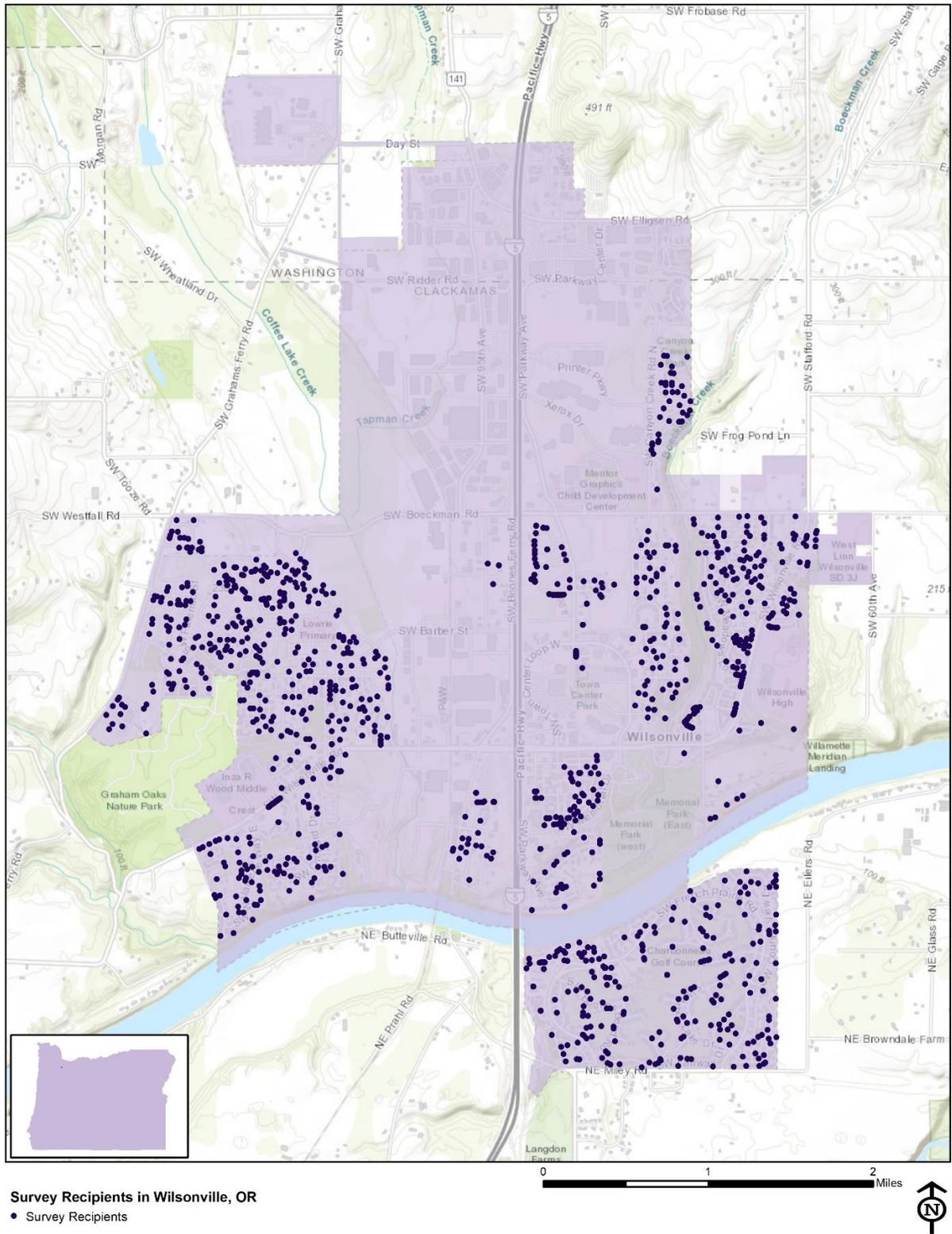
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whereby a complete list of all possible households is culled, selecting every *Nth* one, giving each eligible household a known probability of selection, until the appropriate number of households is selected. Multi-family housing units were selected at a higher rate as residents of this type of housing typically respond at lower rates to surveys than do those in single-family housing units. Figure 1 displays a map of the households selected to receive the survey. In general, because of the random sampling techniques used, the displayed sampling density will closely mirror the overall housing unit density (which may be different from the population density). While the theory of probability assumes no bias in selection, there may be some minor variations in practice (meaning, an area with only 15% of the housing units might be selected at an actual rate that is slightly above or below that).

An individual within each household was selected using the birthday method. The birthday method selects a person within the household by asking the “person whose birthday has most recently passed” to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys. This instruction was contained in the cover letter accompanying the questionnaire.

In addition to the scientific, random selection of households, a link to an online “opt-in” survey was publicized and posted to the City of Wilsonville website. This opt-in survey was identical to the scientific survey and open to all City residents.

Figure 1: Location of Survey Recipients



Survey Administration and Response

Selected households received three mailings, one week apart, beginning on April 3, 2020. The first mailing was a prenotification postcard announcing the upcoming survey. The next mailing contained a letter from the Mayor inviting the household to participate, a questionnaire and a postage-paid return envelope. The final mailing contained a reminder letter, another survey and a postage-paid return envelope. The second cover letter asked those who had not completed the survey to do so and those who had already done so to refrain from turning in another survey. The survey was available in English. Completed surveys were collected over the following seven weeks. The online “opt-in” survey became available to all residents on May 8, 2020 and remained open for four weeks.

About 5% of the 1,700 surveys mailed were returned because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the remaining 1,610 eligible households that received the survey, 471 completed the survey, providing an overall response rate of 29%. Of the 471 completed surveys, 96 were completed online. The response rates was calculated using AAPOR’s response rate #2¹ for mailed surveys of unnamed persons. Additionally, 159 residents completed the online opt-in survey, providing a grand total of 630 completed surveys.

Table 56: Survey Response Rate

	Overall
Total sample used	1,700
I=Complete Interviews	468
P=Partial Interviews	3
R=Refusal and break off	1
NC=Non Contact	0
O=Other	0
UH=Unknown household	0
UO=Unknown other	1,138
NE=Not eligible	90
Response rate: $(I+P)/(I+P) + (R+NC+O) + (UH+UO)$	29%

Confidence Intervals

It is customary to describe the precision of estimates made from surveys by a “level of confidence” and accompanying “confidence interval” (or margin of error). A traditional level of confidence, and the one used here, is 95%. The 95% confidence interval can be any size and quantifies the

¹ See AAPOR’s Standard Definitions for more information:
[http://www.aapor.org/Standards-Ethics/Standard-Definitions-\(1\).aspx](http://www.aapor.org/Standards-Ethics/Standard-Definitions-(1).aspx)

sampling error or imprecision of the survey results because some residents' opinions are relied on to estimate all residents' opinions.²

The margin of error for the City of Wilsonville survey is no greater than plus or minus four³ percentage points around any given percent reported for all respondents (630).

For subgroups of responses, the margin of error increases because the number of respondents for the subgroup is smaller.

Survey Processing (Data Entry)

Upon receipt, completed surveys were assigned a unique identification number. Additionally, each survey was reviewed and "cleaned" as necessary. For example, a question may have asked a respondent to pick two items out of a list of five, but the respondent checked three; in this case, NRC would use protocols to randomly choose two of the three selected items for inclusion in the dataset.

All surveys then were entered twice into an electronic dataset; any discrepancies were resolved in comparison to the original survey form. Range checks as well as other forms of quality control were also performed.

NRC uses Polco, an online public engagement tool designed primarily for local governments, to collect online survey data. The Polco platform includes many features of online survey tools, but also includes elements tailored to the civic environment. For example, like NRC's mailed surveys, surveys on Polco are presented with the City name, logo (or other image) and a description, so residents understand who is asking for input and why. Optionally, Polco can also verify respondents with local public data to ensure respondents are residents or voters. More generally, an advantage of online programming and data gathering is that it allows for more rigid control of the data format, making extensive data cleaning unnecessary.

Survey Data Weighting

Upon completion of data collection for both the scientific (probability) and nonscientific open participation online opt-in (non-probability) surveys, data were compared in order to determine

² A 95% confidence interval indicates that for every 100 random samples of this many residents, 95 of the confidence intervals created will include the "true" population response. This theory is applied in practice to mean that the "true" perspective of the target population lies within the confidence interval created for a single survey. For example, if 75% of residents rate a service as "excellent" or "good," then the 4% margin of error (for the 95% confidence interval) indicates that the range of likely responses for the entire community is between 71% and 79%. This source of uncertainty is called sampling error. In addition to sampling error, other sources of error may affect any survey, including the non-response of residents with opinions different from survey responders. Though standardized on The NCS, on other surveys, differences in question wording, order, translation and data entry, as examples, can lead to somewhat varying results.

³ Although this has become the traditional way to describe survey research precision, when opt-in results are blended with scientific results, assumptions about randomness of responses are not the same as when results come only from the random sample. Consequently other terms sometimes are used in place of "confidence interval" or "margin of error," such as "credibility intervals." We hew to the traditional way of describing sample-driven uncertainty while we work with the industry to sort out the best ways to describe these new approaches.

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whether it was appropriate to combine, or blend, both datasets together. In the case of Wilsonville, characteristics of respondents to the non-probability survey were similar to the probability survey, in both respondent trait and opinion, indicating that the two datasets could be blended. This decision reflects a growing trend in survey research toward integration of traditional scientific probability survey respondents and non-probability survey respondents (opt-in).

Table 57: Wilsonville, OR 2020 Weighting Table

Characteristic	Population Norm	Unweighted Data	Weighted Data
Housing			
Rent home	56%	27%	54%
Own home	44%	73%	46%
Detached unit*	41%	62%	44%
Attached unit*	59%	38%	56%
Race and Ethnicity			
White	87%	86%	86%
Not white	13%	14%	14%
Not Hispanic	90%	93%	91%
Hispanic	10%	7%	9%
Sex and Age			
Female	53%	59%	53%
Male	47%	41%	47%
18-34 years of age	32%	10%	30%
35-54 years of age	35%	28%	35%
55+ years of age	33%	62%	35%
Females 18-34	16%	6%	16%
Females 35-54	18%	18%	18%
Females 55+	18%	35%	19%
Males 18-34	16%	4%	14%
Males 35-54	17%	10%	17%
Males 55+	14%	26%	16%

* U.S. Census Bureau ACS 2017 5-year estimates

Survey Data Analysis and Reporting

The survey dataset was analyzed using the Statistical Package for the Social Sciences (SPSS). For the most part, the percentages presented in the reports represent the “percent positive.” The percent positive is the combination of the top two most positive response options (i.e., “excellent” and “good,” “very safe” and “somewhat safe,” “essential” and “very important,” etc.), or, in the case of resident behaviors/participation, the percent positive represents the proportion of respondents indicating “yes” or participating in an activity at least once a month.

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On many of the questions in the survey respondents may answer “don’t know.” The proportion of respondents giving this reply is shown in the full set of responses included in Appendix A. However, these responses have been removed from the analyses presented in the reports. In other words, the tables and graphs display the responses from respondents who had an opinion about a specific item. When a table for a question that only permitted a single response does not total to exactly 100%, it is due to the common practice of percentages being rounded to the nearest whole number.

Appendix D: Survey Materials

Dear Wilsonville Resident,

It won't take much of your time to make a big difference!

Your household has been randomly selected to participate in a survey about your community. Your survey will arrive in a few days.

Thank you for helping create a better city!

Sincerely,



Tim Knapp
Mayor

Dear Wilsonville Resident,

It won't take much of your time to make a big difference!

Your household has been randomly selected to participate in a survey about your community. Your survey will arrive in a few days.

Thank you for helping create a better city!

Sincerely,



Tim Knapp
Mayor

Dear Wilsonville Resident,

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Sincerely,



Tim Knapp
Mayor

Dear Wilsonville Resident,

It won't take much of your time to make a big difference!

Your household has been randomly selected to participate in a survey about your community. Your survey will arrive in a few days.

Thank you for helping create a better city!

Sincerely,



Tim Knapp
Mayor



Presorted
First Class Mail
US Postage
PAID
Boulder, CO
Permit NO. 94

CITY OF WILSONVILLE
29799 SW Town Center Loop East
Wilsonville, OR 97070



Presorted
First Class Mail
US Postage
PAID
Boulder, CO
Permit NO. 94

CITY OF WILSONVILLE
29799 SW Town Center Loop East
Wilsonville, OR 97070



Presorted
First Class Mail
US Postage
PAID
Boulder, CO
Permit NO. 94

CITY OF WILSONVILLE
29799 SW Town Center Loop East
Wilsonville, OR 97070



Presorted
First Class Mail
US Postage
PAID
Boulder, CO
Permit NO. 94

CITY OF WILSONVILLE
29799 SW Town Center Loop East
Wilsonville, OR 97070



April 2020

Dear City of Wilsonville Resident:

Please help us shape the future of Wilsonville! You have been selected at random to participate in the 2020 Wilsonville Community Survey.

Please take a few minutes to fill out the enclosed survey. Your participation in this survey is very important – especially since your household is one of only a small number being surveyed. Your feedback will help Wilsonville make decisions that affect our City.

A few things to remember:

- **Your responses are completely anonymous.**
- In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
You may return the survey by mail in the enclosed postage-paid envelope, or you can complete the survey online at:

<https://bit.ly/wilsonville2020survey>

Please do not share your survey link. This survey is for randomly selected households only. The City will conduct a separate survey that is open to all residents just a few weeks from now.

If you have any questions about the survey please call 503-570-1503.

Thank you for your time and participation!

Sincerely,

Tim Knapp
Mayor



April 2020

Dear City of Wilsonville Resident:

Here's a second chance if you haven't already responded to the 2020 Wilsonville Community Survey! **(If you completed it and sent it back, we thank you for your time and ask you to recycle this survey. Please do not respond twice.)**

Please help us shape the future of Wilsonville! You have been selected at random to participate in the 2020 Wilsonville Community Survey.

Please take a few minutes to fill out the enclosed survey. Your participation in this survey is very important – especially since your household is one of only a small number being surveyed. Your feedback will help Wilsonville make decisions that affect our City.

A few things to remember:

- **Your responses are completely anonymous.**
- In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
- **You may return the survey by mail in the enclosed postage-paid envelope, or you can complete the survey online at:**

<https://bit.ly/wilsonville2020survey>

Please do not share your survey link. This survey is for randomly selected households only. The City will conduct a separate survey that is open to all residents just a few weeks from now.

If you have any questions about the survey please call 503-570-1503.

Thank you for your time and participation!

Sincerely,

A handwritten signature in black ink that reads "Tim Knapp".

Tim Knapp
Mayor

The City of Wilsonville 2020 Community Survey

Please complete this survey if you are the adult (age 18 or older) in the household who most recently had a birthday (the year of birth does not matter). Your responses are anonymous and will be reported in group form only.

1. Please rate each of the following aspects of quality of life in Wilsonville.

	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Don't know</u>
Wilsonville as a place to live	1	2	3	4	5
Your neighborhood as a place to live	1	2	3	4	5
Wilsonville as a place to raise children	1	2	3	4	5
Wilsonville as a place to work.....	1	2	3	4	5
Wilsonville as a place to visit.....	1	2	3	4	5
Wilsonville as a place to retire.....	1	2	3	4	5
The overall quality of life in Wilsonville	1	2	3	4	5
Sense of community.....	1	2	3	4	5

2. Please rate each of the following characteristics as they relate to Wilsonville as a whole.

	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Don't know</u>
Overall economic health of Wilsonville.....	1	2	3	4	5
Overall quality of the transportation system (auto, bicycle, foot, bus) in Wilsonville.....	1	2	3	4	5
Overall design or layout of Wilsonville's residential and commercial areas (e.g., homes, buildings, streets, parks, etc.)	1	2	3	4	5
Overall quality of the utility infrastructure in Wilsonville (water, sewer, storm water, electric/gas)	1	2	3	4	5
Overall feeling of safety in Wilsonville	1	2	3	4	5
Overall quality of natural environment in Wilsonville.....	1	2	3	4	5
Overall quality of the parks and recreation opportunities	1	2	3	4	5
Overall health and wellness opportunities in Wilsonville	1	2	3	4	5
Overall opportunities for education, culture and the arts.....	1	2	3	4	5
Residents' connection and engagement with their community	1	2	3	4	5

3. Please indicate how likely or unlikely you are to do each of the following.

	<u>Very likely</u>	<u>Somewhat likely</u>	<u>Somewhat unlikely</u>	<u>Very unlikely</u>	<u>Don't know</u>
Recommend living in Wilsonville to someone who asks.....	1	2	3	4	5
Remain in Wilsonville for the next five years.....	1	2	3	4	5

4. Please rate how safe or unsafe you feel:

	<u>Very safe</u>	<u>Somewhat safe</u>	<u>Neither safe nor unsafe</u>	<u>Somewhat unsafe</u>	<u>Very unsafe</u>	<u>Don't know</u>
In your neighborhood during the day.....	1	2	3	4	5	6
In Wilsonville's downtown/commercial area during the day.....	1	2	3	4	5	6
From property crime.....	1	2	3	4	5	6
From violent crime.....	1	2	3	4	5	6
From fire, flood or other natural disaster	1	2	3	4	5	6

5. Please rate the job you feel the Wilsonville community does at each of the following.

	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Don't know</u>
Making all residents feel welcome	1	2	3	4	5
Attracting people from diverse backgrounds.....	1	2	3	4	5
Valuing/respecting residents from diverse backgrounds.....	1	2	3	4	5
Taking care of vulnerable residents (elderly, disabled, homeless, etc.).....	1	2	3	4	5

6. Please rate each of the following characteristics as they relate to Wilsonville as a whole.

	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Don't know</u>
Overall quality of business and service establishments in Wilsonville.....	1	2	3	4	5
Variety of business and service establishments in Wilsonville	1	2	3	4	5
Vibrancy of downtown/commercial area	1	2	3	4	5
Employment opportunities	1	2	3	4	5
Shopping opportunities	1	2	3	4	5
Cost of living in Wilsonville.....	1	2	3	4	5
Overall image or reputation of Wilsonville.....	1	2	3	4	5

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7. Please rate each of the following characteristics as they relate to Wilsonville as a whole.

	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Don't know</u>
Traffic flow on major streets.....	1	2	3	4	5
Ease of public parking.....	1	2	3	4	5
Ease of travel by car in Wilsonville	1	2	3	4	5
Ease of travel by public transportation in Wilsonville	1	2	3	4	5
Ease of travel by bicycle in Wilsonville	1	2	3	4	5
Ease of walking in Wilsonville.....	1	2	3	4	5
Well-planned residential growth.....	1	2	3	4	5
Well-planned commercial growth.....	1	2	3	4	5
Well-designed neighborhoods	1	2	3	4	5
Preservation of the historical or cultural character of the community.....	1	2	3	4	5
Public places where people want to spend time	1	2	3	4	5
Variety of housing options.....	1	2	3	4	5
Availability of affordable quality housing.....	1	2	3	4	5
Overall quality of new development in Wilsonville.....	1	2	3	4	5
Overall appearance of Wilsonville.....	1	2	3	4	5
Cleanliness of Wilsonville.....	1	2	3	4	5
Water resources (beaches, lakes, ponds, riverways, etc.)	1	2	3	4	5
Air quality.....	1	2	3	4	5
Availability of paths and walking trails.....	1	2	3	4	5
Fitness opportunities (including exercise classes and paths or trails, etc.) ...	1	2	3	4	5
Recreational opportunities.....	1	2	3	4	5
Availability of affordable quality food	1	2	3	4	5
Availability of affordable quality health care.....	1	2	3	4	5
Availability of preventive health services.....	1	2	3	4	5
Availability of affordable quality mental health care	1	2	3	4	5
Opportunities to attend cultural/arts/music activities	1	2	3	4	5
Community support for the arts.....	1	2	3	4	5
Availability of affordable quality childcare/preschool.....	1	2	3	4	5
K-12 education.....	1	2	3	4	5
Adult educational opportunities	1	2	3	4	5
Sense of civic/community pride.....	1	2	3	4	5
Neighborliness of residents in Wilsonville	1	2	3	4	5
Opportunities to participate in social events and activities.....	1	2	3	4	5
Opportunities to attend special events and festivals	1	2	3	4	5
Opportunities to volunteer.....	1	2	3	4	5
Opportunities to participate in community matters	1	2	3	4	5
Openness and acceptance of the community toward people of diverse backgrounds.....	1	2	3	4	5

8. Please indicate whether or not you have done each of the following in the last 12 months.

	<u>No</u>	<u>Yes</u>
Contacted the City of Wilsonville (in-person, phone, email or web) for help or information	1	2
Contacted Wilsonville elected officials (in-person, phone, email or web) to express your opinion.....	1	2
Attended a local public meeting (of local elected officials like City Council or County Commissioners, advisory boards, town halls, HOA, neighborhood watch, etc.)	1	2
Watched (online or on television) a local public meeting.....	1	2
Volunteered your time to some group/activity in Wilsonville	1	2
Campaigned or advocated for a local issue, cause or candidate.....	1	2
Voted in your most recent local election	1	2
Used bus, rail, subway or other public transportation instead of driving.....	1	2
Carpooled with other adults or children instead of driving alone	1	2
Walked or biked instead of driving.....	1	2

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9. Please rate the quality of each of the following services in Wilsonville.

	Excellent	Good	Fair	Poor	Don't know
Public information services.....	1	2	3	4	5
Economic development.....	1	2	3	4	5
Traffic enforcement.....	1	2	3	4	5
Traffic signal timing.....	1	2	3	4	5
Street repair.....	1	2	3	4	5
Street cleaning.....	1	2	3	4	5
Street lighting.....	1	2	3	4	5
Snow removal.....	1	2	3	4	5
Sidewalk maintenance.....	1	2	3	4	5
Bus or transit services.....	1	2	3	4	5
Land use, planning and zoning.....	1	2	3	4	5
Code enforcement (weeds, abandoned buildings, etc.).....	1	2	3	4	5
Affordable high-speed internet access.....	1	2	3	4	5
Garbage collection.....	1	2	3	4	5
Drinking water.....	1	2	3	4	5
Sewer services.....	1	2	3	4	5
Storm water management (storm drainage, dams, levees, etc.).....	1	2	3	4	5
Power (electric and/or gas) utility.....	1	2	3	4	5
Utility billing.....	1	2	3	4	5
Police/Sheriff services.....	1	2	3	4	5
Crime prevention.....	1	2	3	4	5
Animal control.....	1	2	3	4	5
Ambulance or emergency medical services.....	1	2	3	4	5
Fire services.....	1	2	3	4	5
Fire prevention and education.....	1	2	3	4	5
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations).....	1	2	3	4	5
Preservation of natural areas (open space, farmlands and greenbelts).....	1	2	3	4	5
Wilsonville open space.....	1	2	3	4	5
Recycling.....	1	2	3	4	5
Yard waste pick-up.....	1	2	3	4	5
City parks.....	1	2	3	4	5
Recreation programs or classes.....	1	2	3	4	5
Recreation centers or facilities.....	1	2	3	4	5
Health services.....	1	2	3	4	5
Public library services.....	1	2	3	4	5
Overall customer service by Wilsonville employees (police, receptionists, planners, etc.).....	1	2	3	4	5

10. Please rate the following categories of Wilsonville government performance.

	Excellent	Good	Fair	Poor	Don't know
The value of services for the taxes paid to Wilsonville.....	1	2	3	4	5
The overall direction that Wilsonville is taking.....	1	2	3	4	5
The job Wilsonville government does at welcoming resident involvement.....	1	2	3	4	5
Overall confidence in Wilsonville government.....	1	2	3	4	5
Generally acting in the best interest of the community.....	1	2	3	4	5
Being honest.....	1	2	3	4	5
Being open and transparent to the public.....	1	2	3	4	5
Informing residents about issues facing the community.....	1	2	3	4	5
Treating all residents fairly.....	1	2	3	4	5
Treating residents with respect.....	1	2	3	4	5

11. Overall, how would you rate the quality of the services provided by each of the following?

	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Don't know</u>
The City of Wilsonville.....	1	2	3	4	5
The Federal Government.....	1	2	3	4	5

12. Please rate how important, if at all, you think it is for the Wilsonville community to focus on each of the following in the coming two years.

	<u>Essential</u>	<u>Very important</u>	<u>Somewhat important</u>	<u>Not at all important</u>
Overall economic health of Wilsonville.....	1	2	3	4
Overall quality of the transportation system (auto, bicycle, foot, bus) in Wilsonville.....	1	2	3	4
Overall design or layout of Wilsonville's residential and commercial areas (e.g., homes, buildings, streets, parks, etc.).....	1	2	3	4
Overall quality of the utility infrastructure in Wilsonville (water, sewer, storm water, electric/gas).....	1	2	3	4
Overall feeling of safety in Wilsonville.....	1	2	3	4
Overall quality of natural environment in Wilsonville.....	1	2	3	4
Overall quality of the parks and recreation opportunities.....	1	2	3	4
Overall health and wellness opportunities in Wilsonville.....	1	2	3	4
Overall opportunities for education, culture and the arts.....	1	2	3	4
Residents' connection and engagement with their community.....	1	2	3	4

13. Please indicate whether each of the following is a major source, minor source, or not a source of information regarding Wilsonville City Government:

	<u>Major source</u>	<u>Minor source</u>	<u>Not a source</u>
Boones Ferry Messenger (City newsletter).....	1	2	3
<i>Wilsonville Spokesman</i>	1	2	3
<i>Oregonian</i>	1	2	3
Local public access television.....	1	2	3
City of Wilsonville website (www.ci.wilsonville.or.us).....	1	2	3
City's Facebook page.....	1	2	3
City's Twitter account.....	1	2	3
Oregon Live website's Wilsonville blog page.....	1	2	3
Neighborhood newsletter.....	1	2	3
Let's Talk Wilsonville (www.letstalkwilsonville.com).....	1	2	3

14. How likely would you be, if at all, to use each of the following methods when communicating directly with the City of Wilsonville to ask a question or share information?

	<u>Very likely</u>	<u>Somewhat likely</u>	<u>Somewhat unlikely</u>	<u>Very unlikely</u>
Phone call with a City official.....	1	2	3	4
Email City official.....	1	2	3	4
Use "Ask the City" system on City's website.....	1	2	3	4
Participate in an online survey or forum.....	1	2	3	4
Comment on City's social media site (Facebook, Twitter, Nextdoor, Instagram, other).....	1	2	3	4
Speak to official at City Hall.....	1	2	3	4
Attend a meeting at City Hall.....	1	2	3	4
Let's Talk Wilsonville (www.letstalkwilsonville.com).....	1	2	3	4

15. During the last 12 months, would you say your opinion of Wilsonville has:

- Improved a lot Improved slightly Stayed the same Declined slightly Declined a lot Don't know

16. What do you think is the biggest priority facing the City of Wilsonville over the next five years?

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Our last questions are about you and your household.
 Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

D1. Thinking about a typical week, how many times do you:

	Several times a day	Once a day	A few times a week	Every few weeks	Less often or never	Don't know
Access the internet from your home using a computer, laptop or tablet computer	1	2	3	4	5	6
Access the internet from your cell phone.....	1	2	3	4	5	6
Visit social media sites such as Facebook, Twitter, WhatsApp, etc.	1	2	3	4	5	6
Use or check email.....	1	2	3	4	5	6
Share your opinions online.....	1	2	3	4	5	6
Shop online.....	1	2	3	4	5	6

D2. Would you say that in general your health is:

- Excellent
 Very good
 Good
 Fair
 Poor

D3. What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:

- Very positive
 Somewhat positive
 Neutral
 Somewhat negative
 Very negative

D4. How many years have you lived in Wilsonville?

- Less than 2 years
 2-5 years
 6-10 years
 11-20 years
 More than 20 years

D5. Which best describes the building you live in?

- One family house detached from any other houses
 Building with two or more homes (duplex, townhome, apartment or condominium)
 Mobile home
 Other

D6. Do you rent or own your home?

- Rent
 Own

D7. About how much is your monthly housing cost for the place you live (including rent, mortgage payment, property tax, property insurance and homeowners' association (HOA) fees)?

- Less than \$500 \$2,000 to \$2,499
 \$500 to \$999 \$2,500 to \$2,999
 \$1,000 to \$1,499 \$3,000 to \$3,499
 \$1,500 to \$1,999 \$3,500 or more

D8. Do any children 17 or under live in your household?

- No Yes

D9. Are you or any other members of your household aged 65 or older?

- No Yes

D10. How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)

- Less than \$25,000 \$75,000 to \$99,999
 \$25,000 to \$49,999 \$100,000 to \$149,999
 \$50,000 to \$74,999 \$150,000 or more

D11. Are you Spanish, Hispanic or Latino?

- No, not Spanish, Hispanic or Latino
 Yes, I consider myself to be Spanish, Hispanic or Latino

D12. What is your race? (Mark one or more races to indicate what race you consider yourself to be.)

- American Indian or Alaskan Native
 Asian, Asian Indian or Pacific Islander
 Black or African American
 White
 Other

D13. In which category is your age?

- 18-24 years 55-64 years
 25-34 years 65-74 years
 35-44 years 75 years or older
 45-54 years

D14. What is your gender?

- Female
 Male
 Identify in another way

Thank you! Please return the completed survey in the postage-paid envelope to:
National Research Center, Inc., PO Box 549, Belle Mead, NJ 08502



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 20, 2020	Subject: Resolution No. 2829 Interagency Agreement – City and URA to Lend and Repay up to \$500,000 Staff Member: Cathy Rodocker, Finance Director Department: Finance	
Action Required	Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" 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 type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: Action provides resources to fund Urban Renewal projects underway in FY20-2021.	
Staff Recommendation: Staff recommends that Council adopt Resolution No. 2829.		
Recommended Language for Motion: I move to approve Resolution No. 2829.		
PROJECT / ISSUE RELATES TO:		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Council action is needed to approve an intergovernmental agreement between the City and the Urban Renewal Agency that will provide up to \$500,000 on a short term basis.

EXECUTIVE SUMMARY:

The Coffee Creek Area Plan district has the Garden Acres Road capital project under construction. Short-term borrowing is necessary to complete the project. The district has sufficient cash balances in its debt service fund to allow for repayment of borrowing on a short term basis – short term being defined as “over-night.”

Previously, the Urban Renewal Agency would enter into an agreement with a financial institution for these types of transactions. The City’s general fund has the capacity to loan the funds on a short term basis. The Urban Renewal Agency is now able to borrow from the City’s General Fund provided both the City and Agency agree to the terms of the borrowing and it serves a public purpose. The terms of the borrowing are as follows:

- City lends to Agency \$500,000 at 1.8 percent (1.8%=current LGIP rate + .5% Admin Fee).
- The Agency repays the amount from tax increment funds on hand the day after receipt of the loan.
- Total interest to the General Fund, therefore, will be approximately \$25.
- The borrowing is subordinate to outstanding senior lien debt.

By borrowing from City funds, the Agency is able to avoid loan origination fees and legal costs associated with borrowing from a financial institution at much higher costs. The public purpose is to fund projects authorized in the urban renewal plans for the district.

EXPECTED RESULTS:

Authorizing the IGA by the respective Resolution of the City and the Agency will provide cash resources of \$500,000 to pay for costs associated with the Garden Acres Road project within the Coffee Creek Area Plan district.

TIMELINE:

Borrowing and repayment will occur within the month of July 2020.

CURRENT YEAR BUDGET IMPACTS:

The capital projects have been budgeted, and this interfund loan has been anticipated in the FY 2020-21 budget.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 7/2/2020

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 7/7/2020

The form of the Resolutions and IGA are approved. The City is a home rule city and as such under its Charter, it has the authority to act in ways that are necessary and convenient under the laws and Constitution of the State of Oregon. The Oregon Constitution, Article XI, Section 9 limits the powers of cities to loan its credit to private corporations. The Agency is not a private corporation, but is a unit of local government as is the City. Specifically, the laws in ORS Chapter 190 provide for intergovernmental agreements between units of local governments to provide for functions or activities which they are authorized to do (building road projects are such functions or activities) and to provide for apportioning the responsibility for providing funds to pay for the expenses incurred in the performance of the functions or activities, which is what is occurring in this IGA.

COMMUNITY INVOLVEMENT PROCESS:

There has been no specific community outreach or involvement pertaining to this borrowing.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The borrowing will not directly impact local businesses or neighborhoods, however, the construction projects to be funded will have significant positive impact on both.

ALTERNATIVES:

Engage in borrowing from a financial institution. Using this process would take more time and cost the Urban Renewal Agency significantly more money.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Resolution No. 2829
 - A. Intergovernmental Agreement Between the City and the Urban Renewal Agency

RESOLUTION NO. 2829

A RESOLUTION AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT WITH THE URBAN RENEWAL AGENCY OF THE CITY OF WILSONVILLE PERTAINING TO SHORT TERM SUBORDINATE URBAN RENEWAL DEBT FOR THE EAST SIDE PLAN DISTRICT.

WHEREAS, the City of Wilsonville finds it desirable to authorize an intergovernmental agreement with the Urban Renewal Agency (the “Agency”) of the City of Wilsonville, Oregon which is to lend money to the Agency on a short term basis in an amount of not more than \$500,000 for the Agency’s Coffee Creek Area Plan District; and,

WHEREAS, ORS 190.010 provides legal authority for the two entities to enter into a binding intergovernmental agreement (the “Agreement”); and,

WHEREAS, the use of an Agreement is efficient and less costly than other means of obtaining financing for the Agency; and,

WHEREAS, ORS 294.468 allows a city to loan money from one fund to another fund of the municipal corporation provided the loan is authorized by official resolution and states the terms of the loan; and,

WHEREAS, the Coffee Creek Area District debt service fund has sufficient cash balances to allow for repayment of the amounts borrowed without violation of terms of outstanding senior debt liens.

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

1. To enter into the Agreement with the Urban Renewal Agency of the City of Wilsonville to lend from the City’s General Fund to the Agency’s capital project funds and receive repayment from the Agency back into the General Fund of up to \$500,000 together with interest of 1.8 percent per annum on a 365 day year basis in accordance with the terms specified in the Agreement.
2. To authorize the City Manager, or designee, to negotiate any and all documents to complete the Agreement and transactions related to the borrowing and repayment.
3. Effective Date of this Resolution shall be immediately upon its adoption.

ADOPTED by the City of Wilsonville at a regular meeting thereof this 20th day of July, 2020 and filed with Wilsonville City Recorder this same date.

Tim Knapp, Mayor

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Akervall

Councilor Lehan

Councilor West

Councilor Lehan

Exhibit:

A. Intergovernmental Agreement Between the City and the Urban Renewal Agency

INTERGOVERNMENTAL LOAN AGREEMENT, IN AN AMOUNT NOT TO EXCEED \$500,000, FROM THE CITY OF WILSONVILLE TO THE URBAN RENEWAL AGENCY OF THE CITY OF WILSONVILLE FOR THE PURPOSE OF FUNDING APPROVED PROJECTS IN THE COFFEE CREEK AREA PLAN

THIS INTERGOVERNMENT AGREEMENT entered into between the City of Wilsonville, an Oregon municipal corporation (the City), and the Urban Renewal Agency of the City of Wilsonville, Oregon, Oregon quasi-municipal corporation (the Agency),

RECITALS

WHEREAS, the Agency is a public body, corporate and politic, duly activated by the City, exercising its powers to engage in urban renewal activity as authorized by ORS Chapter 457; and

WHEREAS, the Year 2000 Plan district (the “District“) was duly established on May 4, 1992, and the Year 2000 Plan (the “Plan“) was adopted on August 29, 1990, setting out goals, objectives and projects (the “Projects“) for the Area; and

WHEREAS, the West Side district (the “District“) was duly established on November 3, 2003, and the West Side Plan (the “Plan“) was adopted on November 3, 2003, setting out goals, objectives and projects (the “Projects“) for the Area; and

WHEREAS, the Coffee Creek Area district (the “District“) was duly established on October 17, 2016, and the Coffee Creek Area Plan (the “Plan“) was adopted on October 17, 2016, setting out goals, objectives and projects (the “Projects“) for the Area; and

WHEREAS, the Board of the Urban Renewal Agency has determined that a need exists to borrow funds for the Projects, to be repaid with tax increment financing; and

WHEREAS, Oregon Revised Statutes 457 and Oregon Constitution Article IX, Section 1(c) authorizes the Urban Renewal Agency to incur debt for the purpose of financing projects of an urban renewal plan, and to repay the debt and related costs with tax increment revenue; and

WHEREAS, the City of Wilsonville has approved a maximum indebtedness for the Coffee Creek Area District of \$67,000,000. The Agency has previously issued \$3,800,000 of long indebtedness that is subject to the maximum indebtedness limitation, and there is no other indebtedness outstanding for the District to which the maximum indebtedness limitation applies. As a result the Agency has \$63.2 million of capacity (before issuance of the referenced borrowing of this Agreement) to incur indebtedness for the District, and

WHEREAS, ORS 294.468 authorizes a municipality to lend unrestricted money from its general fund to other funds of the municipal corporation if authorized by resolution of the governing body, and

WHEREAS, the City and Agency have determined that financing the Projects through an intergovernmental agreement as allowed by ORS 190.010, is more cost efficient than external financing methods, is financially feasible, and is in the best interest of both parties.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

Section 1: Term and Termination. This agreement shall become effective upon the date of the last signature hereon, and shall continue in full force and effect until the loan is paid in full.

Section 2: Delegation. The Designated Representatives, or a person(s) assigned by the Designated Representatives, may, on behalf of the City or Agency, act without further action by the Council, to establish the final principal amounts.

Section 3: Duties of the City. The City shall authorize all actions and execute all documents necessary or desirable to loan up to \$500,000 from the City's General Fund to the Agency's capital project funds as delineated in Section 5, and comply with the laws of the State of Oregon, including the terms and conditions contained within this Agreement. The Agency shall reimburse the City for its expenses incurred in the performance of this Agreement.

Section 4: Duties of the Agency. The Agency shall authorize all actions and execute all documents necessary or desirable to accept the loan, authorize repayment of the loan under the terms and conditions stated herein, and comply with the laws of the State of Oregon, applicable Urban Renewal Plans. The Agency shall be responsible for its expenses incurred in the performance of this agreement and of its activities contemplated herein.

Section 5: Loan Terms. The Loan shall be made from the City's General Fund to the Agency's Coffee Creek Area Plan Capital Improvement Fund in the principal amount as noted below. The City shall transfer up to \$500,000 in aggregate on or before July 21, 2020, as follows:

Coffee Creek Area Plan Capital Improvement Fund	<u>\$500,000</u>
Total	\$500,000

Interest on the loan, at a rate of 1.8 percent (1.8%) shall begin to accrue on the date of transfer and the corresponding loan plus accrued interest shall be repaid by each District not later than July 22, 2020.

Section 6: Consideration. In consideration of the terms and conditions set forth herein, the City agrees to loan up to \$500,000 in exchange for the Agency's obligation to repay the loan solely from the tax increment revenues of the corresponding urban renewal districts. The lien of this pledge shall be subordinate to the lien of any currently outstanding senior lien bonds and to any requirement to fund or maintain debt service funds, reserve funds or similar funds or as part of minimum balances or similar requirements for those senior lien bonds.

Section 7: Indemnification. Subject to the limitations in the Oregon Constitution and the Oregon Tort Claims Act, the parties agree to defend, indemnify and hold each other, its officers, agents and employees harmless from all claims, suits, or actions of whatsoever kind, which arise out of or result from the transfer of funds.

Section 8: Modification. This agreement may not be altered, modified, supplemented or amended in any manner whatsoever except by mutual agreement of the parties in writing. Any such alteration, modification, supplementation, or amendment, if made, shall be effective only in the specific instance and for the specific purpose given, and shall be valid and binding only if signed by the parties.

Section 9: Waiver. No provision of the agreement may be waived except in writing by the party waiving compliance. No waiver of any provision of the Agreement shall constitute waiver of any other provision, whether similar or not, nor shall any one waiver constitute a continuing waiver. Failure to enforce any provision of this Agreement shall not operate as a waiver of such provision or of any other provision.

Section 10: Severability. The parties agree that if any term or provision of the Agreement is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular term and provision held to be invalid.

Section 11: Designated Representative. The City authorizes the City Manager or the City Manager’s designee to act on behalf of the City under this agreement. The Agency authorizes the Executive Director of the Agency or the Executive Director’s designee to act on behalf of the Agency under this Agreement.

IN WITNESS WHEREOF, the execution of which having been first duly authorized according to law.

CITY OF WILSONVILLE

Bryan Cosgrove
City Manager of the City of Wilsonville, Oregon

Date

URBAN RENEWAL AGENCY OF THE CITY OF WILSONVILLE, OREGON

Bryan Cosgrove
Executive Director of the Urban Renewal
Agency of the City of Wilsonville, Oregon

Date



**CITY COUNCIL MEETING
STAFF REPORT**

<p>Meeting Date: July 20, 2020</p>	<p>Subject: Resolution No. 2831 Interfund Loan – General Fund and Stormwater Operating Fund lend and repay up to \$2,500,000</p> <p>Staff Member: Cathy Rodocker, Finance Director</p> <p>Department: Finance</p>	
<p>Action Required</p> <p><input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1st Reading Date: <input type="checkbox"/> Ordinance 2nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda</p>	<p>Advisory Board/Commission Recommendation</p> <p><input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable</p> <p>Comments: Action provides resources to fund Stormwater Operating funded capital projects beginning in FY 2020-21.</p>	
<p>Staff Recommendation: Staff recommends that Council adopt Resolution No. 2831.</p>		
<p>Recommended Language for Motion: I move to approve Resolution No. 2831.</p>		
<p>Project / Issue Relates To:</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:

Council action is needed to approve an Interfund Loan Agreement between the General Fund and the Stormwater Operating Fund that will provide a \$2,500,000 loan with a five-year payback.

EXECUTIVE SUMMARY:

The Stormwater Operating Fund continues to have a number of capital projects slated for the next several years and will require a \$2,500,000 borrowing from the General Fund to help fund the projects. The Stormwater Operating Fund has sufficient cash balances in its fund to allow for repayment of the borrowing on a five-year payback plan.

While the Stormwater rates have increased each year for the last several years, the Fund would not be able to borrow from a commercial lender without the Full Faith and Credit backing of the General Fund. In order to save the Stormwater Operating Fund commercial financing costs, a loan with the General Fund will provide the amount needed:

- General Fund lends Stormwater Operating Fund \$2,500,000 at 1.0 percent (1.0%).
- The Stormwater Operating Fund repays the amount from Stormwater Rates collected on a monthly basis.
- Total interest to the General Fund will earn over the life of the debt will be approximately \$75,500.
- The Stormwater Operating Fund current debt with the Water Fund will be defeased in January 2021.

By borrowing from the General Fund the Stormwater Operating Fund is able to avoid loan origination fees and legal costs associated with borrowing from a financial institution. The public purpose of the loan is to fund projects authorized in the annual capital improvement project budget.

EXPECTED RESULTS:

Authorize the interfund loan by the respective Resolution, authorizing the General Fund to provide cash resources of \$2,500,000 to pay for costs associated with the Stormwater Operating Fund capital projects. The total amount plus interest that will be paid for by the Stormwater Operating Fund, over a term of five years.

TIMELINE:

Borrowing will occur in July 2020. The Stormwater Operating Fund will begin repayment in January 2021 and ending in January 2025.

CURRENT YEAR BUDGET IMPACTS:

This loan and the repayment were included in the adopted FY 2020-21 City budget.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 7/1/2020

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 7/7/2020

COMMUNITY INVOLVEMENT PROCESS:

There has been no specific community outreach or involvement pertaining to this borrowing.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The borrowing will not directly impact local businesses or neighborhoods, however, the construction projects to be funded will have significant positive impact on both.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Resolution No. 2831
 - A. Loan Amortization Schedule

RESOLUTION NO. 2831

**A RESOLUTION AUTHORIZING A FIVE YEAR CAPITAL INTERFUND
LOAN FROM THE GENERAL FUND TO THE STORMWATER OPERATING FUND.**

WHEREAS, the 2012 Stormwater Master Plan identified various capital projects; and,

WHEREAS, in 2014 the Stormwater Utility underwent a rate review; and,

WHEREAS, additional significant stormwater outfall projects were identified during the rate review process; and,

WHEREAS, the Stormwater Utility has over \$30 million in identified capital improvement needs over the next 25 years; and,

WHEREAS, the Stormwater Utility is unable to cash finance the identified capital improvement program; and,

WHEREAS, the General Fund has adequate unrestricted reserves and can offer favorable loan terms to the Stormwater Utility; and,

WHEREAS, ORS 294.468 allows one fund to loan money to another fund over multiple years for capital purposes;

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

1. To loan a principal amount of \$2.5 million from the City's General Fund to the Stormwater Capital Fund for the purpose of constructing and rehabilitating capital improvements.
2. The term of the loan shall be for five years, commencing July 20, 2020, and carry a per annum interest rate of one percent (1.0%). Payment shall be annual, each January 15, beginning 2021, through the year 2025, from the Stormwater Operating Fund.
3. Effective Date of this Resolution shall be immediately upon its adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 20th day of July, 2020 and filed with the Wilsonville City Recorder this same date.

Tim Knapp, Mayor

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Akervall

Councilor Lehan

Councilor West

Councilor Linville

Exhibit:

A – Loan Amortization Schedule

RESOLUTION NO. 2831

EXHIBIT A – Loan Amortization Schedule

**General Fund Interfund Loan to Stormwater Operating Fund
Payback Schedule for the duration of the loan**

Enter Values		Loan Summary	
Loan Amount	\$ 2,500,000.00	Scheduled Payment	\$515,099.50
Annual Interest Rate	1.00%	Scheduled Number of Payments	5
Loan Period in Years	5	Actual Number of Payments	5
Number of Payments/Year	1		
Start Date of Loan	7/1/2020	Total Interest	\$ 75,497.50

Pymt #	Payment Date	Beginning Balance	Scheduled Payment	Total Payment	Principal	Interest	Ending Balance
1	1/15/2021	\$ 2,500,000.00	\$515,099.50	\$515,099.50	\$ 490,099.50	\$25,000.00	\$ 2,009,900.50
2	1/15/2022	\$ 2,009,900.50	\$515,099.50	\$515,099.50	\$ 495,000.50	\$20,099.00	\$ 1,514,900.00
3	1/15/2023	\$ 1,514,900.00	\$515,099.50	\$515,099.50	\$ 499,950.50	\$15,149.00	\$ 1,014,949.50
4	1/15/2024	\$ 1,014,949.50	\$515,099.50	\$515,099.50	\$ 504,950.00	\$10,149.49	\$ 509,999.49
5	1/15/2025	\$ 509,999.49	\$515,099.50	\$515,099.50	\$ 509,999.49	\$ 5,100.00	\$ (0.00)

RESOLUTION NO. 2831



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 20, 2020	Subject: Resolution No. 2832 Council Support of Transportation & Growth Management (TGM) Program Grant for Basalt Creek Development Code Implementation Project Staff Member: Kimberly Rybold, AICP, Senior Planner Department: Community Development	
Action Required	Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" 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 type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: NA	
Staff Recommendation: Staff recommends that Council adopt Resolution No. 2832.		
Recommended Language for Motion: I move to approve Resolution No. 2832.		
Project / Issue Relates To:		
<input checked="" type="checkbox"/> Council Goals/Priorities: Create a Basalt Creek Master Plan	<input checked="" type="checkbox"/> Adopted Master Plan(s): Basalt Creek Concept Plan	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

A Resolution supporting an application to Oregon's Transportation and Growth Management (TGM) Program to help fund Development Code implementation in the Basalt Creek Planning Area consistent with Council Goals.

EXECUTIVE SUMMARY:

TGM is a joint effort of two state agencies: the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). The program is primarily funded by federal transportation legislation under an agreement with the Federal Highway Administration, with additional staff support and funding provided by the State of Oregon. The mission of TGM is to support community efforts to expand transportation choices, linking land use and transportation planning. TGM grants are intended for planning work leading to the development of an adoption-ready plan or land use regulation or amendments to an existing plan or land use regulation.

City Council adopted the Basalt Creek Concept Plan in August 2018, setting a framework for future industrial development in the Basalt Creek Planning Area. In April 2019, the City Council adopted amendments to the City's Comprehensive Plan and Transportation System Plan to incorporate the land use recommendations and planned transportation improvements from the Concept Plan, the first step in preparing this area for future industrial development consistent with the Concept Plan. Following this, the City Council identified application of a form-based code to the Basalt Creek Planning Area as a means to make the area development ready, part of a larger 2019-21 City Council goal for Basalt Creek. The focus on multimodal connectivity and the public realm inherent in the development of a form-based code makes this project a strong candidate for funding through the TGM program.

The first phase of the project will determine if the vision of the Concept Plan, specifically the High-Tech and Craft Industrial designations, can be met using the City's existing Planned Development Industrial (PDI) zoning district. This phase would also assess the suitability of the Coffee Creek Form-based Code and Pattern Book as a baseline for Basalt Creek code development. Following this assessment, City staff and the selected consultant would coordinate with the Planning Commission and City Council to determine the desired approach for code development in Basalt Creek, working with stakeholders to draft Development Code updates for adoption.

City staff are preparing a grant proposal requesting \$125,000 in grant funds. The grant funds will cover consultant costs and related expenses, along with the cost of City staff working on the project. Other Wilsonville projects that have received funds from the TGM program within the past 15 years include the Coffee Creek Form-based Code (TGM Code Assistance), the Wilsonville Transportation System Plan, and the Coffee Creek Master Plan.

Eligibility for the grant program requires that the applicant understands the purpose of the grant application and supports the project objectives. To meet this requirement, a resolution of support, meeting minutes, or authorized letter from the governing body of all applicants must be submitted with the application. Resolution No. 2832 satisfies this requirement for the City of Wilsonville's grant application for Basalt Creek Development Code Implementation.

EXPECTED RESULTS:

Council support of a grant request that will assist in the achievement of a City Council goal to prepare the Basalt Creek Planning Area for future development.

TIMELINE:

City staff will submit the grant request at the end of July. The TGM program expects grant award decisions in September. If awarded grant funds, staff will work with ODOT staff to develop a more detailed scope of work, select a consultant to assist with Development Code updates, and complete an intergovernmental agreement by early 2021. Work on the project would begin in mid-2021.

CURRENT YEAR BUDGET IMPACTS:

The adopted FY2020-21 Budget includes \$35,000 in funds to cover staff time on initial evaluation of the City's existing industrial zoning and form-based code. The budget estimates future year costs of \$100,000 to support this project's work and additional infrastructure analysis in Basalt Creek. The requested grant funding would supplement these funds, allowing flexibility to achieve this Council goal in the event of future budget constraints.

FINANCIAL REVIEW / COMMENT:

Reviewed by: KAK Date: 7/12/2020

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 7/14/2020

COMMUNITY INVOLVEMENT PROCESS:

The proposed project includes stakeholder outreach to technical experts, property owners, and industrial land developers, among others, to provide feedback on the suitability of existing Development Code regulations and how they can be applied to the Basalt Creek Planning Area. Obtaining the subject grant will enable additional community involvement during this process.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The grant funds will allow completion of this City Council goal while minimizing the financial impact to the City. Adoption of Development Code amendments in Basalt Creek will enable creation of a new employment district consistent with the vision of the Basalt Creek Concept Plan.

ALTERNATIVES:

A resolution of support from the local governing body is required to apply for TGM grant funding. Not applying for the grant would require the City to provide or seek alternative funding to complete this City Council goal.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Resolution No. 2832
 - A. Transportation and Growth Management Program 2020 Application Packet (excerpt)
2. Presentation

RESOLUTION NO. 2832

A RESOLUTION OF THE CITY OF WILSONVILLE SUPPORTING THE 2020 TRANSPORTATION AND GROWTH MANAGEMENT PLANNING GRANT APPLICATION TO OREGON'S TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM FOR THE BASALT CREEK DEVELOPMENT CODE IMPLEMENTATION PROJECT.

WHEREAS, in 2018, the City of Wilsonville ("City") adopted the Basalt Creek Concept Plan, which sets forth a framework for future industrial development in Wilsonville's Basalt Creek Planning Area; and

WHEREAS, in 2019, the City adopted amendments to its Comprehensive Plan to integrate the Concept Plan's recommendations for the Light Industrial, Craft Industrial, and High Tech Employment District land use designations along with Transportation System Plan amendments to integrate planned transportation improvements to support future development in the Basalt Creek Planning Area; and

WHEREAS, as part of the adoption of these amendments City Council expressed interest in applying form-based code, similar to standards approved in the Coffee Creek Industrial Area, with a focus on building and site design to foster multimodal connectivity for employees throughout the Basalt Creek Planning Area; and

WHEREAS, the City Council identified adoption of a form-based code for the Basalt Creek Planning Area as a component of a City Council goal for FY 2019-21 to ensure the area develops in the manner envisioned in the Basalt Creek Concept Plan; and

WHEREAS, City staff determined it prudent to seek state funds to support pursuit of this City Council goal through available grant programs; and

WHEREAS, Oregon's Transportation and Growth Management Integrated Land Use and Transportation Planning Grants support implementing measures, such as code amendments, that promote accessible communities focused on development supportive of walking, biking, and transit; and

WHEREAS, City staff intends to submit an application for a Planning Grant from Oregon's Transportation and Growth Management Program by the deadline of July 31, 2020; and

WHEREAS, the City's grant request is for \$125,000 to fund staff time and technical services to support the Basalt Creek Development Code Implementation Project; and

WHEREAS, the grant application includes \$15,000 in matching City funds, a which is included in the current FY 2020-2021 budget; and

WHEREAS, a requirement of the grant is to have “Support of Local Officials” of the grant application and this resolution serves that purpose for the City’s grant application.

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

1. Support for the Planning Grant application to Oregon’s Transportation and Growth Management Program for the Basalt Creek Development Code Implementation Project.
2. This resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 20th day of July 2020, and filed with the Wilsonville City Recorder this date.

Tim Knapp, Mayor

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Akervall

Councilor Lehan

Councilor West

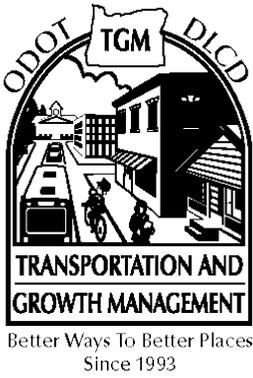
Councilor Linville

EXHIBIT:

- A. Transportation and Growth Management Program 2020 Application Packet (excerpt)

RESOLUTION NO. 2832

Page 2 of 2



Transportation & Growth Management Program

2020 Application Packet

Application Deadline: 11:59 p.m. PDT on Friday, July 31, 2020

Apply at

<https://www.cognitoforms.com/ODOT2/2020TransportationGrowthManagementGrantApplication>

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TGM MISSION

Oregon’s Transportation and Growth Management Program supports community efforts to expand transportation choices. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit, or drive where they want to go. <https://www.oregon.gov/lcd/TGM>

Introduction

The Transportation and Growth Management Program (TGM) invites you to apply for funding in the 2020 grant cycle. The TGM Program provides long range planning resources to help Oregon communities address pressing transportation, land use, and growth management issues.

TGM is a joint effort of two state agencies: the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). TGM is primarily funded by the federal transportation legislation, Fixing America’s Surface Transportation (FAST) Act, under an agreement with the Federal Highway Administration, with additional staff support and funding provided by the State of Oregon. Awarded projects are administered by TGM on behalf of a local jurisdiction according to state and federal requirements.

The mission of TGM is to support community efforts to expand transportation choices. By linking land use and transportation planning, TGM works with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go.

TGM Objectives

The TGM Program works in partnership with local governments and other stakeholders to accomplish the following interrelated goals and objectives:

- 1 **Provide transportation choices** to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.
 - 1.1 A balanced, interconnected, and safe transportation system that provides a variety of transportation options and supports land uses.
 - 1.2 Appropriately sited, designed, and managed local, regional, and state transportation facilities and services that support the movement of goods and provide for services.
 - 1.3 Mobility choices for underserved communities and those with limited options.
 - 1.4 Safe and convenient walking, biking, and public transportation opportunities to support a healthy, active lifestyle.
- 2 **Create communities** composed of vibrant neighborhoods and lively centers linked by accessible transportation.
 - 2.1 Livable towns and cities with a mix of housing types, work places, shops, schools, and parks for people of all ages, incomes and abilities.
 - 2.2 Well-located activity centers, including schools and other government services, which are accessible to pedestrians, bicyclists, and transit users.
 - 2.3 A safe and appealing physical environment supportive of the social, cultural, and health needs of all the community residents.

- 3 **Support economic vitality and growth** by planning for land uses and the movement of people and goods.
 - 3.1 Thriving existing neighborhoods and centers and well-planned new growth that accommodate existing and future residents, businesses, and services.
 - 3.2 Well-located and accessible industrial and employment centers.
 - 3.3 Housing with access to education, jobs, and services.

- 4 **Save public and private costs** with compact land uses and well-connected transportation patterns.
 - 4.1 Urban growth accommodated within existing communities, thus minimizing, delaying, or providing an alternative to an urban growth boundary expansion.
 - 4.2 Future transportation needs accommodated within the existing or improved system, thus minimizing, delaying, or providing an alternative to constructing additional major infrastructure projects.

- 5 **Promote environmental stewardship** through sustainable land use and transportation planning.
 - 5.1 Transportation systems and land use patterns that protect valuable natural resources, promote energy efficiency, and reduce emissions of air pollution and greenhouse gases.

Eligible Applicants

Eligible applicants include cities, counties, councils of government on behalf of a city or county, and tribal governments. Certain special districts are eligible, such as transportation districts, metropolitan planning organizations, ports, mass transit districts, parks and recreation districts, and metropolitan service districts. School districts, and public colleges and universities, may be eligible as part of a joint application with a local government for an otherwise eligible project. Eligible applicants may join together to propose a project, such as a multi-county TSP or multi-city or city-county corridor plan.

Eligible Projects

TGM grants are for planning work leading to local policy decisions. Projects should result in the development of an adoption-ready plan or land use regulation or amendments to an existing plan or land use regulation. Projects that primarily do research or outreach, study an issue, compile data, or inventory information are generally not eligible for grant funding. TGM grants also cannot fund preliminary engineering, engineering, or construction work. If in doubt, discuss with your [Region TGM planner](#) about whether your proposed work is eligible.

There are two categories of grants: Transportation System Planning and Integrated Land Use and Transportation Planning.

Category 1- Transportation System Planning

Purpose

To help local governments develop and update transportation system plans (TSPs) and implementing measures that implement the Transportation Planning Rules (OAR 660-012-0045); implement the Oregon Transportation Plan and other statewide modal and topic plans; increase opportunities for walking, biking, and transit; or reduce reliance on the state highway for local travel needs.

Eligible Uses

Projects in this category will result in a transportation decision. Projects will plan for transportation facilities inside Urban Growth Boundaries (UGB's), in urban unincorporated communities, and along rural highway corridors. Projects proposed for areas being considered in a UGB amendment process may be eligible, but must demonstrate they are timely and reasonably achievable. Category 1 projects typically include preparation and adoption of:

- TSPs, including analysis to determine transportation needs, and planning for such elements as local street networks, bicyclists and pedestrians, safety including safe routes to school, transit, and freight.
- TSP updates, in whole or part, to address new needs, comply with new state or federal regulations, maintain consistency with a regional transportation plan, plan for areas newly brought into the UGB, reduce greenhouse gas emissions, or make the transportation system more resilient to the impacts of natural hazards.
- TSP implementation, such as streetscape plans, cost estimate refinement, capital improvement and other funding plans, and land use regulations required by the Transportation Planning Rule.
- TSP refinement, such as corridor plans, multimodal safety plans, interchange area management plans, or other planning to implement Oregon statewide modal and topic plans.
- Transit Development Plans that provide long term vision and policy for existing and future transit service.
- Other innovative transportation-related planning projects that are consistent with TGM Objectives.

Category 2- Integrated Land Use and Transportation Planning

Purpose

To help local governments develop integrated land use and transportation plans and implementing measures that encourage livable, affordable, and accessible communities for all ages and incomes; promote compact, mixed-use, walkable development to increase walking, biking, and transit; or support physical, social, and economic needs.

Eligible Uses

Projects in this category will result in a land use decision. Projects will combine land use planning with supportive transportation facility planning inside UGBs, urban unincorporated communities, and urban reserve areas. Category 2 projects typically include preparation and adoption of:

- Specific area plans for land uses in a downtown, main street, commercial or employment area, neighborhood, corridor, or interchange.
- Land use and transportation concept plans for areas brought into a UGB.
- Transportation-efficient land use plans for an entire urban area, such as location efficiency of housing and employment or reducing greenhouse gas emissions from transportation.
- Implementing measures, such as code amendments, infill and redevelopment strategies, and intergovernmental agreements.
- Other innovative land use and transportation-related planning projects that are consistent with TGM Objectives.

If you are not sure if your project is eligible for a TGM grant, you can search the lists of TGM grants - <https://www.oregon.gov/lcd/TGM/Documents/TGM-Complete-Active-Projects.pdf> - and TGM final grant products - <https://www.oregon.gov/lcd/TGM/Pages/Final-Grant-Products>.

If your project is not eligible for a TGM grant, one of TGM's Community Assistance programs – Quick Response, Code Assistance, Education and Outreach, or TSP Assessment – may be able to help. See: <https://www.oregon.gov/lcd/TGM>.

Grant Basics

Grant Selection Overview

The TGM Program awards grants on an annual basis. TGM typically awards between \$2 and \$2.5 million per cycle. Projects are selected on a competitive basis within each of the five ODOT regions. The regional allocation – funds available for projects - is based on a formula that considers the number of cities and the population within a region. Award amounts generally range between \$100,000 and \$250,000.

Projects are selected primarily on the points scored under the grant award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects. TGM consults with other state agencies to gain further insights about proposed projects. A consideration in scoring is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

Grant Project Overview

In September 2020, successful applicants will receive a grant award letter. The grantee and a TGM grant manager will work together to prepare a project statement of work, select a consultant (as appropriate), and complete an intergovernmental agreement (IGA).

Initial project statement of work negotiations must be completed within [TGM's timeline](#) or the grant award may be withdrawn. The grant award is not final until the IGA between ODOT and local grantee is signed by all parties.

Grants generally have two years after award to be negotiated, conducted, and completed; projects that will take longer than three years from award to completion are not suitable for TGM grant funds. Project extension is subject to available funding and continued project eligibility.

Use of Consultants

For projects using consultants, ODOT, rather than local grantees, will contract with consultants. Using ODOT policies and procedures that meet state and federal requirements, TGM staff will work with jurisdictions to select the project consultant that best fits the specific planning services needed.

Grantee Obligations

Match

TGM requires a local grant match of 12% of the total project cost. Grantees typically provide match in the form of cash or direct project costs, such as time and materials which are directly related to the project. Time that may be counted as project match includes that from grantee staff, grantee contract planners and engineers, or certain volunteers, such as project committee members. Communities defined as “distressed” by the Oregon Business Development Department may request a partial match waiver. The list of distressed communities is available online at: <http://www.oregon4biz.com/Publications/Distressed-List/>.

The ways to fulfill match requirements vary:

- Grantees not using consultants will bill TGM for eligible project costs, such as in-house staff labor or other eligible expenditures. TGM will reimburse the grantee for those costs, less the required match amount.
- Grantees using consultants and *not* being partially reimbursed for their own work will submit match reports that document eligible local project costs to meet the match requirement.
- Grantees using consultants and being partially reimbursed for their own work will bill all of their work and be reimbursed for those costs less the required match. Consultants will bill and be paid at 100%.
- Grantees have the option to send cash directly to TGM at IGA signing for the full match amount.

The Oregon Transportation & Growth Management Program – Better Ways to Better Places

Note: As an award condition, grantees with unmet match obligations from previous TGM projects must document that the match was provided or pay the balance of unmet match within three weeks of notice of new grant award, or the award will be withdrawn.

Eligible Costs

TGM grants and required match can be spent only on direct project-related costs. Eligible costs include salary of local government employees assigned to the project, postage, travel, supplies, and printing.

Equipment purchases and indirect costs, including general administrative overhead, are not eligible costs unless you have a federally approved indirect cost plan. Local expenses for persons or firms who contract with a local government to provide planning or other services are **not** eligible for reimbursement, but may be counted as match.

Costs incurred prior to signing an intergovernmental agreement are not eligible project costs. This includes costs of preparing the grant application, preparing a statement of work, and selecting a consultant.

Project Management

Local commitment is key to a successful project. As a condition of award, grantees will be asked to provide written commitment that they will meet all grantee obligations in a timely manner. Grantees must provide a project manager who has the time and the capability to oversee project work and will:

- serve as principal contact person for the project;
- help to develop a statement of work;
- monitor and coordinate work, including consultant work, to ensure completion of all work on time and within budget;
- review consultant work products and payment requests;
- make logistical arrangements and provide public notification for local meetings and public events;
- provide legal notice, including [post-acknowledgement plan amendments](#) notice;
- prepare progress reports, match reports, reimbursement requests, and the closeout report; and;
- keep local decision-makers informed about the project.

Note: As an award condition, grantees with unmet project management obligations from previously completed TGM projects must fulfill their obligations within three weeks of notice of new grant award, or the award will be withdrawn

Title VI/Environmental Justice/Americans with Disabilities

Awarded projects are expected to abide by [Title VI](#) and related authorities including [Executive Order 12898 \(Environmental justice\)](#) which prohibit discrimination on the basis of race, color,

The Oregon Transportation & Growth Management Program – Better Ways to Better Places

national origin, or income, and other demographic characteristics. They are intended to make planning and decision-making more inclusive and to more equitably share the impacts and benefits of projects that receive federal funding. The public involvement program must include specific steps to provide opportunities for participation by federal Title VI communities. In addition, grants that include planning for pedestrians must consider [Americans with Disabilities Act requirements](#).

Grant Timeline

July 31, 2020	Grant Applications due by 11:59 p.m.
August – September 2020	Application scoring and ranking
September 2020	Project award announcements
January – March 2021	Grantees must have agreed on a detailed statement of work sufficient to select a Consultant, or to prepare an IGA if no consultant will be used
June – July 2021	IGA and personal services contracts must be signed and projects underway
September 2022	Most 2020 TGM projects completed
January 2024	All 2020 TGM Projects must be completed

More Information

Download the required Racial and Ethnic Impact Statement at <https://www.oregon.gov/LCD/TGM/Pages/Planning-Grants>. Assistance documents and successful 2019 TGM application responses are also available.

For general questions about the application process, contact Elizabeth Ledet at 503-986-3205 or elizabeth.l.ledet@odot.state.or.us or Bill Holmstrom at 503-934-0040 or bill.holmstrom@state.or.us.

Contact Abigail Erickson at 503-986-4155 or Abigail.ERICKSON@odot.state.or.us for assistance with filling out the [online form](#).



Applicants are encouraged to familiarize themselves with the online platform well in advance of the deadline.

You can begin your application and save your progress by clicking the "Save" button at the bottom of the form; you will receive a link to return to your form to complete your submission.

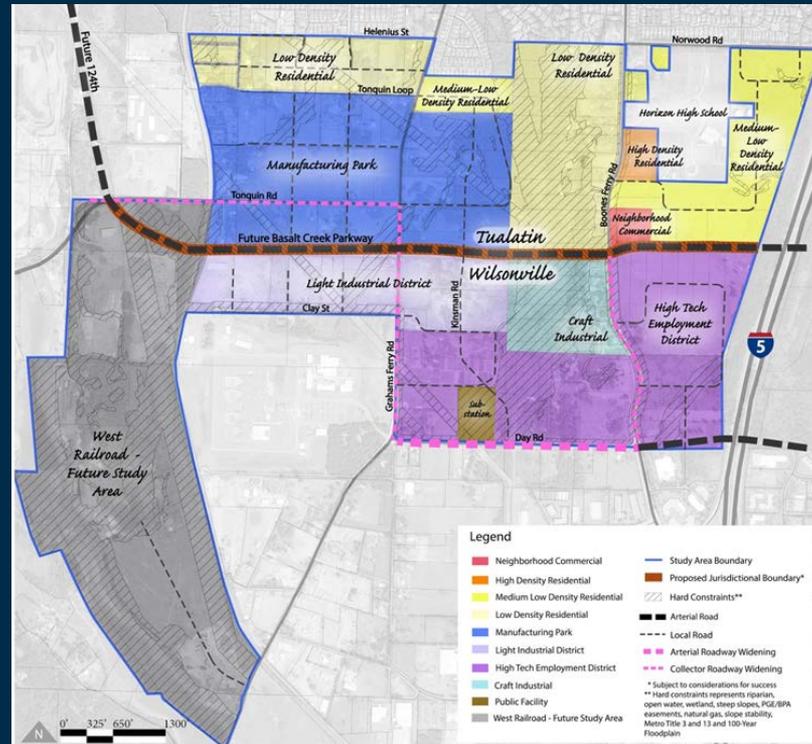


Resolution No. 2832
Council Support of TGM Grant for
Basalt Creek Development Code
Implementation Project

City Council
July 20, 2020

Presented by Kimberly Rybold, AICP, Senior Planner

Background



Grant Process

- July 2020: Submission of grant application
- September 2020: TGM Award Decisions
- Late 2020-Early 2021: Work with ODOT staff on project scope, consultant selection
- June 2021: Execute IGA

Project Timeline

- Mid 2021: Begin Project
- Late 2021: Stakeholder Engagement
- Fall 2022: City Council adoption

Finances of Grant Request

\$125,000 grant request

(consultant services and direct expenses)

\$15,000 City match

(staff time, project management, and materials)

\$140,000 total estimated project costs

12-18 month estimated project duration

Project Phases

- Existing Conditions Analysis
- Policy Direction
- Stakeholder Outreach and Code Development
- Code Adoption



Questions?

RESOLUTION NO. 2834

A RESOLUTION AND ORDER AMENDING RESOLUTION NO. 2818 TO FURTHER EXTEND THE LOCAL STATE OF EMERGENCY AND EMERGENCY MEASURES, AS AUTHORIZED BY RESOLUTION NO. 2803.

WHEREAS, pursuant to Oregon Revised Statutes (ORS) 401.309 and ORS 401.305, as well as Wilsonville's own Wilsonville State of Emergency Resolution 1959, the City enacted Resolution 2803 on March 16, 2020 in response to the COVID-19 Coronavirus pandemic; and

WHEREAS, on April 6, 2020, the City enacted Resolution 2807 to extend the declared state of emergency to May 31, 2020; and

WHEREAS, on June 1, 2020, the City enacted Resolution 2818 to extend the declared state of emergency to July 21, 2020; and

WHEREAS, it is reasonable and prudent to anticipate that significant City resources will continue to be needed to respond to the COVID-19 threat for the foreseeable future and beyond the expiration date set forth in Resolution 2807; and

WHEREAS, pursuant to Executive Order 20-24, the Governor of Oregon extended the State of Emergency Declaration to July 6, 2020; and

WHEREAS, pursuant to Executive Order 20-30, the Governor of Oregon again extended the State of Emergency Declaration, to September 4, 2020, with the possibility of a further extension;

NOW, THEREFORE, the Wilsonville City Council declares as follows:

In order to help ensure citizen safety by rapid response, the City Council hereby extends the expiration date of the Wilsonville Emergency Declaration, made pursuant to Resolution 2803, until September 11, 2020, so that City Council may extend or terminate at the September 10 City Council meeting, unless otherwise earlier terminated by the City Council.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 20th day of July 2020, and filed with the Wilsonville City Recorder this date.

Tim Knapp, Mayor

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Akervall

Councilor Lehan

Councilor West

Councilor Linville



JUNE 2020 MONTHLY REPORT

From The Director's Office

Greetings!!

Community Development Department staff are always looking for ways to fund our planning and capital construction work using what we call “other people’s money.” I am pleased to announce the award of three significant grants totaling \$532,100 to the City’s Planning Division to implement a variety of housing related projects on the Council work program over the next couple of years.

- **HB 2001 Technical Support (DLCD Technical Assistance Grant of \$100,000)** This grant pays for consultant costs to meet the mandates of House Bill 2001 passed by the Oregon Legislature in 2019, but goes beyond meeting the minimum requirements of state law, seeking to provide a variety of units of quality design at affordable price points and with broad community support. The project will provide hearing-ready documents for compliance with state law, but also will be an integral part of continuing the City’s work to address affordable housing concerns.
- **Latinx Community Engagement (Metro, Community Engagement Grant of \$82,100)** This grant will fund working with a yet to be identified community partner to engage the Latinx community in the siting and design standards portion of House Bill 2001, Frog Pond East/South work, and establish long-term relationships and a framework for ongoing involvement of the Latinx community in decision making in Wilsonville.
- **Frog Pond East/South Master Plan (Metro, Comprehensive Planning Grant of \$350,000)** This grant will support consultant costs for the master planning of the Frog Pond East/South neighborhoods recently added to the Urban Growth Boundary. This project will be a significant part of Wilsonville’s ongoing housing work.

Planning grants are highly competitive; we are fortunate to have done so well. Focusing on “other people’s money” is one way staff can demonstrate good financial stewardship. I would like to specifically recognize Daniel Pauly, Planning Manager, who authored all three of these grants for the City. Great job, Dan!!!

Respectfully submitted,

Chris Neamtzu, AICP
Community Development Director



Metro



DLCD



Building Division

What-cha Looking At? Handrail and Guardrail Requirements

Summertime can be a great time to build a new deck that you can use to relax or entertain guests. While there are many items to consider when building that special deck, an important one is the design of the handrails and guardrails.

Building code requires guardrails for decks that are 30" or more off the ground. The guardrails and posts must be designed to withstand forces of 200 pounds in any direction and the in-fill components—like balusters, glass, or wires—need to withstand 50 pounds per square foot. There is a minimum height requirement of 36" and the distance between the balusters and below the bottom rail cannot exceed 4". The reason for the narrow dimension between openings is to prevent children and large objects from falling off the deck. See Figure 1 for more details.

Handrails are the graspable portion of a railing system that you use when ascending or descending a flight of stairs. Handrails are required on at least one side of a continuous run of stairs with four or more risers. The handrail height is also regulated and shall be installed between 30" and 38" above the nose of the stair tread. Figure 2 shows how to properly measure the handrail height.

There are other code approved guardrail designs that can be even more architecturally pleasing. The three photos below show metal posts with horizontal cable and metal top and bottom guardrails.

There are many options available when designing a deck guardrail and handrail system. Be sure to incorporate the building code in your design to ensure that your family and guests will be safe.

Happy Building! —Brian Pascoe, Building Inspector/Plans

RAILING ANATOMY

Decks higher than 30 in. require a guardrail at least 36 in. tall.

Railing must withstand a minimum concentrated live load of 200 pounds of force (lb).

A 4-in. sphere must not pass through the space between the balusters and below the bottom rail.

A 6-in. sphere must not pass through the triangular opening formed by the riser tread and the bottom rail.

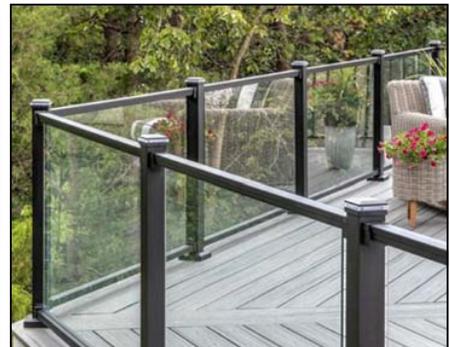
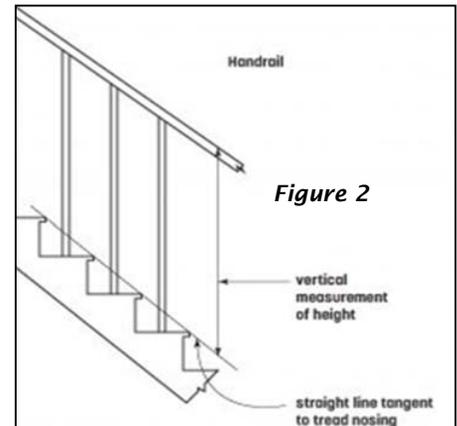
Grip

Figure 1

NOTE: All requirements are subject to interpretation and adjustment by local building authorities.

HANDRAIL REQUIREMENTS

- "Grippable" handrail required for four or more risers
- Grip dimensions must be between 1-1/4 and 2-1/4 in. or provide an equivalent gripping surface
- Height must be 34 to 38 in. above the leading edge of the treads
- 1-1/2-in. minimum clearance from posts or top rail
- Handrails should have smooth surfaces and rounded edges



Economic Development Division

COVID-19 Economic Recovery

- City staff participated in a webinar for local businesses on June 2 to address specific questions on reopening guidelines in partnership with the Wilsonville Area Chamber of Commerce, staff from the Office of Governor Kate Brown, and Clackamas Community College. Panelist included:
 - Raihana Ansary, Regional Solutions Coordinator—Metro Region, Office of the Governor
 - Rob Campbell, Director—Small Business Development Center (SBDC)
 - Willie Fisher, Connections with Business & Industry—Clackamas Community College
 - Jordan Vance, Economic Development Manager—City of Wilsonville
- Washington County has used Coronavirus Aid, Relief, and Economic Security (CARES) Act dollars to fund four Business Recovery Centers (BRC) throughout the County, with one in Tualatin to serve the south-metro area, including Wilsonville. The BRC is a one-stop-shop where Wilsonville businesses can access funding opportunities (local, State, Federal, CDFI), receive training regarding compliance with Governor’s guidelines, and obtain coaching on how to adapt to the “new normal.” Assistance will include replacing disrupted supply chains, obtaining sanitizing supplies and PPE, pursuing new revenue streams, and addressing workforce needs.
 - Wilsonville business can schedule a virtual or in-person appointment at the BRC by contacting BRCconsultant@tualatinchamber.com or (503) 692-0780.
- Dine Out Wilsonville: City has created a new program, “Dine Out, Wilsonville,” which supports local restaurants that wish to expand outdoor seating during Phase 1 of reopening. The City is expediting review and waiving fees for food and drink establishments seeking expanded outdoor seating areas on private property or on public easements. Permits, processed in 1-2 days, are reviewed as a Class I Administrative Review and require property owners or their representatives signature. Requests must adhere to OHA and applicable County standards.

Town Center Plan Implementation

- Staff continues outreach efforts to property owners, developers, and investors on key sites in Town Center. Throughout the spring and summer, staff initiated a development opportunity site (DOS) analysis on a catalytic site in Town Center to evaluate feasibility conditions and estimated range of public investment that may be required in order to enhance project feasibility. Final DOS results will be included in the marketing plan as a way to generate interest and enthusiasm for redevelopment projects among property owners and prospective developers.

Urban Renewal

- Coffee Creek
 - Development: Site aggregation efforts are underway by the developer to consolidate approximately 40 acres of land for industrial/distribution center development.
 - Infrastructure: Garden Acres Road is under construction with an estimated completion date of January 2021.
- TIF Zone program: URA Task Force to convene on July 22 to review new program framework that allows for added flexibility of site location and eligibility criteria, ideally adaptable to both recession and growth economies.

Engineering Division, Capital Projects

5th Street/Kinsman Road Extension (1139/2099/4196)

This project involves the design and construction of the extension of 5th Street and Kinsman Road between Boones Ferry Road and Wilsonville Road, including water, sewer, storm, franchise utility extension, and installation of a portion of the Ice Age Tonquin Trail. Land acquisition is underway. Construction is planned to start in the first quarter of 2021.

Elligsen Well Upgrade and Maintenance (1128)

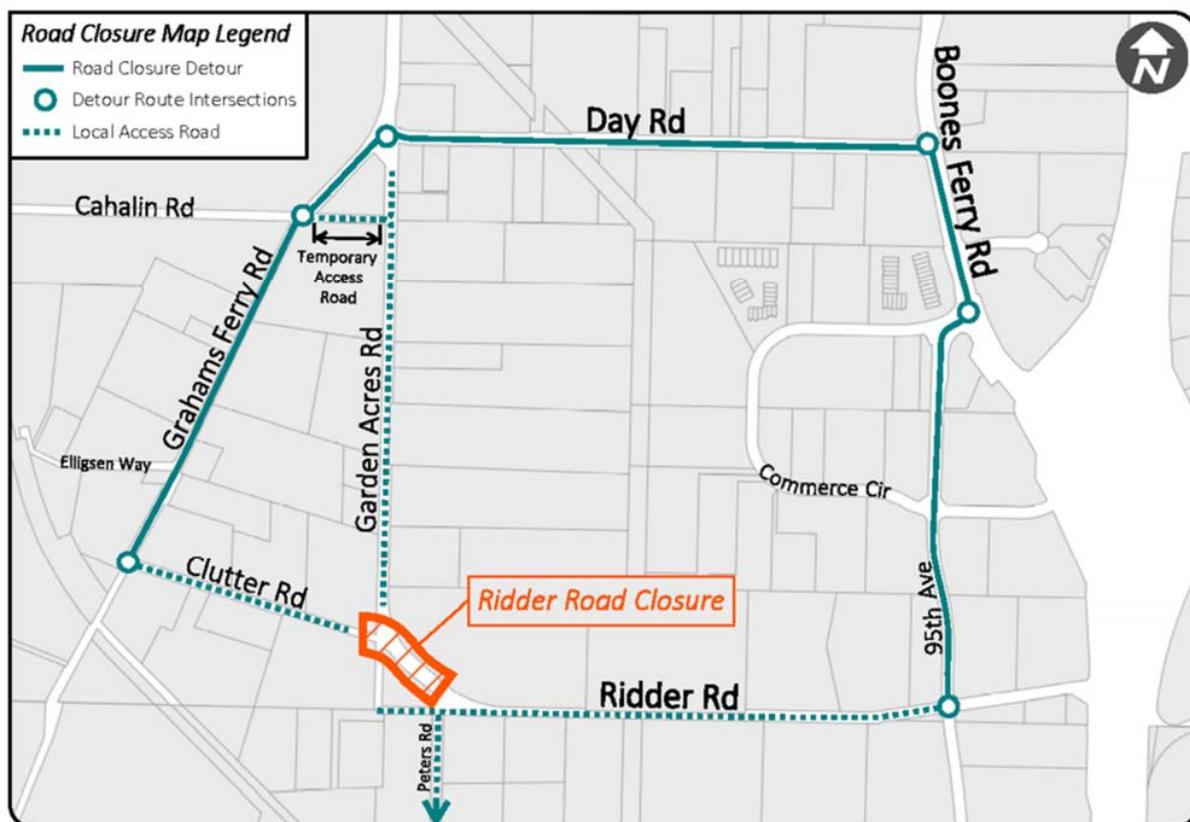
This project involves correcting well casing and water chemistry deficiencies in the existing Elligsen well to maintain it as a backup supply for emergencies. Well column and casing inspections, water chemistry analysis, and recommendations for improvements to address any discovered deficiencies occurred in May and June. After inspection and analysis is complete, redevelopment of well capacity and other recommended improvements will occur.

French Prairie Road Phase II (2500/4500/7500)

This project will include paving, storm sewer, and sanitary sewer improvements to French Prairie Road in the Charbonneau development. The contract was awarded to K&E Excavating. Construction has begun and is anticipated to be completed by the end of 2020.

Garden Acres Road (4201)

This project involves the design and construction of Garden Acres Road from a rural local access road to an urban industrial roadway as part of the Coffee Creek Industrial Area plan and includes Willamette Water Supply Program segment PLM_1.2 of the 66" water transmission pipe. Construction of the WWSP 66" raw water pipeline is underway with clearing of vegetation on the north side of Day Road complete. Ridder Road between Peters Road and Grahams Ferry Road will be closed for six weeks beginning on July 6 for installation of WWSP pipeline and roadway improvements. Project completion is anticipated for January 2021.



Engineering Division, Capital Projects

Gesellschaft Well Facility Rehab and Upgrade (1083)

This project addresses upgrades and repairs needed to correct deficiencies in the Gesellschaft well house, including piping, electrical, and mechanical systems. Work is nearing completion, with instrumentation, control programming, and startup operations occurred in May with final completion in June.

I-5 Pedestrian Bridge (4202)

This project involves the design and preparation of construction documents for a pedestrian and bicycle bridge over Interstate 5 from Town Center Loop West to Boones Ferry/Barber Street. The design team is currently preparing bridge and plaza design concepts based on results of the public engagement and feedback received from the Planning Commission and City Council. Draft plaza layouts will be presented before Planning Commission for feedback at their July meeting. The bridge and plaza conceptual designs will be available for public feedback in August.

Memorial Drive Splitter Manhole Replacement (2085)

This project involves the replacement of an existing sanitary sewer manhole at the intersection of Parkway Avenue and Memorial Drive with a new flow diversion manhole. The purpose of the project is to maintain equalized flows between two parallel sewer lines under I-5 and to avoid potential overflows. Multiple utility conflicts discovered in September 2019 caused a project delay of six months. Now that all the utility conflicts have been removed or relocated, work can now continue and will be completed in July 2020.

Memorial Park Pump Station (2065)

This project involves replacing and relocating the wastewater pump station in Memorial Park. The contract was awarded to McClure and Sons. Construction is anticipated to begin in July with completion in March 2021.

SMART Parking Lot Improvements (8135)

This project involved the expansion of the existing employee and visitor parking lot at the SMART Administrative/Fleet Facility by adding ten parking stalls, a new curb and sidewalk, and a new cedar deck at the facility entrance. A large portion of the project's cost was covered by a Federal Transit Administration grant received by the City in 2017. Sealing and striping work was completed in late May and all punch list items were completed in June. The parking lot is completed and is now available for use for SMART employees.



Engineering Division, Capital Projects

Street Maintenance Project (4014/4118)

Bid opening was on June 16 and six bids were received. A resolution to award the construction contract is on the agenda for the July 6 City Council meeting. Construction is anticipated to begin in early August.

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, including Life Safety Upgrades (1137), Seismic Retrofits (1145), and Repair and Replacement (1146) projects. A CMGC alternative contracting method was approved by City Council. A Request for Proposals for engineering services was issued in April, and a consultant was selected. An engineering contract award is anticipated in July.

WWSP Coordination (1127)

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

- **PLM 1.1** This is the WWSP 66" raw water pipeline between Arrowhead Creek Lane and Wilsonville Road. Construction of the pipeline is underway. Pipe installation along Kinsman Road south of Wilsonville Road is complete. Completion of this segment of pipeline is expected in Fall 2020.
- **PLM 1.2** This is the WWSP 66" raw water pipeline that is included as part of the Garden Acres Road (4201) project. Construction of the WWSP pipeline is underway and will continue through September 2020.
- **PLM 1.3** This is the remainder of the WWSP 66" raw water pipeline through Wilsonville, including Kinsman Road, Boeckman Road, 95th Avenue, and Ridder Road. WWSP is progressing toward 60% design plans. Construction is scheduled to begin in Fall 2020.
- **Raw Water Facility Improvements** This capital improvement project is under the management of the Willamette Water Supply Commission and the Tualatin Valley Water District. Improvements include seismic upgrades to the existing intake facility and river embankment, as well as the installation of a 66" raw water pipe and an 8" domestic City water pipe. The Erosion Control and Public Works Permits have been issued. Construction is anticipated to begin in July 2020.

WWTP Master Plan (2104)

This project will evaluate capacity of Wastewater Treatment Plant (WWTP) processes to accommodate projected growth and regulatory changes. A prioritized capital improvement plan and budget will be developed. The engineering contract was awarded in May, and the project is anticipated to be completed by fall 2021.

Engineering Division, Private Development

DP Nicoli

This project, located on Boberg Road, is moving along. The contractor is mostly working on the onsite utilities. They anticipate beginning onsite paving in August. A new fire hydrant has been installed in the right of way on Boberg Road.

Dutch Bros Coffee

A new Dutch Bros Coffee Drive-Thru is proposed on the vacant parcel at the southeast corner between Park Place and Town Center Loop West. As a part of the development, a new Rapid Flash Beacon (RFB) crossing will be installed on Town Center Loop West just south of Park Place. In addition to the RFB, a marked crosswalk will also be installed at the intersection on Park Place. The project is currently under review. Grading and Erosion Control Permits have been issued.

Fir Avenue Commons

Nine of the ten homes in this charming development are under construction on Fir Avenue in historic Old Town. Franchise utilities are being installed and granite curbs are on their way from the east coast. Final street work can begin once curbs are installed and franchise utilities are in place.

Frog Pond Meadows

74-lot subdivision located north of Stafford Meadows and adjacent to Stafford Road. The contractor (NEI) is completing final items and will request a punchlist as soon as the design engineer certifies the job.

Frog Pond—Morgan Farm Phase 2

42-lot subdivision located north of Morgan Farm Phase 1. This project is in the final stages. The Engineering Division and the developer are working to address underground water intrusion at one of the stormwater swale facilities, as well as ADA slope requirements. The project is currently in the maintenance phase except for the sidewalks.

Grace Chapel

Project involves the remodel and expansion of the south building of the former Pioneer Pacific College, along with the rerouting of a major storm drain line. The contractor continues working on site improvements. New driveways and a new sanitary connection are not yet complete.

Hilton Garden Inn

Construction continues on this four-story hotel at Memorial Drive and Parkway Avenue. Asphalt road repair, grass seeding, and the final punch list remain before this project goes into the maintenance phase.



DP Nicoli



Fir Avenue Commons

Engineering Division, Private Development

Northstar Contractor Establishment—Clay Street

The Public Works Permit was issued for this half street improvement project that will add sidewalks and street side swales on our border with Washington County near Coffee Creek Correctional Facility. The Public Works Permit was issued. Construction started on June 26.

Shredding Systems

This project involves adding an additional building and expanding the sanitary, water, and storm systems. A sidewalk will also be added on 95th Avenue. The project is currently under plan review.

Siena at Villebois Fire Reconstruction

Contractor NEI completed the installation of the concrete curbs and the paving. They are now working on wrapping up the LIDA facilities.



Engineering Division, Natural Resources

Celebrating Pollinators!

Due to COVID-19, staff had to cancel the Pollinator Week Celebration scheduled in June. However, it's never too late to celebrate pollinators and recognize the critical role they play in sustaining life on Earth. Birds, bats, bees, butterflies, beetles, and small mammals that pollinate plants are responsible for bringing us one out of every three bites of food. They also sustain our ecosystems and produce our natural resources by helping plants reproduce.

Some steps to help pollinators include:

- Add local native flowering plants in your landscape.
- Choose plants with a variety of colors.
- Choose flowers with different shapes and sizes.
- Choose plants with different flowering times to provide forage all season.
- Select plants with different heights and growth habits.
- Include plants that are favored food for butterfly caterpillars; the loss of foliage is well worth it!
- Reduce or eliminate the use of pesticides (including herbicides).



In August 2017, City Council adopted a resolution designating Wilsonville a Bee City USA affiliate. Bee City USA is a nationwide effort to foster ongoing dialogue in urban areas to raise awareness of pollinators and the role they play in our communities and what each of us can do to provide them with healthy habitat. Bee City USA corresponds with many of the existing “Bee Stewards” program initiatives, such as creating pollinator habitat, adopting an integrated pest management plan for City properties and facilities, and raising community awareness and participation in pollinator conservation.

Planning Division, Current

Administrative Land Use Decisions Issued

- Collocation of Wireless Communication Facility on Existing Tower near the Wastewater Treatment Plant
- 3 Temporary Use Permits for Firework Stands
- 2 Outdoor Seating Approvals for Restaurants/Bars
- 1 Other Class I Administrative Review
- 2 Class I Sign Permits
- 15 Type A Tree Permits
- 6 Type B Tree Permits
- Building permits for commercial and residential renovations/additions

Construction Permit Review, Development Inspections, and Project Management

In June, Planning staff actively worked with developers and contractors to ensure construction of the following projects are consistent with Development Review Board and City Council approvals:

- DP Nicoli Industrial Development on Boberg Road
- Dutch Bros Coffee kiosk in Town Center
- Fir Avenue Commons residential development in Old Town
- Grace Chapel on Parkway Avenue
- Hilton Garden Inn on Parkway Avenue
- I&E Construction headquarters on Parkway Avenue
- Regional Park 7&8 in Villebois
- Residential subdivisions in Frog Pond West
- Willamette Water Supply Project

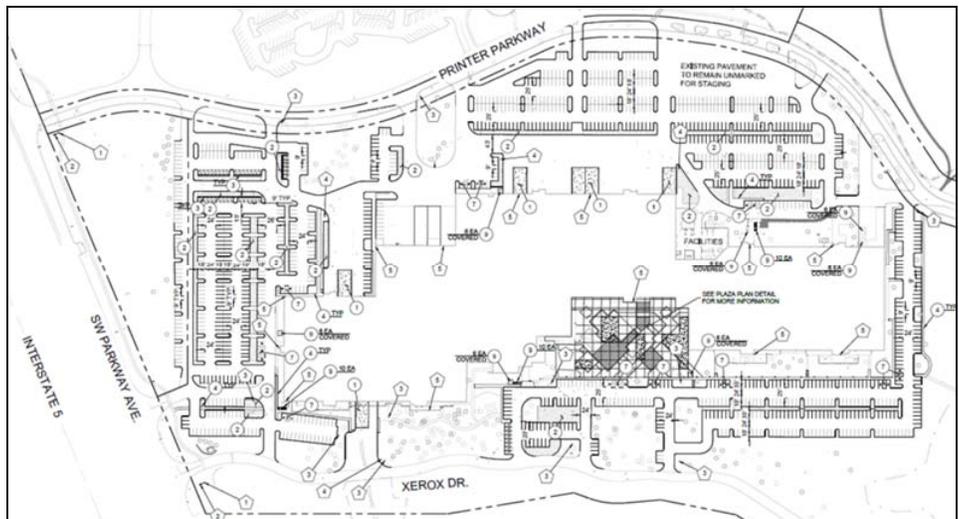
Development Review Board (DRB)

DRB Panel A and Panel B did not meet in June.

DRB Projects Under Review

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

- 6-unit residential development in Old Town at the north end of Magnolia Avenue
- 69-lot subdivision in Frog Pond proposed by West Hills Development
- Parkway Woods (former Xerox campus) remodel and additional parking (shown right)



Planning Division, Long Range

Comment on Industrial Development in Unincorporated Marion County north of Aurora

In June, staff worked with legal staff to prepare testimony in opposition to a land use application for an industrial/commercial development on property zoned as Exclusive Farm Use adjacent to the Aurora Airport. The City submitted written testimony and Planning Manager Daniel Pauly testified in person before the Marion County Board of Commissioners on June 24. The Board of Commissioners did not make a decision at the June hearing, but left the record open for 21 days, with expectations of making a decision in late July.

Equitable Housing Strategic Plan

After nearly a year of stakeholder outreach, market research, and input from a project task force, City Council approved the Equitable Housing Strategic Plan after holding a public hearing on June 15. The Plan will provide a framework for actions the City can take with the goal of making housing more affordable and attainable.

Initial steps to implement the two of these prioritized actions in the Equitable Housing Strategic Plan are underway. The Planning Division recently received grant funding to fund a portion of the House Bill 2001 compliance housing work (Strategic Plan Action 1B) and Frog Pond East and South planning work (Strategic Plan Action 1C). The Planning Division plans on kicking off the House Bill 2001 compliance work this summer, and then kicking off the Frog Pond East and South planning work in early 2021.

General project information is available on the project website: www.ci.wilsonville.or.us/housing.

Frog Pond East and South

The master planning area encompasses the area added to the Urban Growth Boundary by Metro in 2018 (see right). The City is required to adopt a master plan and related policies and codes for the area by the end of 2022. In June, Metro awarded a grant to the City in the amount of \$350,000 to support the project. Staff are working with Metro on the grant agreement, with a plan to begin most portions of the project in early 2021.



House Bill 2001 Implementation (Middle Housing)

This project will build upon and help implement the Equitable Housing Strategic Plan while ensuring the City complies with House Bill 2001 regarding the allowance for middle housing, including duplexes, triplexes, quadplexes, row houses, and cottage cluster housing. The project will also help lay the foundation for the upcoming master planning work for Frog Pond East and South. In June, staff reviewed and commented on the most recent draft Administrative Rules and model code from the State. In addition, the City received notice from the Oregon Department of Land Conservation and Development (DLCD) that the City received \$100,000 in grant funding to support the project. The City also received word of a grant award from Metro in the amount of \$81,200 to support targeted outreach to the Latinx community related to the project. Staff are working with DLCD and Metro on the grant agreements.

House Bill 2003 Implementation (Housing Needs Analysis/Housing Production Strategies)

Planning staff continued to coordinate with DLCD staff on the implementation of House Bill 2003 concerning new Housing Needs Analysis (HNA) timelines and the new requirement to produce a periodic Housing Production Strategy. As Housing Production Strategies are a new requirement, to be completed by a City within a year of completing a HNA, a substantial amount of state administrative rulemaking needs to occur to define the requirements. Staff participated in a fifth meeting of the state's Technical Advisory Committee (TAC) for rulemaking on Housing Production Strategies on June 18 and provided additional feedback on a survey the Department sent out.

**Wilsonville
Equitable Housing
Strategic Plan**

Planning Division, Long Range

Planning Commission

On June 10, the Planning Commission received updates during their work session on an Urban Forestry Management Plan and the I-5 Pedestrian Bridge and Gateway Plaza project. For the Urban Forestry Management Plan, staff introduced the project and sought input on the upcoming process. For the I-5 Pedestrian Bridge and Town Center Gateway Plaza, the project team presented current conceptual bridge landing/plaza configurations under review and sought the Commission's input. Following the work session, Assistant Planner Georgia McAlister presented the 2019 Housing Report to the Commission, received their feedback, and answered questions.

Wilsonville Town Center Plan



WILSONVILLE TOWN CENTER PLAN

I-5 Pedestrian Bridge

The Town Center project team continued to review design feedback on the I-5 Pedestrian Bridge and Town Center Gateway Plaza project, which will provide an important connection between Town Center and the Wilsonville Transit Center and neighborhoods west of Interstate 5. In June, the project team held a work session with the Planning Commission to present conceptual Gateway Plaza design configurations and gather preliminary feedback. This will assist the team in the development of alternatives for bridge types and approaches to evaluate, along with Gateway Plaza layouts, for further public consideration in July and August. The team also further refined the project's Public Engagement Plan in light of modifications to the City's public events due to COVID-19. An online open house is anticipated later this summer.

General project information is available on the project website: www.letstalkwilsonville.com/I5-Ped-Bridge.



WILSONVILLE TOWN CENTER
I-5 PEDESTRIAN BRIDGE

Streetscape Plan

In order to achieve the goals and the broader vision within the recently adopted Town Center Plan, one of the implementation items calls for the creation of a Town Center Streetscape Design Plan. This plan will further refine street sections in the Town Center Plan and create a well-designed and implementable palette of street furniture, surface materials, lighting fixtures, and landscaping elements that will reflect the community's aesthetic preferences for Town Center. Staff sent out the request for qualifications to consultants on April 29 and received three proposals by the May 18 deadline. A consultant has been selected and staff are currently working together with the consultant to create a detailed scope of work and contract. Once finalized, staff and the consultant will quickly move to begin work on the project starting with a site tour and project kick off meeting.

Transportation System Plan

During June, the Town Center team began the process of updating the City's Transportation System Plan (TSP) to integrate the recommended transportation-related infrastructure investments from the Town Center Plan. The City agreed to a scope of work with its on-call traffic consultant, DKS Associates, to begin these updates and perform limited additional analysis of Wilsonville Road as requested by ODOT to determine the extent of any needed updates to the City's Interchange Area Management Plan (IAMP). DKS Associates will conduct this analysis and draft updates to the TSP this summer, with adoption anticipated later this year.



WILSONVILLE TOWN CENTER
TSP UPDATE



JUNE MONTHLY REPORT

From the Director:

Greetings from the Finance Team!

And just like that, Fiscal Year 2019-20 is over! The next several months, the accounting team will be focused on the final year end closed to be performed in our current financial system. As we go through the process, we are realizing how spoiled we have become with the wonderful custom reports that Keith Katko, Assistant Finance Director has created for each of the processes. We will certainly miss those reports in MUNIS until we find the time to recreate similar ones!

We have received the May Gas Tax payment from the State and as we had been expected, it was much lower than last year's payment. Last May we received over \$160K and this May we received \$100K. We will continue to watch future months revenues as this is the primary revenue source for the Road Operating Fund.

The HR/Payroll Team kicked off their MUNIS implementation with a bang. I don't think our MUNIS consultant was quite ready for our team to be so well prepared and ready to go. Our team had spent a great deal of time going over each of the code books given to them and had figured out what will work best for the City. And, apparently, we were one of the first teams to have figured out how to do table uploads from our old system without the consultants assistance. The consultant was quite impressed and I was quite proud of the work that the team had accomplished. A big shout out to Shelly Marcotte, Tyler Sorgenfrie and Andrea Villagrana!!

Wishing you a happy and safe 4th of July!!

Stay Safe!

-Cathy Rodocker

By the Numbers:

Finance Statistics for the period of July 1, 2019-June 30, 2020

Please Note: Utility Billing is reported with a one month lag-the numbers reported reflect the first month of the new fiscal year.

<u>Utility Billing:</u>		<u>Accounts Payable:</u>		<u>Municipal Court:</u>	
Total Monthly Bills	74,198	Invoices Processed	7,421	Total Citations Issued	2,156
New Customers	909	Payments Processed	4,145	Total Suspensions Issued	60
New Service Locations	79			Ticket Revenue	\$256,042

FY20 Financial Update:

Attached please find the financial reports through June 2020. Please note that this is just a glimpse of the month as of July 2. For the next two months, revenues collected that pertain to FY2020 will be recognized in the correct fiscal year. Any invoices from FY2020 processed by the end of July will also be recognized back to FY2020. The final actual numbers will be presented in the Comprehensive Annual Financial Report.

General Fund: Overall, the general fund revenues are on track with the budget with 95% of total revenues received. As noted above, we will continue to recognize revenues and expenditures processed through July to the appropriate fiscal year. We have received \$330K in funding from the CARES Act through the State. This additional revenue will help to offset the increased expenses directly related to our COVID 19 response.

Building Fund: As it currently stands, the Building Fund will be using over \$900K of its contingency fund to meet its current expenditures. The 30% increase to permit fees that goes into effect July 1 will begin to help stabilize this fund.

Community Development Fund: As with the Building Fund, the CD Fund currently shows over \$900K coming from their contingency fund to meet its current expenditures. This will go down a bit as the program management fees for June have not been recorded. The receipt of unanticipated grant funding in the Planning Program for next year will have a significant impact in FY2020-21.

Road Operating Fund: Thanks to unanticipated increases in interest and other revenues, in spite of a lower than anticipated revenues for the month of June, the Road Operating Fund current revenues received are at 99% of the budget. Due to the delay in various construction projects, the expenditures are significantly lower than budgeted.

Transit Fund: The Transit Tax receipts for June will be received towards the end of July and will be recorded back to FY2020. Overall, we do expect revenues to end near budgeted amount. The recent court decision to allow the STIF funding to be used for operating expenses next fiscal year will provide extra stability for the fund.

Water, Sewer and Stormwater Funds: Overall, each of the utility funds will end with revenues exceeding their expenditures which results in increasing the ending fund balance.

CITY OF WILSONVILLE - Fund Summaries - through June 30, 2020

Budget Year Elapsed → 100%

	Budget	Activity	% Used
Fund 110 General Fund:			
Taxes	11,655,250	11,069,009	95%
Intergovernmental	2,265,804	2,260,709	100%
Licenses and Permits	177,750	232,795	131%
Charges for Services	747,100	635,191	85%
Fines	320,000	256,042	80%
Investment Revenue	300,900	527,387	175%
Other Revenues	9,596,247	9,581,910	100%
Transfers	3,891,635	3,265,295	84%
Total Revenue	28,954,686	27,828,338	96%
Personal Services	9,289,445	8,566,735	92%
Materials and Services	20,972,072	17,156,579	82%
Capital Outlay	311,604	137,974	44%
Transfers	4,896,602	1,814,812	37%
Total Expense	35,469,723	27,676,101	78%
Fund 210 Fleet Fund:			
Charges for Services	1,373,975	1,373,975	100%
Investment Revenue	23,069	30,700	133%
Other Revenues	0	25,131	-%
Total Revenue	1,397,044	1,429,806	102%
Personal Services	781,630	707,727	91%
Materials and Services	800,055	700,476	88%
Capital Outlay	149,000	70,278	47%
Transfers	2,400	2,400	100%
Total Expense	1,733,085	1,480,881	85%
Fund 230 Building Fund:			
Licenses and Permits	548,000	620,699	113%
Licenses and Permits-Villebois	254,000	120,445	47%
Charges for Services	9,000	9,000	100%
Investment Revenue	70,210	87,236	124%
Transfers	41,986	38,173	91%
Total Revenue	923,196	875,553	95%
Personal Services	1,056,480	986,862	93%
Materials and Services	385,469	314,742	82%
Transfers	939,104	487,994	52%
Total Expense	2,381,053	1,789,598	75%
Fund 235 Community Development Fund:			
Intergovernmental	0	49,500	-%
Licenses and Permits	352,440	778,359	221%
Licenses and Permits-Villebois	203,305	39,799	20%
Charges for Services	1,078,128	582,450	54%
Investment Revenue	55,165	86,071	156%
Other Revenues	400	16,482	4,121%
Transfers	3,202,904	1,806,232	56%
Total Revenue	4,892,342	3,358,893	69%
Personal Services	3,273,480	2,727,144	83%
Materials and Services	1,183,618	953,114	81%
Capital Outlay	0	2,015	-%
Transfers	583,951	577,223	99%
Total Expense	5,041,049	4,259,496	84%
Fund 240 Road Operating Fund:			
Intergovernmental	1,800,100	1,690,726	94%
Investment Revenue	25,075	53,542	214%
Other Revenues	2,000	57,889	2,894%
Total Revenue	1,827,175	1,802,157	99%
Personal Services	373,970	342,269	92%
Materials and Services	586,851	461,859	79%
Debt Service	82,000	81,446	99%
Transfers	1,551,484	682,199	44%
Total Expense	2,594,305	1,567,774	60%

CITY OF WILSONVILLE - Fund Summaries - through June 30, 2020

Budget Year Elapsed → 100%

	Budget	Activity	% Used
Fund 245 Road Maintenance Fund:			
Charges for Services	1,899,000	1,990,879	105%
Investment Revenue	60,180	81,482	135%
Total Revenue	1,959,180	2,072,361	106%
Transfers	4,113,962	2,535,994	62%
Total Expense	4,113,962	2,535,994	62%
Fund 260 Transit Fund:			
Taxes	5,151,000	3,626,174	70%
Intergovernmental	4,217,893	1,851,690	44%
Charges for Services	185,000	141,085	76%
Investment Revenue	55,150	110,817	201%
Other Revenues	14,000	11,087	79%
Total Revenue	9,623,043	5,740,853	60%
Personal Services	4,146,860	3,692,121	89%
Materials and Services	2,902,150	2,429,850	84%
Capital Outlay	2,451,655	56,475	2%
Transfers	687,912	571,895	83%
Total Expense	10,188,577	6,750,341	66%
Fund 310 Water Operating Fund:			
Intergovernmental	0	50,000	-%
Charges for Services	9,217,000	8,797,810	95%
Fines	19,000	11,693	62%
Investment Revenue	270,810	369,773	137%
Other Revenues	195,550	212,053	108%
Total Revenue	9,702,360	9,441,330	97%
Personal Services	629,168	502,094	80%
Materials and Services	4,295,104	3,304,055	77%
Capital Outlay	679,000	68,655	10%
Debt Service	2,595,000	2,586,020	100%
Transfers	4,351,113	1,203,477	28%
Total Expense	12,549,385	7,664,301	61%
Fund 320 Sewer Operating Fund:			
Charges for Services	8,239,145	7,990,028	97%
Fines	0	64,722	-%
Investment Revenue	270,810	362,449	134%
Other Revenues	18,000	27,852	155%
Transfers	600,000	600,000	100%
Total Revenue	9,127,955	9,045,051	99%
Personal Services	402,546	306,650	76%
Materials and Services	3,574,439	2,961,661	83%
Capital Outlay	24,000	28,173	117%
Debt Service	3,000,000	2,943,263	98%
Transfers	4,168,436	645,599	15%
Total Expense	11,169,421	6,885,346	62%
Fund 350 Street Lighting Fund:			
Charges for Services	545,500	525,616	96%
Investment Revenue	25,075	33,506	134%
Total Revenue	570,575	559,122	98%
Materials and Services	373,843	315,800	84%
Transfers	430,103	43,591	10%
Total Expense	803,946	359,391	45%
Fund 370 Storm Water Operating Fund:			
Charges for Services	3,175,000	3,176,179	100%
Investment Revenue	50,150	56,667	113%
Total Revenue	3,225,150	3,232,846	100%
Personal Services	274,796	228,238	83%
Materials and Services	659,037	448,836	68%
Debt Service	508,000	507,827	100%
Transfers	4,046,765	1,507,662	37%
Total Expense	5,488,598	2,692,563	49%



JUNE 2020 MONTHLY REPORT

From the Director

June was a significant month for the library with the start of the Summer Reading Program and the re-entry of citizens in the library building.

The Summer Reading Program (SRP) started on June 1. The Youth Services staff worked with the West Linn-Wilsonville School District to provide free books, as well as reading and science logs, to schoolchildren. Beanstack, the library's new SRP app, which lets users track their reading time and other SRP challenges, went live. Over one hundred library users across all ages have registered accounts with Beanstack.

Virtual programs continued with a shift to a SRP emphasis. Our Storytime replacement "Stories to Go!" is now "Stories & Science", and is live on Zoom and features a science demonstration in addition to stories and songs. Weekly Teen virtual events continued with an added "writing prompt" component each week as part of the SRP theme "Imagine Your Story". On the adult side, a virtual presentation series by popular instructor Dr. Bill Thierfelder was developed and is planned for July and August.

The bulk of June was devoted to preparing for the re-entry of the public. Staff created signage to direct the public inside the building and to educate them about the new safety measures. Role-play scenarios were held to help staff prepare for potential issues with library users over the new safety measures and limited library services.

Re-entry began June 23 under health guidance from the Oregon Health Authority, the Governor's office, and Wilsonville's Emergency Operations Center (EOC). New safety measures include: required masks for everyone in the library, a reduced capacity of 25 people in the building, physical distancing of six feet, quarantining of library items for three days, continuous cleaning of library surfaces and equipment, and acrylic barriers at the service desks. The library adopted revised open hours: Tuesday & Thursday-Saturday 10am-4pm, Wednesday 2-8pm, closed Sunday-Monday. Initially available services are pickup and checkout hold items and registration for a new library card. Additional services will be phased in as soon as we can provide them safely. Curbside hands-free pickup continues on Wednesdays from 11am-1pm.

The old furniture throughout the building was moved away from the public area. Staff are performing an inventory of the furniture to work towards donating the furniture to other libraries. New furniture is expected to arrive by the end of summer.

We are excited to be able to provide in-building service to citizens, and look forward to adding services in a safe manner for everyone.

-Pat Duke, Library Director



**SUMMER CAMP
REGISTRATION
IS NOW OPEN!**

**Register at
WilsonvilleParksandRec.com/
SummerCamps**

JUNE 2020 Monthly Report

Summer Camps Preparations

Preparations for Summer Camps took place this month, with camps beginning the week of July 6. The department continues to work closely with summer camp providers to implement extensive measures around physical distancing and sanitation for campers, families and staff this summer. The department worked diligently to implement practices that follow the Oregon Health Authority Guidelines for summer camps and have been making changes as guidelines are updated.

With modifications in place, there is no doubt this summer will look a little different. The number of participants in a single camp has been reduced to ten to ensure smaller, stable groups that do not change throughout the week. Camps encourage social distancing in groups as much as possible. Additional sanitation processes and practices are also in effect this summer. Parents are encouraged to send their child to camp with a small bottle of hand sanitizer and a small bottle of hand soap.

Other modifications include; no contact check in, symptom checks, touchless temperature checks, and modifications to sports camps to ensure social distancing. All equipment used by camps is sanitized after each day or after each use where applicable.

The department also worked closely with city attorneys to create additional waiver language to include covid-19 assumption of risk for both parents and summer camp providers. For more information and more details on specific changes and camps, please visit WilsonvilleParksandRec.com/SummerCamps

A graphic for summer camps. It features a young girl in a colorful striped dress playing tennis on a court. The text "SUMMER CAMPS ARE HERE!" is written in a stylized font at the top. A speech bubble contains the text "Register beginning Friday, June 19th at WilsonvilleParksandRec.com/SummerCamps". At the bottom, the Wilsonville Parks & Recreation logo is displayed.

**SUMMER
CAMPS
ARE HERE!**

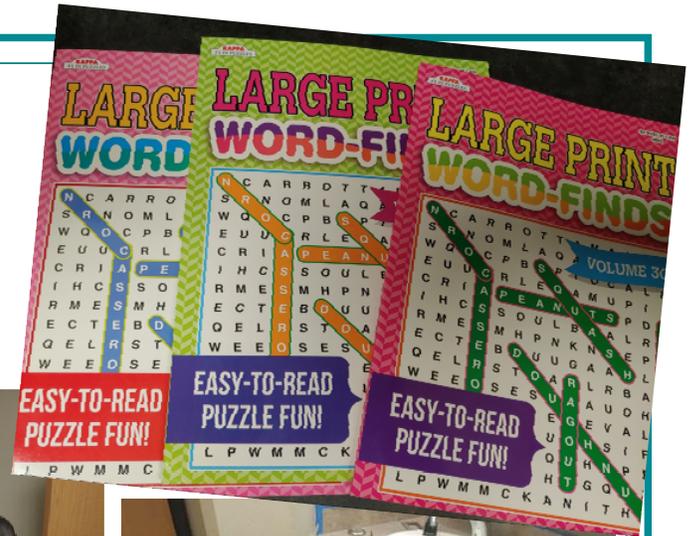
Register beginning
Friday, June 19th at
[WilsonvilleParksandRec.com/
SummerCamps](http://WilsonvilleParksandRec.com/SummerCamps)

WILSONVILLE
Parks & recreation

June 2020

Community Center Updates:

- Nutrition staff, with help from other Community Center staff, continue to prepare and distribute around 430 meals per week as part of the Department's Home Delivered Meal program.
- Community Center staff has been making good use of the break in programming at the Center in order to freshen up the space with new interior paint.
- In an effort to keep the Center's home-delivered meal client's brains engaged and active as much as possible during this time of isolation each of the 90 clients received a large print word search book with their lunch this month.



Activity Book Giveaway

Free Activity booklets for children, teens and adults were made available to the public this month at no charge. Contact free pickup is available Monday through Friday, 8:00 AM—5:00 PM at the Parks and Rec Admin building at 29600 SW Park Place. Hand sanitizer is available at the pick up table. Booklets and crayons/colored pencils are limited to two per household.



Virtual Activity Center

For those looking for free virtual activities for the whole family, check out the Virtual Recreation Center! The VRC offers free resources to keep kids and families engaged in healthy, educational activities. Categories in the Recreation Center include; arts and crafts, education and learning, health and fitness, library resources, mind and body, nature and outdoors, and youth sports.



June 2020

Parks Maintenance Updates:

- Re-surfaced river shelter parking lot with recycled materials
- New surfacing at Murase Plaza
- Installed new accessible basket swings at murase plaza
- Removed a portion of the playground at Boones Ferry Park
- Prepared bathrooms and fields for Summer Camps
- Routines maintenance such as trash, mowing, cleaning bathrooms, etc...



MONTHLY NEWS

City of Wilsonville Police

VOLUME 3 | ISSUE 6 | PUBLISHED JULY 10, 2020 | **June 2020**



On June 10, 2020, demonstrators from the Wilsonville and surrounding areas assembled at Town Center Park to march for Black Lives Matter. Wilsonville Police and other members of the Clackamas County Sheriff's Office, were on hand to ensure their route would be safe and the event peaceful. Nearly 200 persons participated, with the demonstration lasting just under two hours.



Expressions of Support:

This year has been charged with changes and controversy on all fronts. Everything from our daily routines, to how we interact with others in personal, professional, and political venues has been affected. We have

appreciated the outpouring of support received from our community. A letter of encouragement came to us from a family in Banks OR, we were "heart-attacked," and persons of all ages brought in or sent cards and notes of appreciation. Pictured here are notes tacked by anonymous



persons to our windows and doors (above) and (left) a young lady who brought in some treats, a blanket, thank you card, and a journal for Deputy Ben Toops, because "we all have a story."

Throughout the month of June, we were able to crack down on and catch up with several groups of persons who had been preying on Wilsonville residents by stealing vehicles, and burglarizing and stealing from garages, businesses, vehicles and yards. Some property was recovered. Arrests included several youth, and Leroy Foos. Additional parties are being identified. Since, we've noticed a dramatic decrease those activities.



WILSONVILLE MONTHLY ACTIVITY REPORT June 2020



CITY OF WILSONVILLE POLICE DEPARTMENT
30000 SW Town Center Loop
Wilsonville, OR 97070

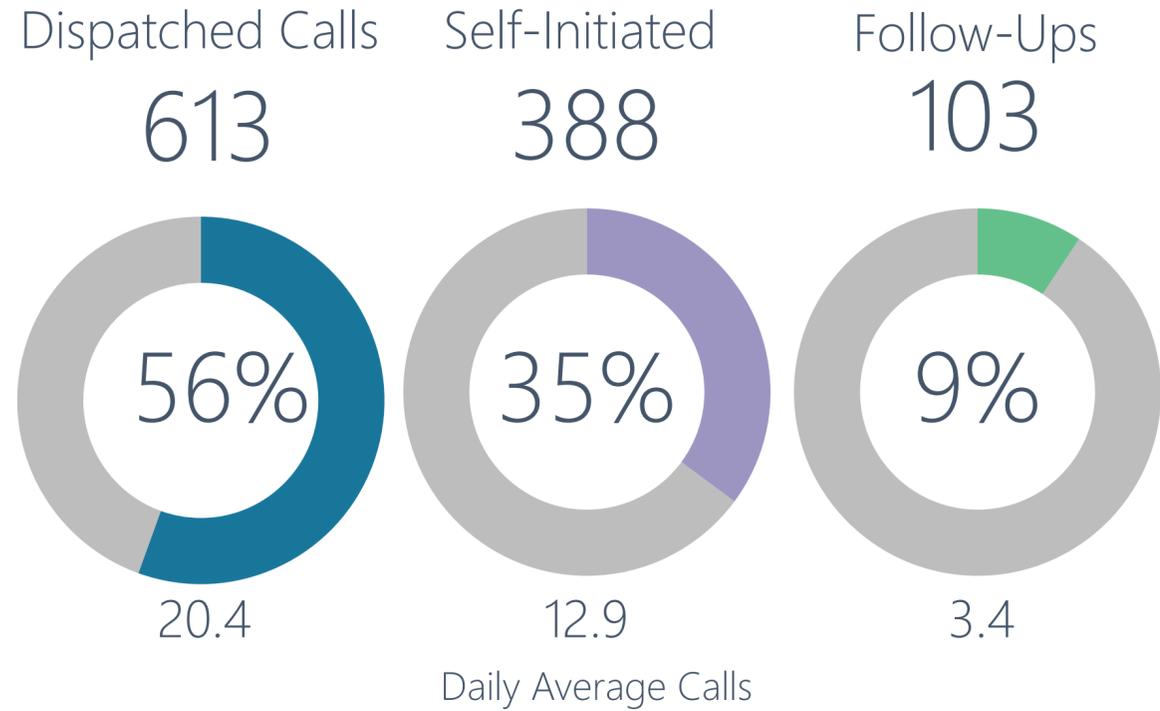
In Partnership with



**Clackamas County
Sheriff's Office**

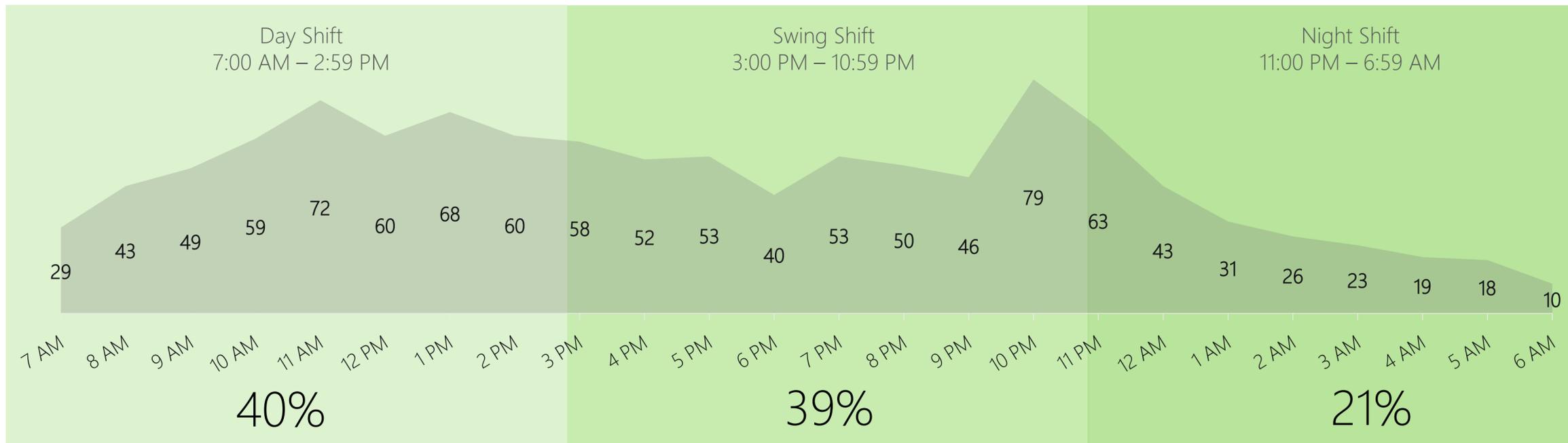
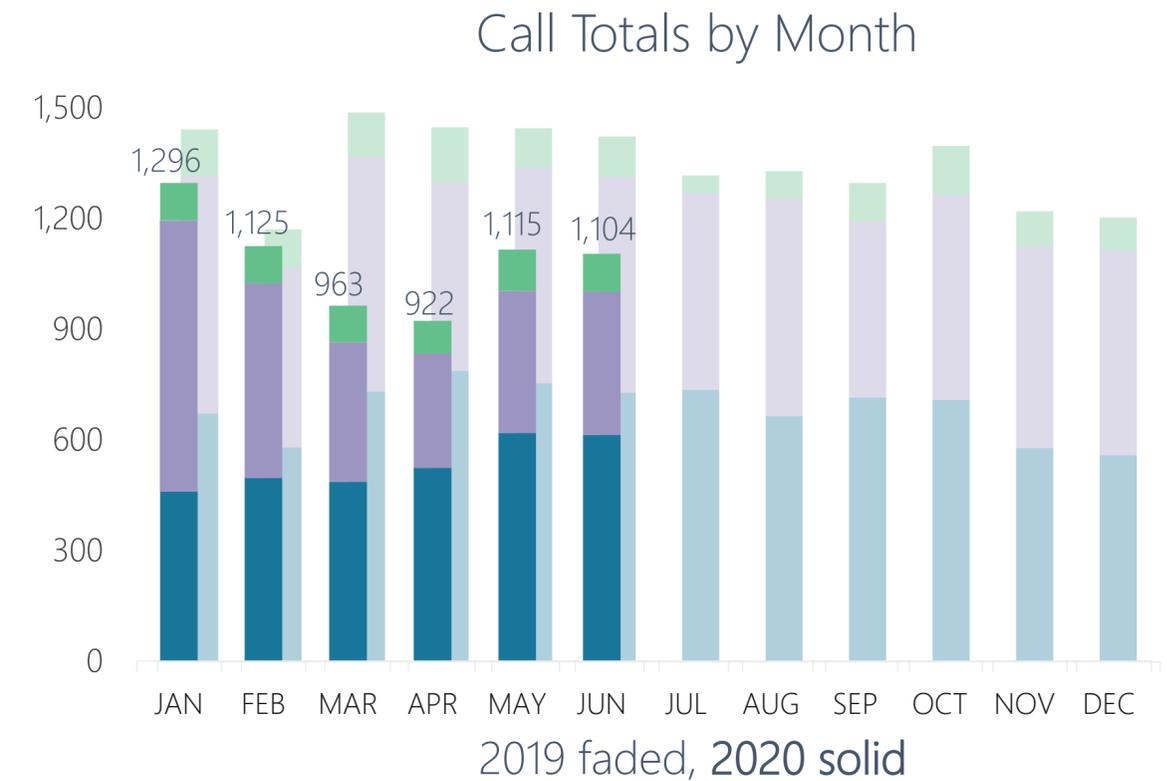
LE Calls for Service in the City of Wilsonville – Totals & Median Response Times

June 2020



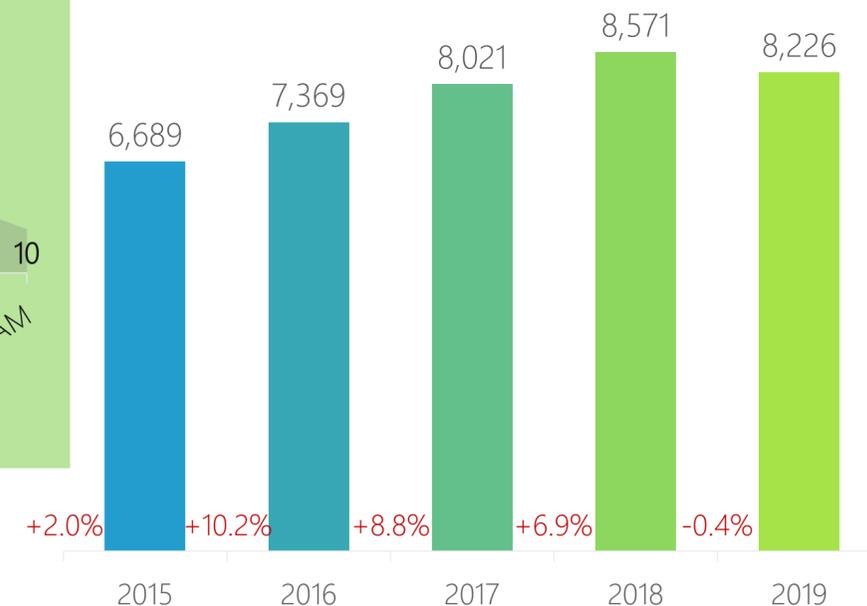
Median Hold & Response Times

	All Calls	Priority 1 & 2 Calls
Input to Dispatch (Hold Duration)	1:16	:55
Dispatch to Arrival (Response Duration)	3:35	5:05



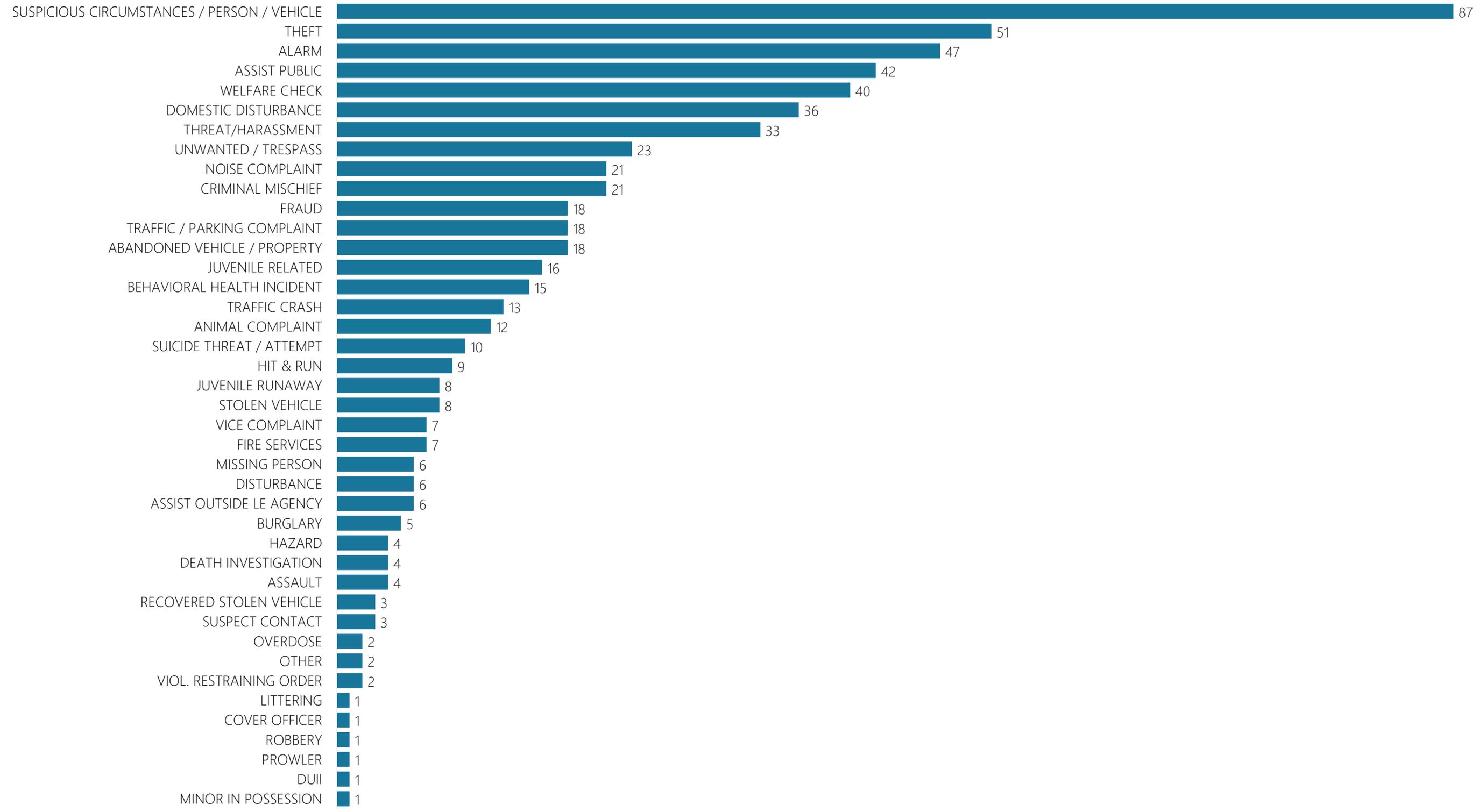
Dispatched Calls for Service Breakdown by Hour of Day & Shift Time Groupings
(not actual breakdown of Wilsonville PD shift schedules)

A Historical Look at Total Calls by Year



LE Calls for Service in the City of Wilsonville – Call Type Breakdown - Dispatched Calls June 2020

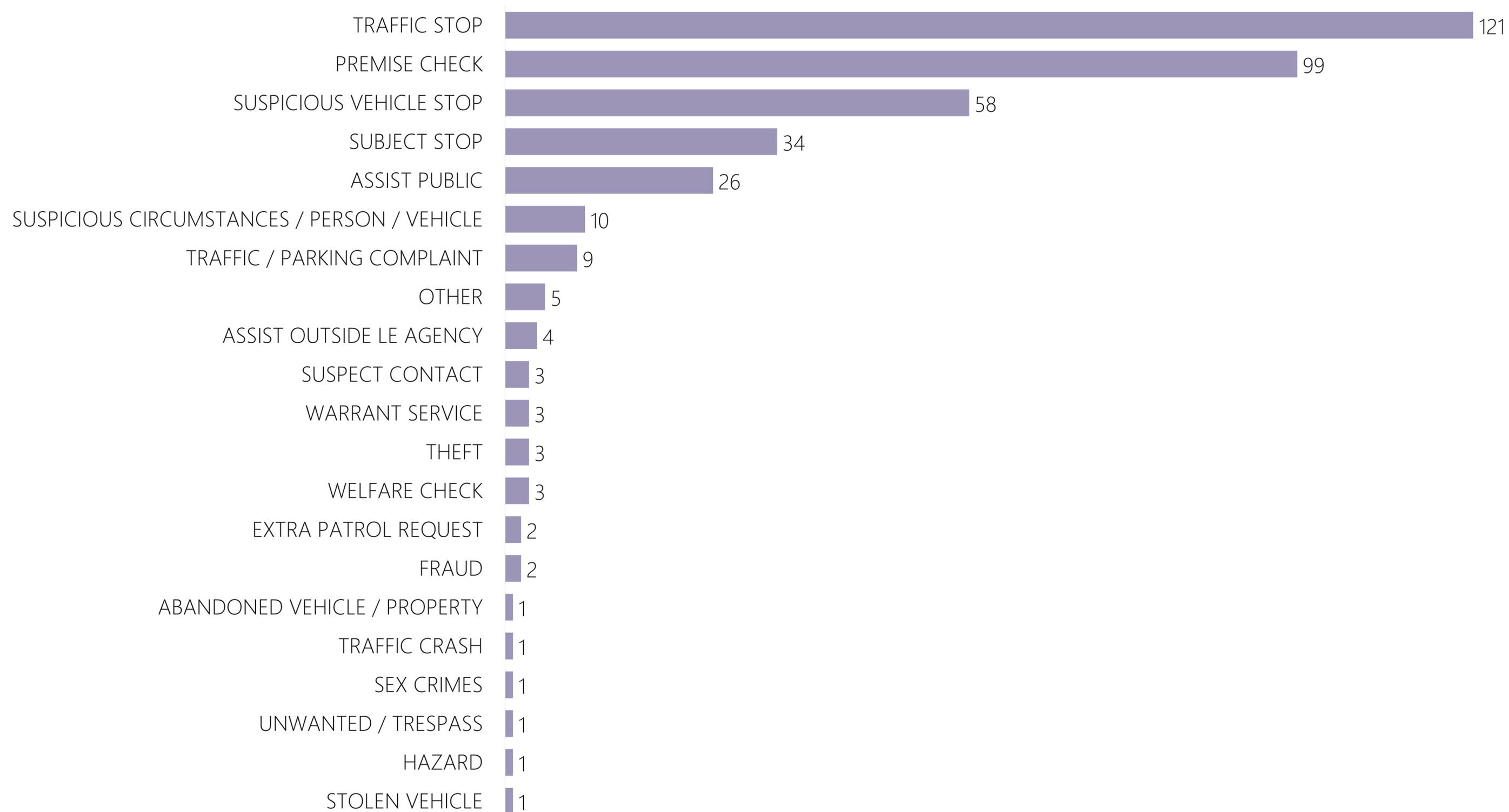
Dispatched Call Types



LE Calls for Service in the City of Wilsonville – Call Type Breakdown – Self-Initiated Calls

June 2020

Self-Initiated Call Types



LE Calls for Service in the City of Wilsonville – Call Type Breakdown Tables (Dispatched)

June 2020

DISPATCHED CALL TYPE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2020 Monthly Trend Line
ABANDONED VEHICLE / PROPERTY	14	10	11	17	11	18							
ALARM	38	48	52	40	55	47							
ANIMAL COMPLAINT	3	4	4	3	15	12							
ASSAULT	6	5	4	4	2	4							
ASSIST OUTSIDE LE AGENCY	8	3	18	3	11	6							
ASSIST PUBLIC	24	32	36	28	38	42							
BEHAVIORAL HEALTH INCIDENT	7	24	18	8	18	15							
BURGLARY	8	7	7	1	3	5							
COVER OFFICER	6	1	0	0	1	1							
CRIMINAL MISCHIEF	7	7	5	10	16	21							
DEATH INVESTIGATION	0	4	1	0	3	4							
DUII	6	10	3	3	4	1							
EXTRA PATROL REQUEST	2	1	0	1	0	0							
FIRE SERVICES	6	7	8	2	5	7							
FRAUD	16	19	16	21	19	18							
HAZARD	3	7	3	6	4	4							
HIT & RUN	8	11	10	13	12	9							
JUVENILE RELATED	18	17	15	13	12	16							
JUVENILE RUNAWAY	0	0	8	4	3	8							
LITTERING	1	3	0	0	1	1							
MARINE PATROL	0	1	0	1	0	0							

(List part 1 of 2)

LE Calls for Service in the City of Wilsonville – Call Type Breakdown Tables (Dispatched)

June 2020

DISPATCHED CALL TYPE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2020 Monthly Trend Line
MENACING	1	0	0	1	0	0							
MINOR IN POSSESSION	6	2	4	1	1	1							
MISSING PERSON	5	5	6	5	5	6							
NOISE COMPLAINT	10	9	17	16	20	21							
OTHER	0	2	1	5	2	2							
OVERDOSE	1	0	0	0	0	2							
PREMISE CHECK	1	1	0	3	1	0							
PROMISCUOUS SHOOTING	1	0	2	3	1	0							
PROWLER	0	1	2	0	1	1							
PURSUIT	0	0	0	1	0	0							
RECOVERED STOLEN VEHICLE	1	1	2	2	4	3							
SEX CRIMES	4	0	2	3	1	0							
STOLEN VEHICLE	1	8	9	9	17	8							
SUBJECT STOP	0	0	0	0	1	0							
SUICIDE THREAT / ATTEMPT	3	16	8	14	8	10							
SUSPECT CONTACT	1	0	0	3	4	3							
SUSPICIOUS CIRCUMSTANCES / PERSON / VEHICLE	71	69	55	57	94	87							
SUSPICIOUS VEHICLE STOP	2	0	0	0	0	0							
THEFT	47	40	36	75	66	51							
THREAT/HARASSMENT	15	19	20	29	22	33							
TRAFFIC / PARKING COMPLAINT	13	11	9	25	19	18							
TRAFFIC CRASH	11	13	11	6	8	13							
TRAFFIC STOP	1	0	0	0	0	0							
UNWANTED / TRESPASS	19	17	13	20	21	23							
VICE COMPLAINT	3	7	4	1	2	7							
VIOL. RESTRAINING ORDER	1	1	1	5	6	2							
WARRANT SERVICE	2	1	1	0	2	0							
WELFARE CHECK	32	26	24	28	40	40							
DISTURBANCE	11	7	8	11	7	6							
ROBBERY	0	0	0	0	1	1							
DOMESTIC DISTURBANCE	16	19	32	21	31	36							
Grand Total	460	496	486	522	618	613							

(List part 2 of 2)

LE Calls for Service in the City of Wilsonville – Call Type Breakdown Tables (Self-Initiated)

June 2020

SELF-INITIATED CALL TYPE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2020 Monthly Trend Line
ABANDONED VEHICLE / PROPERTY	1	8	5	7	2	1							
ALARM	1	0	0	0	0	0							
ANIMAL COMPLAINT	0	1	0	2	0	0							
ASSAULT	1	0	0	0	0	0							
ASSIST OUTSIDE LE AGENCY	7	1	2	3	5	4							
ASSIST PUBLIC	22	17	16	22	16	26							
CRIMINAL MISCHIEF	6	2	0	0	1	0							
DUII	0	0	1	0	0	0							
EXTRA PATROL REQUEST	15	9	0	3	4	2							
FIRE SERVICES	1	0	0	1	2	0							
FRAUD	2	2	1	0	0	2							
HAZARD	2	0	3	1	0	1							
HIT & RUN	0	1	2	1	0	0							
JUVENILE RELATED	1	1	2	0	0	0							
MINOR IN POSSESSION	3	2	0	0	0	0							
OTHER	1	0	4	5	2	5							
PREMISE CHECK	99	57	83	88	55	99							
PURSUIT	1	1	0	1	0	0							
RECOVERED STOLEN VEHICLE	1	1	1	4	2	0							

(List part 1 of 2)

LE Calls for Service in the City of Wilsonville – Call Type Breakdown Tables (Self-Initiated)

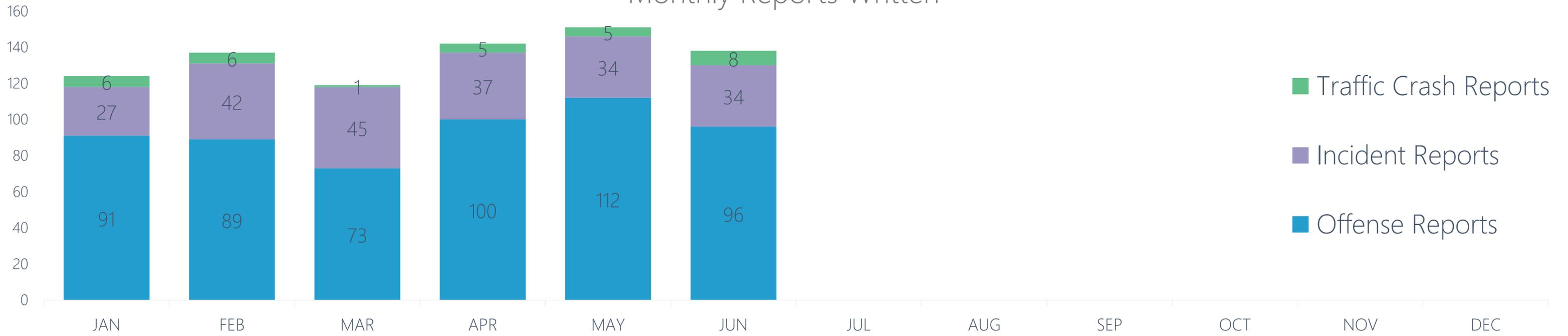
June 2020

SELF-INITIATED CALL TYPE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2020 Monthly Trend Line
SEX CRIMES	0	0	3	0	0	1							
STOLEN VEHICLE	0	0	0	0	1	1							
SUBJECT STOP	30	19	12	19	21	34							
SUICIDE THREAT / ATTEMPT	0	0	0	0	1	0							
SUSPECT CONTACT	3	4	5	5	1	3							
SUSPICIOUS CIRCUMSTANCES / PERSON / VEHICLE	8	4	5	18	21	10							
SUSPICIOUS VEHICLE STOP	84	62	52	60	51	58							
THEFT	5	2	1	2	2	3							
THREAT/HARASSMENT	1	0	2	1	0	0							
TRAFFIC / PARKING COMPLAINT	24	17	10	8	11	9							
TRAFFIC CRASH	4	3	1	1	1	1							
TRAFFIC STOP	402	308	161	53	183	121							
UNWANTED / TRESPASS	0	1	0	2	1	1							
VICE COMPLAINT	0	0	0	1	0	0							
WARRANT SERVICE	9	2	3	1	0	3							
WELFARE CHECK	1	2	2	0	1	3							
K9 REQUEST	0	0	1	0	1	0							
DISTURBANCE	0	1	0	0	0	0							
Grand Total	735	528	378	309	385	388							

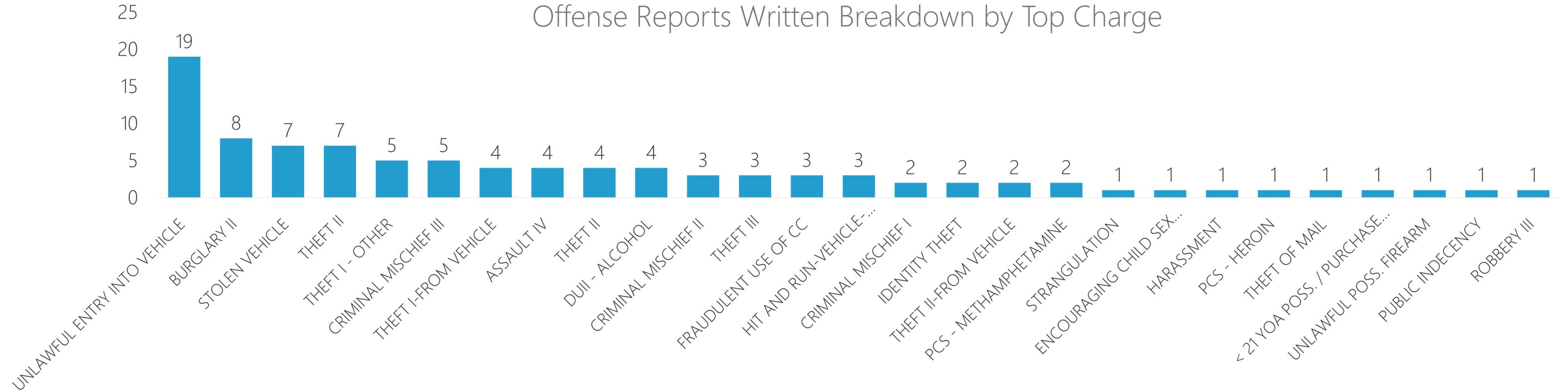
(List part 2 of 2)

LE Reports Written in the City of Wilsonville June 2020

Monthly Reports Written



Offense Reports Written Breakdown by Top Charge



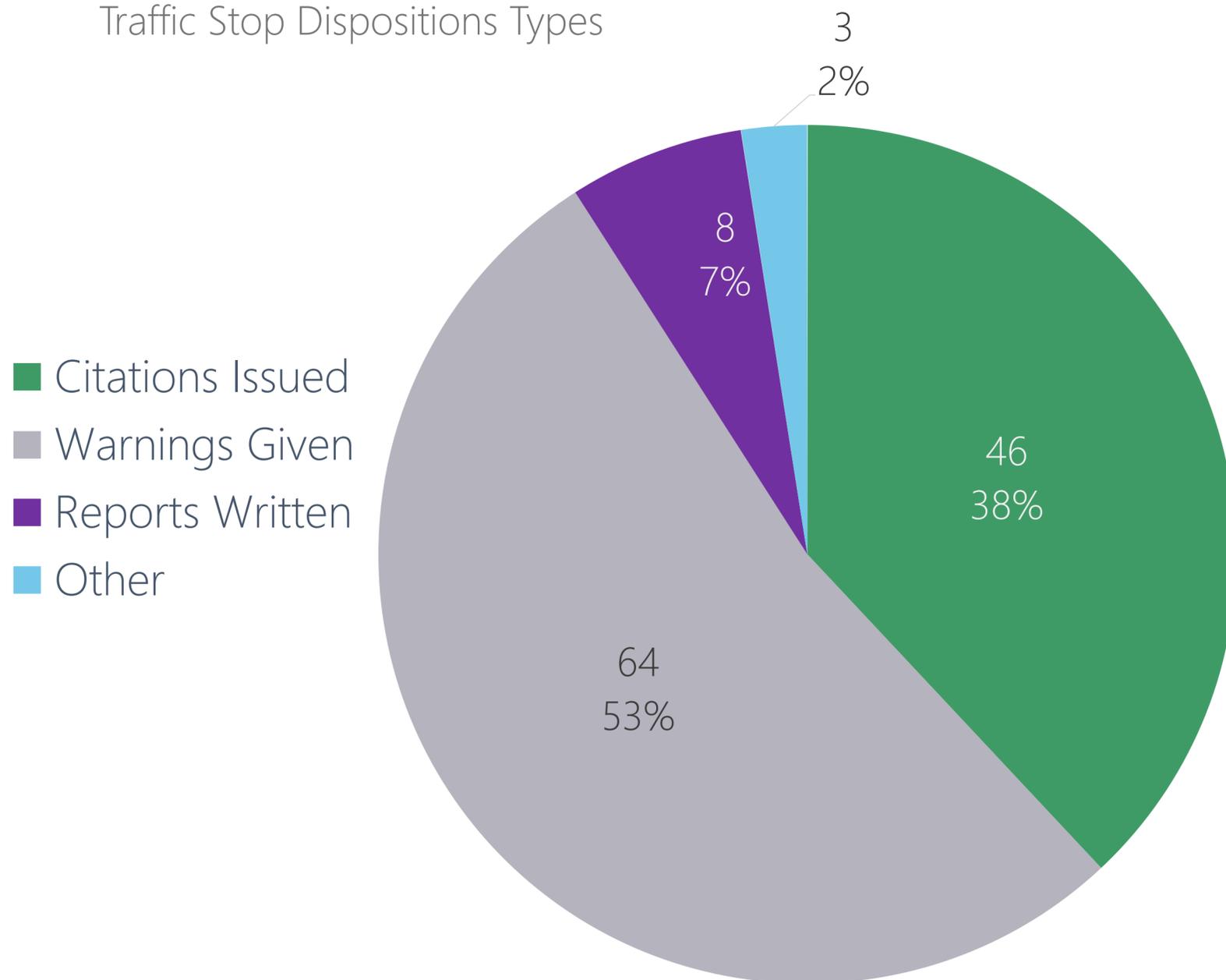
Traffic Enforcement in the City of Wilsonville

June 2020

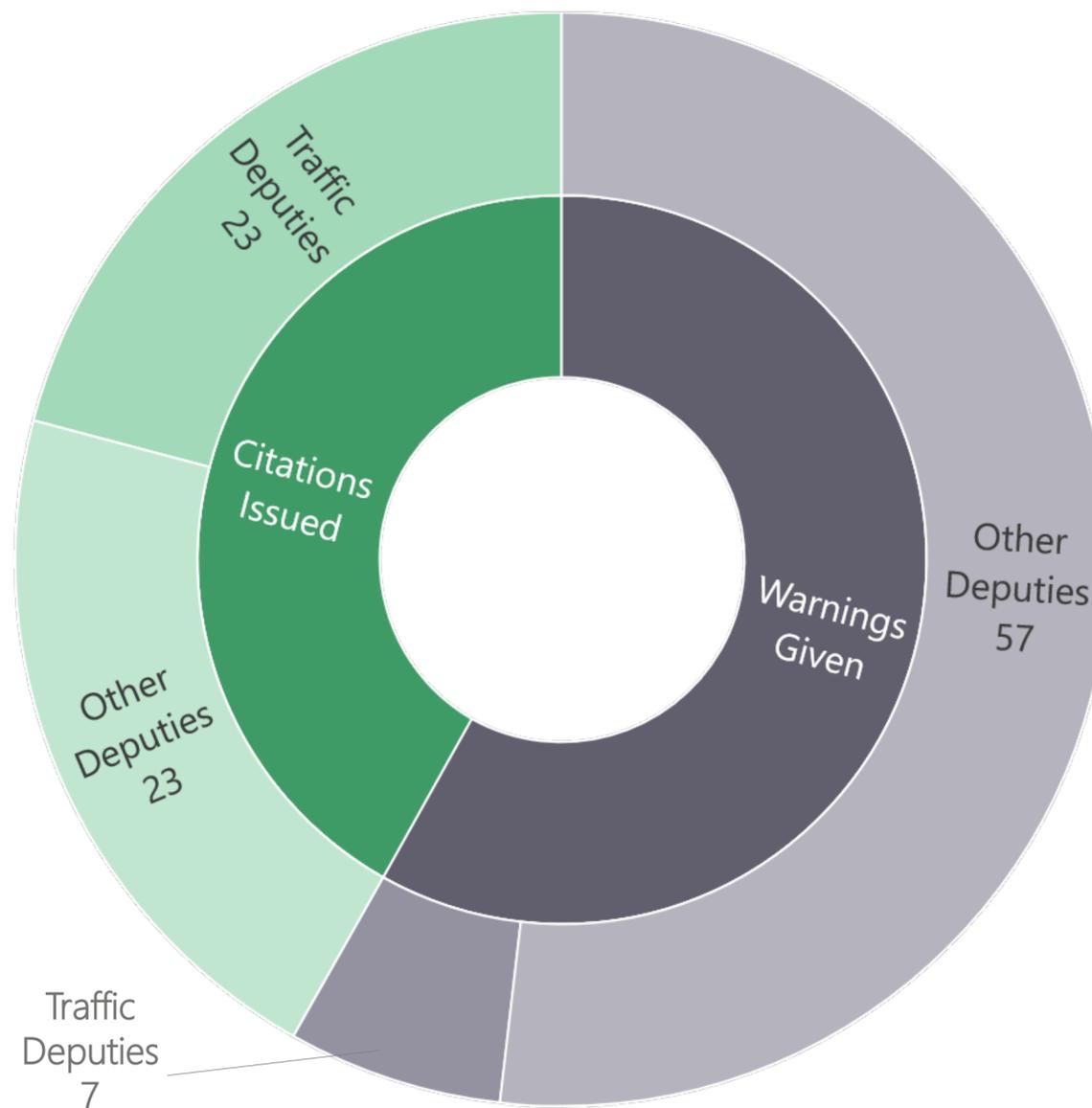
Traffic Stop Dispositions

In May 2020, **121** traffic stops were made within the city limits, resulting in **46** citations issued, **64** warnings given, and **8** offense/incident reports created. Of the **46** citations issued, **73** charges were included (see next slide).

Traffic Stop Dispositions Types



Warnings & Citations Issued Broken Down by Deputy Type



Traffic Enforcement in the City of Wilsonville

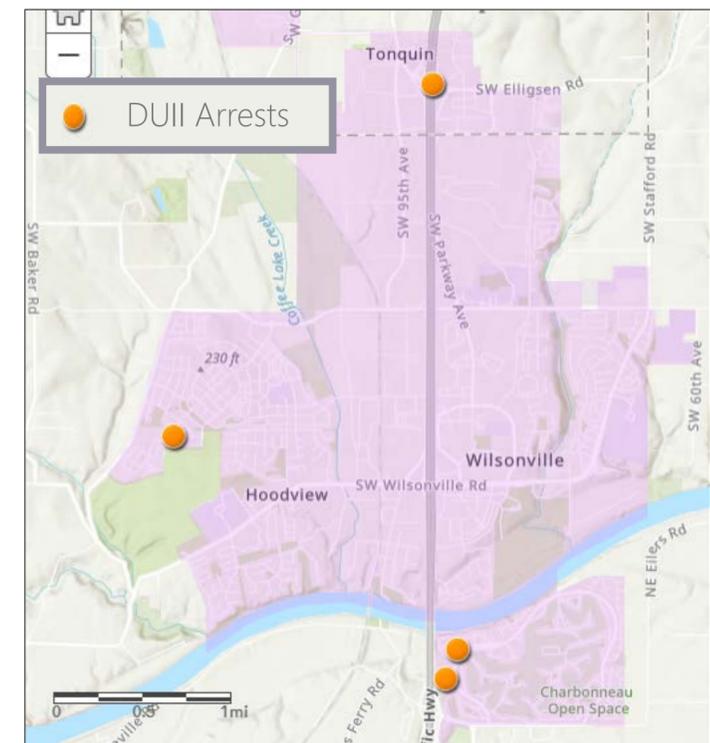
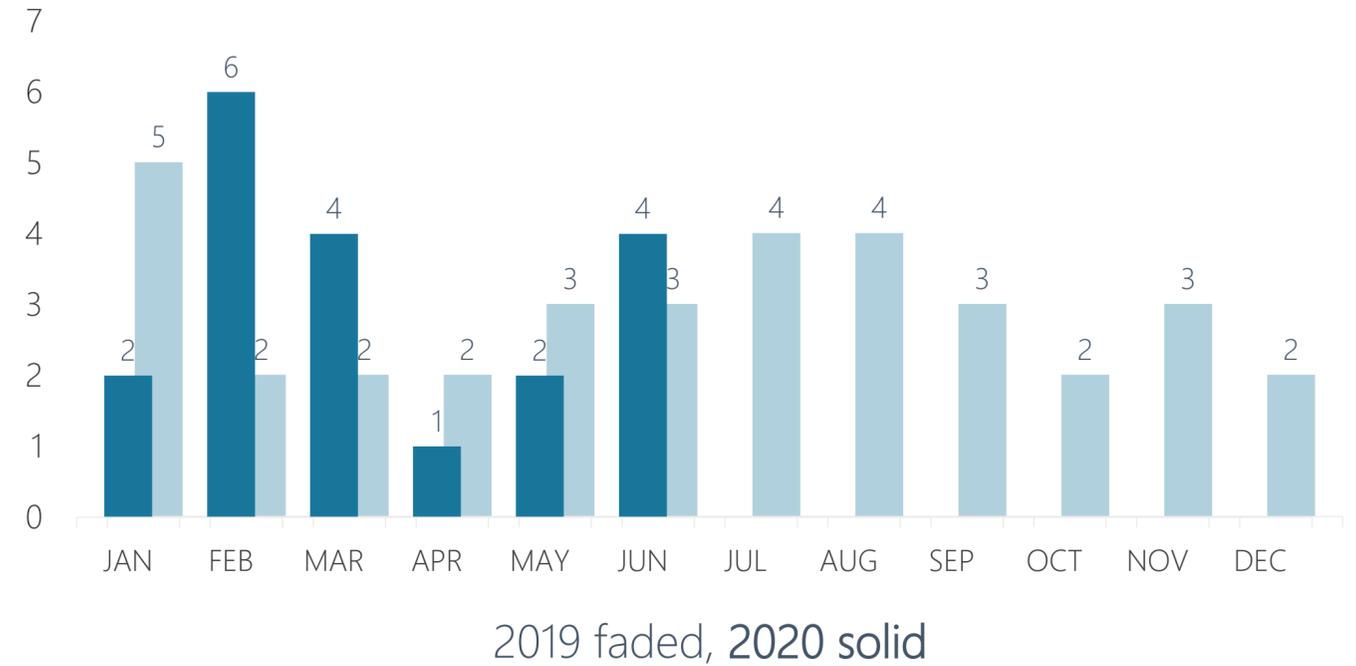
June 2020

Citation Types Issued:

Of the **46** citations issued, **73** charges were included in the following types:



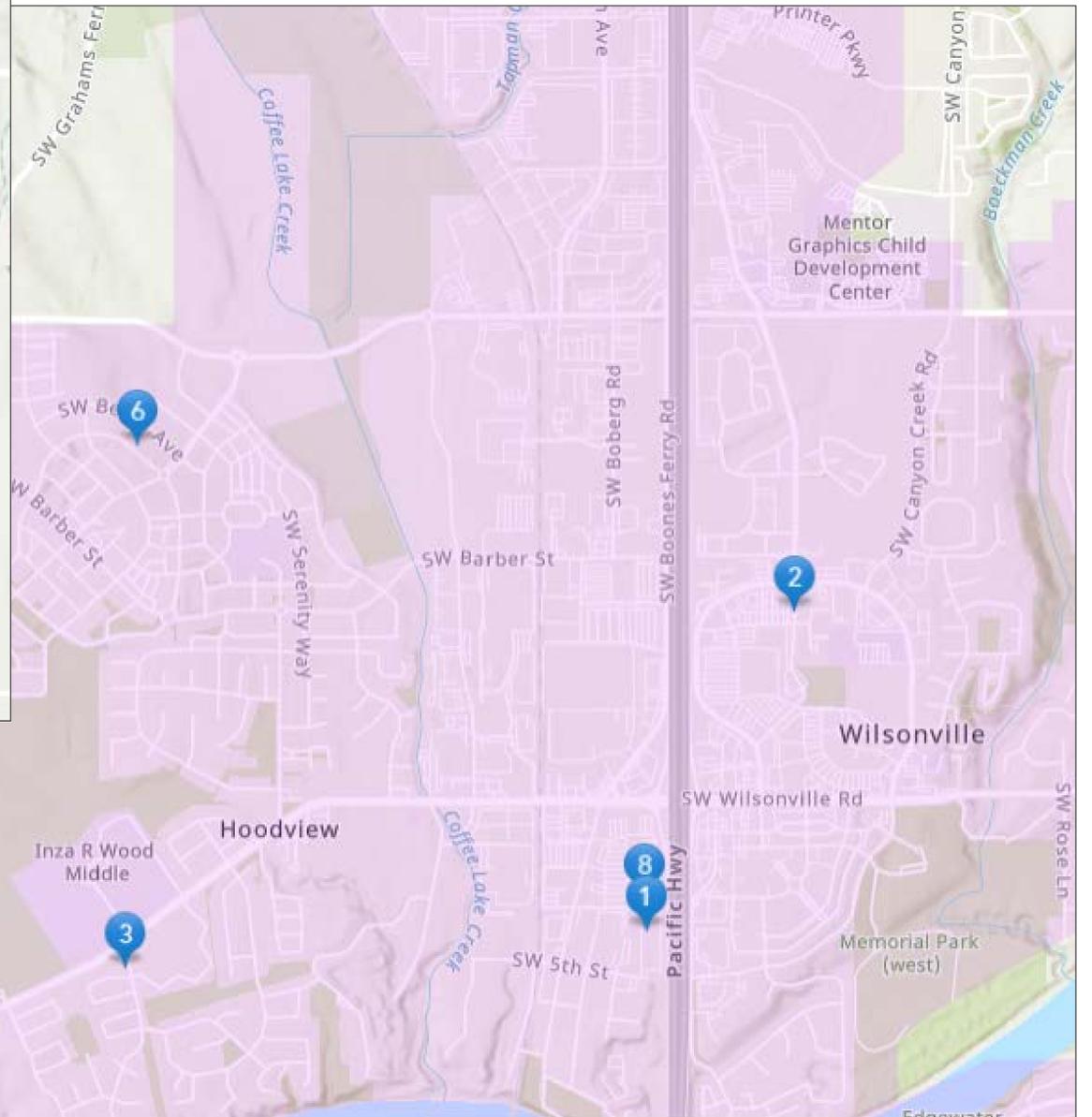
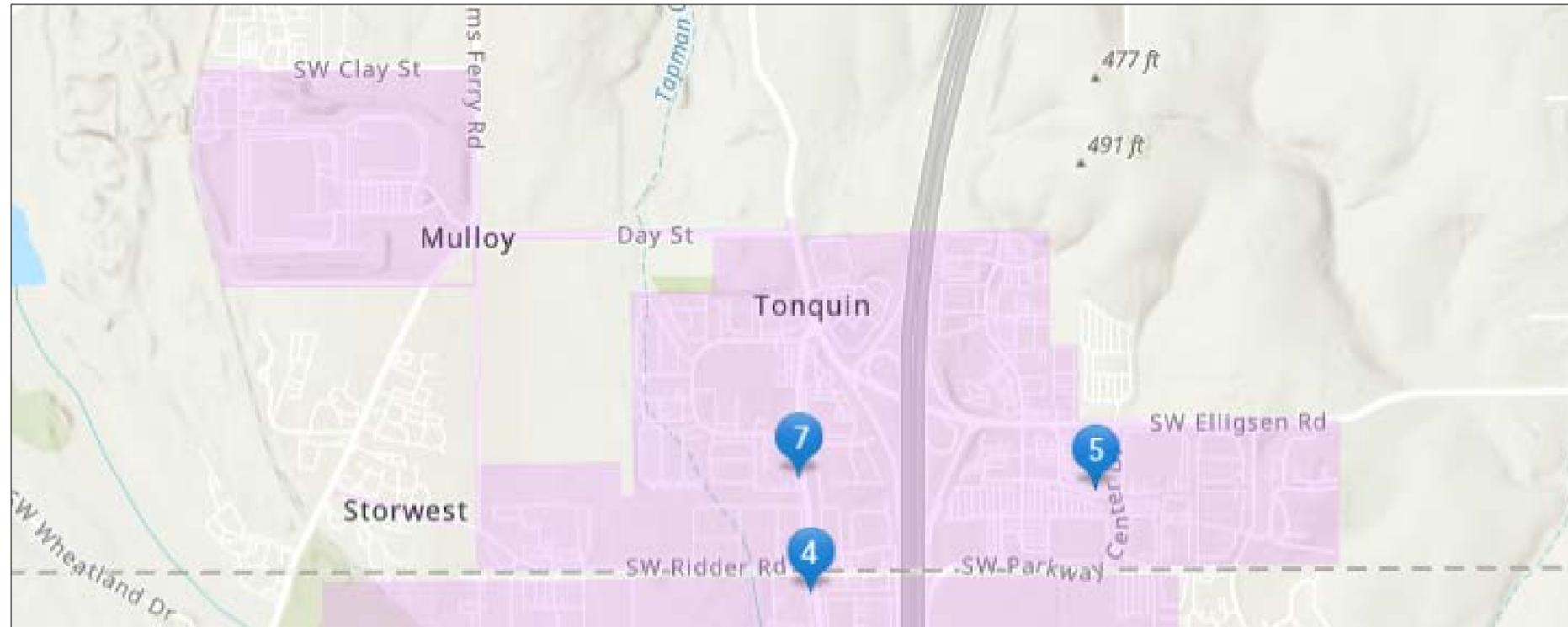
DUII Arrests:



Traffic Enforcement in the City of Wilsonville

June 2020

Map of Traffic Crash Reports



Map #	Case #	Date	Address
1	20-011611	Jun 5	30300 SW BOONES FERRY RD
2	20-011771	Jun 7	SW PARKWAY AVE & SW TOWN CENTER LOOP E
3	20-012017	Jun 10	SW WILSONVILLE RD & SW WILLAMETTE WAY E
4	20-012486	Jun 16	SW 95TH AVE & SW RIDDER RD
5	20-013141	Jun 24	8315 SW JACK BURNS BLVD
6	20-013156	Jun 24	SW BERLIN AVE & SW DUNDEE LN
7	20-013193	Jun 24	SW 95TH AVE & SW COMMERCE CIR
8	20-013629	Jun 20	30300 SW BOONES FERRY RD



JUNE 2020 MONTHLY REPORT

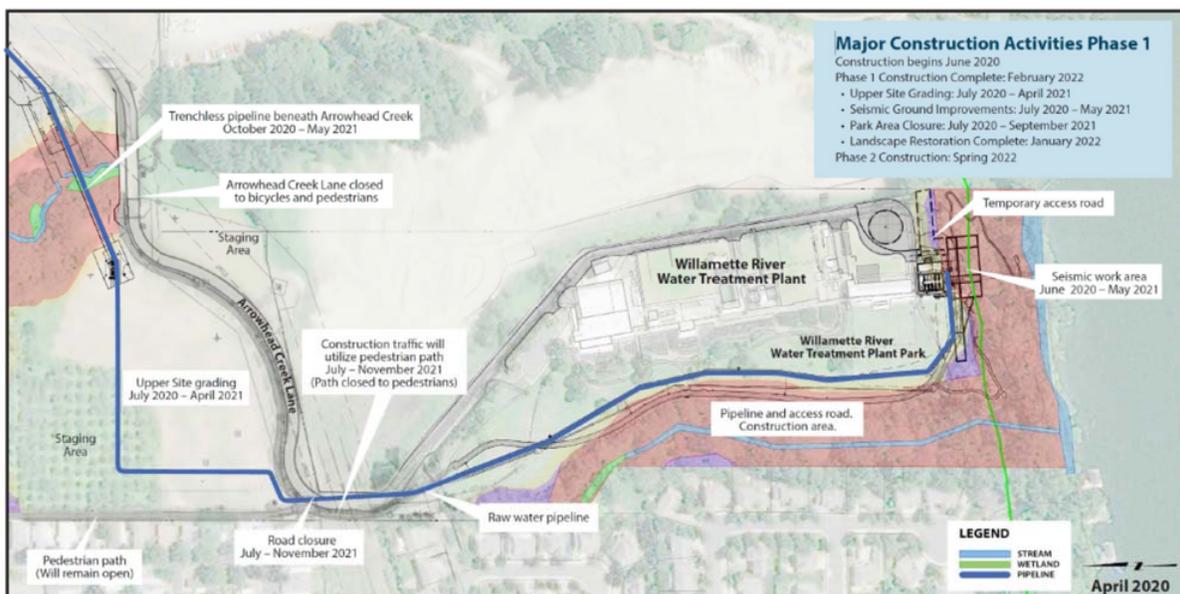
From The Director's Office:

Construction of the Raw Water Facility project (RWF_1.0) at the Willamette River Water Treatment Plant (WRWTP) started this month. The project improvements include:

- **Improved pump station** that will increase pumping capacity and supply water to the new Willamette Water Supply System (WWSS) water treatment plant near Sherwood.
- **Seismically reinforce the Willamette River bank** to prevent slope failure to preserve the intake structure and help maintain operations after a large earthquake.
- **Increased intake capacity** through new fish screens to allow additional water to be withdrawn from the Willamette River to accommodate planned growth.
- **New electrical building and standby power** (north of existing WRWTP) to add reliability in case of outages and provide power to pump water to the WWSS water treatment plant near Sherwood.
- **New raw water pipeline** will be constructed through the WRWTP Park to the new WWSS water treatment plant near Sherwood.

This is a four year project which will be constructed in two phases. Phase 1 is primarily underground and in-water related work. Phase 2 will include building construction and equipment installations.

For additional information on this project see the June 2020 Construction Update from the Willamette Water Supply Program which is included at the end of the Public Works Monthly Report.



Best Regards, Delora Kerber—Public Works Director

Facilities

Put Your (Sneeze) Guard Up

In June there was a rush on the completion of a variety of projects by the Facilities team. The most critical was the result of the phase one opening of City Hall. Crews scrambled to retro-fit many of the public interaction points in the public buildings. The primary areas of focus were the front counter space both upstairs and downstairs at City Hall. Staff hired a local metal fabricator to build custom frames to support ¼" Polycarbonate sneeze guards. Facilities Technician, Javid Yamin and Supervisor, Matt Baker, worked through a Saturday to fasten the frames to the walls and counter tops, measured, cut and installed the polycarbonate sheets into the frames. This clear divider will provide front counter staff additional physical distancing from customers.

Concurrently, Facilities Technician Ivan Crumrine built six custom sneeze guards out of 2" X 2" cedar and 1/8" polycarbonate. The cedar was then coated with two coats of shellac varnish for ease of cleaning. These portable sneeze guards will be placed throughout the Library as needed.

In addition, Facility Maintenance Specialist, Robert Todd assisted the Facility Technicians in the distribution of additional splash guards, stanchions, disinfection stations, and floor markings to several of the City's Facilities.



Installation of sneeze guard at City Hall front counter



Custom built portal sneeze guards for use at the Library building



Double checking the completed guard installation

Facilities

We are running out of time—Davit!

With much of the Facilities division’s time being devoted to Covid-19 response, the staff found themselves up against a short time line to finish some of their capital improvement projects.

One such project was the installation of a Davit Arm to the roof top of City Hall. This project required many pieces to fit into place including engineered I-Beam drawings, certified welding fabrication, installation of staircase scaffolding, and staff cutting holes in the roof. Then there was the installation of the mounting bracket, the special welding inspection and waterproofing of the mounting bracket to keep everything water tight.

This project will allow staff to work more safely on and around the roof. The Davit Arm can be used to haul equipment from the ground up to the roof using a pully-system



Installation of waterproofing around the Davit Arm mounting bracket



Special inspection of the welding the Davit Arm support to the building structure



Finished Davit Arm System

Facilities

T- House and Gazebo Fall Victim to Rot

It was determined Tauchman House (aka T-House) and the Gazebo in Boones Ferry Park had so much dry rot the structures were no longer safe. Once Facility Crews were notified of the condition of the two structures, they quickly shut down access to the deck and after deciding that the gazebo was beyond repair, crews quickly began the removal process of the gazebo.

It was decided that the safest way to get the weakened Gazebo structure to the ground was to remove the built-in bench seating, un-bolt all six of the post from their anchors, remove two of the side posts, and attach two ropes high on the front post to allow the crews to stand a safe distance away as the structure was slowly toppled to the ground. Crews then made quick work of the downed structure using a chainsaw to cut the cedar shake roof into manageable pieces.



Rotted out supports on Gazebo



Removing the side posts from the Gazebo



Carefully pulling down the Gazebo



After complete removal and cleaning of the area where the Gazebo once stood

Facilities

T- House and Gazebo Fall Victim to Rot, continued

Next crews attacked the T-house deck where rot was found in some of the decking that is exposed to weather, back railings and all three sets of the stair case stringers. The deck should be back in full use by mid-July.



Rotted out stair support



Removing floor decking



Checking the integrity of the floor joists



Removing stair treads

Utilities

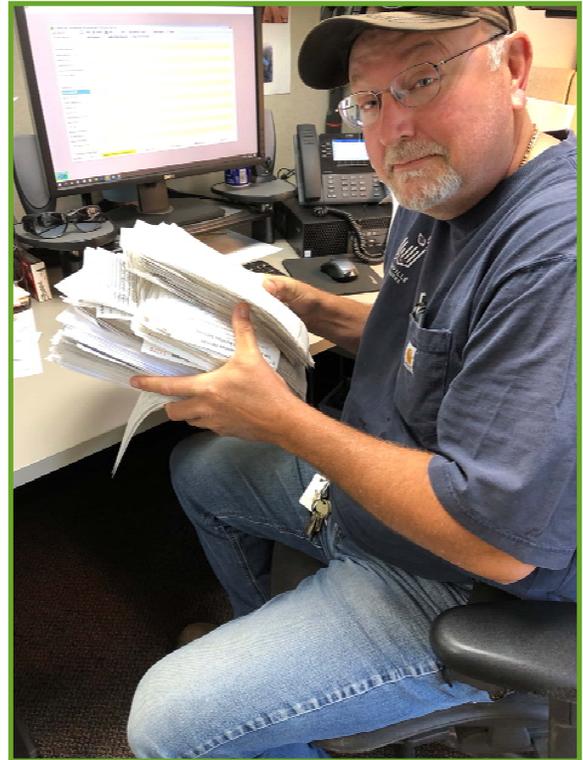
Taming of the Backflow Program Paperwork

With a due date of June 30 for all residential backflow assemblies to be tested, this month is by far the busiest time of year for the backflow program. Staff field hundreds of calls and emails from residents and backflow testers seeking information.

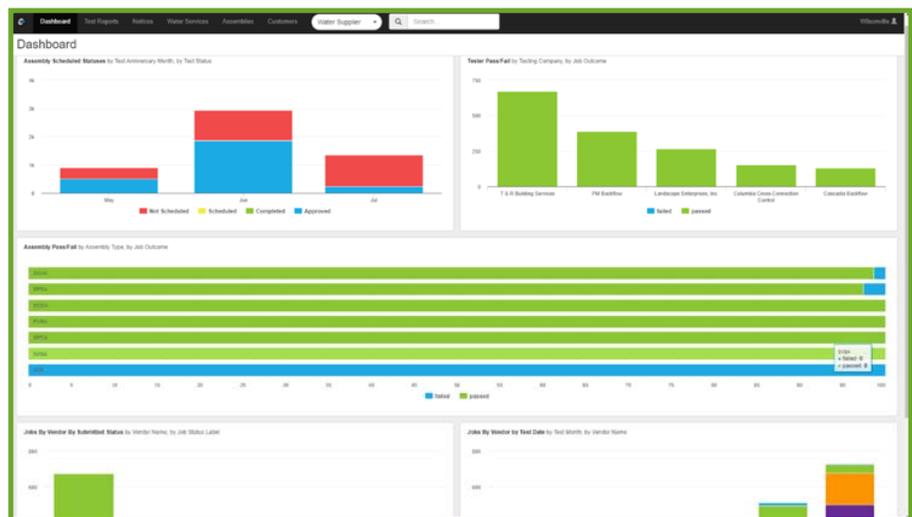
This year the backflow program has implemented a new software application called EcosConnect, which is saving staff a great deal of time. Prior to EcosConnect, staff were required to print and mail all of the test notices, field the phone calls and emails, and then manually enter each individual test report into a database as the City received them. Manually entering over 5500 test reports was a tedious process, which consumed hundreds of hours of staff time and created an unorganized backlog of information.

EcosConnect is a software application which allows backflow testers to electronically submit test reports to the City, eliminating the need to manually enter the reports. As of March 1, 2020, the City only accepts electronic test reports from testers. Now with the click of a button, the City has live data about how many assemblies have been tested. In addition to the time savings from no longer having to manually enter test reports, EcosConnect prints and mails the backflow test notices which saves administrative time.

The implementation of the EcosConnect software has been a huge benefit during the COVID-19 pandemic. It has eliminated the need to physically handle over 5500 pieces of paper and testers no longer have a reason to visit City Hall or Public Works to drop off paperwork. If staff happen to receive a backflow inquiry while working in the field, EcosConnect is a web based application, so the information can be accessed from an iPad, eliminating an unnecessary trip into the Public Works building.



Previously backflow reports were manually entered



EcosConnect Program Dashboard showing status of backflow assembly testing

Utilities

Your Favorite Channel on Close Circuit Television (CCTV)

In addition to regular cleaning and maintenance of the Wilsonville sewer system, this month the wastewater collection crew has been working with CCTV contractor, Aims, to video inspect the underground sewer pipes. Using a robotic camera system we are able to obtain a clear view inside the live wastewater system. This video is used to pinpoint the location of many defects that range from small bellies to fractures and holes in the public sewer mains. These defects have the potential to cause a blockage and sewer spill that could result in damage to the environment or personal property. Using the reports generated from these inspections, repairs are prioritized and the best method is selected to safely restore the system. The inspection reports are stored in Cartegraph asset management software creating a detailed history for assets and allowing us to forecast needed repairs in the future.



Close Circuit Television (CCTV) Truck



CCTV Operator viewing live video



Root intrusion into sewer pipe



Crack on side of sewer pipe

Storm Water

Increasing the quality of a Water Quality Swale

Stormwater and Roads staff teamed up to rebuild the water quality swale on the west side of Canyon Creek Road from Vlahos Drive to just south of Day Break Street. The intent of this project is to try different types of vegetation, irrigation system and catch basins to meet various goals. Goals for the vegetation is to provide filtration of water runoff from the road while not overgrowing onto the sidewalk or into the bike lane. Also, the vegetation should not hinder sight distance for cars or pedestrians. For the irrigation the goal is an installation that will provide the needed moisture while being easy to repair. Along the newly rebuilt swale three different types of catch basins were installed at the inlets. The goals for the catch basins is for it to collect and trap larger pieces of sedimentation while would help minimize the build up of sediment in the swale and thereby extend the useful life of the facility. Throughout the design and construction of the swale, Public Works staff worked with Natural Resources staff to develop new standards for water quality swales in the City.



Installation of catch basin



Newly replanted water quality swale

Storm Water

Now you feel it, Now you don't

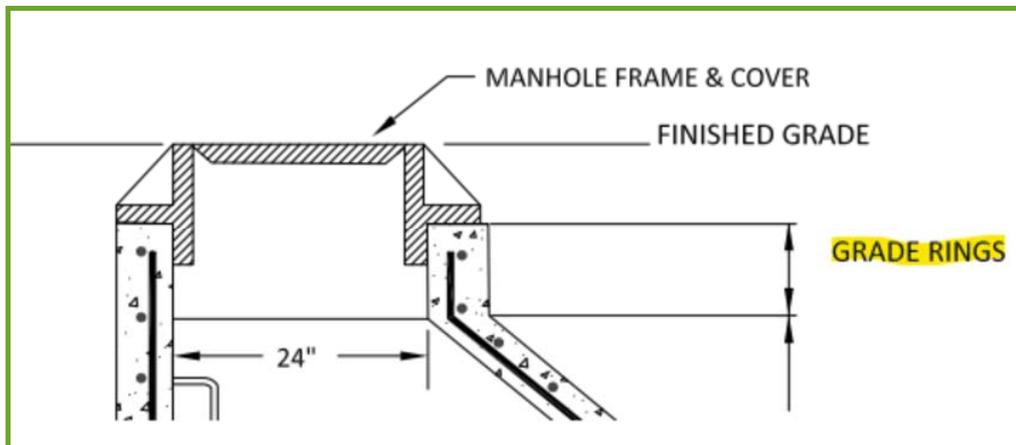
Have you ever driven over a manhole and feel a big bump? That is because the manhole riser (grade) ring has collapsed which causes the settlement of the area around the manhole and eventual deterioration of the surrounding asphalt. To fixed this issue staff needs to dig out the asphalt and broken riser ring install a new ring to match the surrounding grade then repave the area. If done correctly, travelers are not aware they have just passed over a manhole.



Staff digging out the asphalt and manhole riser ring



Finished project with new asphalt



Standard Drawing for a manhole with riser (grade) rings

Willamette Water Supply

Our Reliable Water

June 2020

June 2020 Construction Update

This is the first monthly construction update for the Raw Water Facilities. In preparation for construction you may notice some pre-construction activities near the Willamette River Water Treatment Plant Park in the next few weeks. Read more about the project below.

Do you have questions? Please contact:

Marlys Mock, Communications Supervisor
marlys@tvwd.org 503-941-4563
www.ourreliablewater.org

Pre-construction activities:

June

- Construction of temporary connection to PGE power
- Installation of erosion control fencing

Early July

- Installation of construction fencing
- Tree removal

Mid July

- Grading of Upper Site

Raw Water Facilities Overview

In coordination with the City of Wilsonville, the Willamette Water Supply Program team plans to begin building improvements in and around the Willamette River Water Treatment Plant in Wilsonville in June 2020. Construction is expected to take four years. Improvements include an improved pump station, a seismically reinforced Willamette Riverbank, increased water intake capacity, a new electrical building, and a new raw water pipeline. Following is a description of the projects that will be built at the Park, Riverbank, and Upper Site.



Raw Water Facilities Layout

Upper Site

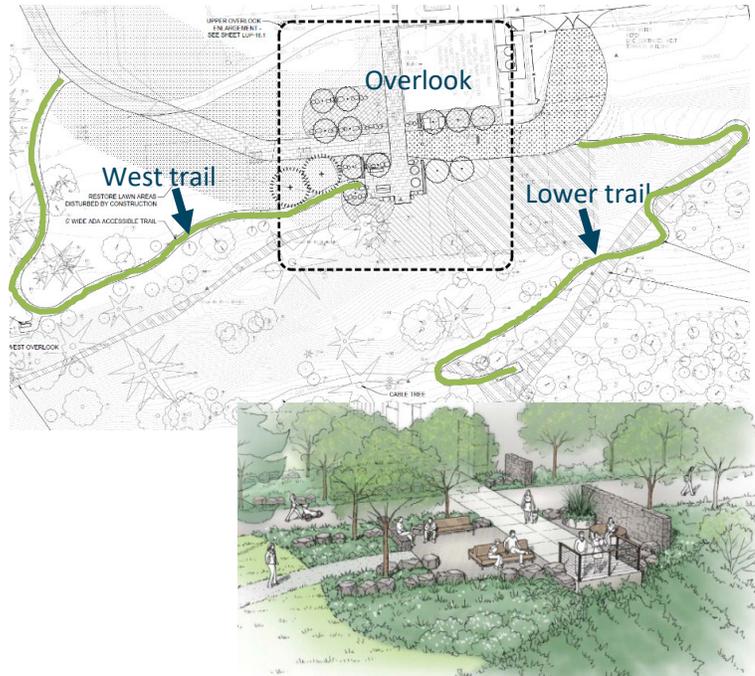
- The path along the western edge of the Upper Site to Morey Lane will remain open and lighting will be added.
- A new electrical building will be built on the upper site.



Upper Site Electrical Building

Willamette Riverbank

- The existing path through the Park will be restored and widened after construction. The path will connect to an enhanced pedestrian overlook and new trails (the west trail and lower trail) near the riverbank.
- The new overlook will be 34 feet wide overall and an average of 19 feet deep, with a 31-foot-wide viewing area along the south edge—about eight feet closer to the riverbank than the existing overlook.
- Riverbank stabilization will protect the new and existing water facilities from damage during an earthquake.



Pedestrian Overlook

Construction

Most of the Willamette River Water Treatment Plant Park will be closed to the public during construction to protect the public and allow construction to be completed more quickly, returning the Park to normal operations sooner.

- A few protected areas of the Park will remain open to the public during most of the construction, including the water feature that runs along the west side of the water treatment plant and the community room.
- The Park will be restored after construction. A landscape plan is being developed in collaboration with the City of Wilsonville staff.



New Pedestrian Trail

SMART

SOUTH METRO AREA  REGIONAL TRANSIT

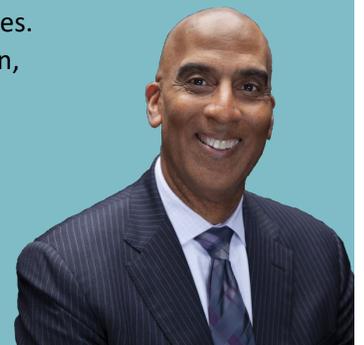
June 2020 Report

Not that it should matter, and I suspect that in the grand scheme of things it does not, but for some mysterious reason I feel compelled to say that I am writing this Monthly Report's preface as a Black American. To some this may come across as a strange statement to make, to others, it may be a proclamation of no consequence. Whichever the case, it is my sincere hope that before my life is over; I will simply be referred to as an American man. In any case, recent events have led me to understand that many of my non-black friends and colleagues desire knowledge relating to the black experience in America. Well, I regret to inform them all that it would be easier for me to explain the Kolmogorov Complexity. That said, I respectfully offer my, albeit rudimentary, perspective of the black experience in this nation.

Having had no say in the matter, I was born in this skin. I soon became acutely aware that I would live my entire life inside this curious shell, and as if this was not enough already, I had to come to grips with the fact I am sure to die in the not too distant future wearing this same old odd outerwear. I can only describe the experience of living as a Black American as akin to running a race where you are the only runner in the field with a gargantuan ball and chain tethered to both legs. Now with this image uncomfortably emblazoned across your conscious mind, I shall leave you with two statements of fact. First, if the cruelty and inhumanity of American slavery could not stop us, surely the brutality and misunderstanding we now face will not impede our progress.

Finally, and perhaps this will be perplexing to some, but here goes. Had I to live my life all over again, I would not change a thing.

Dwight Brashear
Transit Director



Transportation Options - Michelle Marston Program Coordinator

SMART is following state guidelines to keep passengers and drivers safe. New guidelines require customers to wear a face covering when on SMART buses while maintaining 3 feet from other riders. SMART has posted signs to help customers understand the new changes. Signs are posted at bus stops and on buses to remind



Social distancing guidance markers onboard buses

customers about the safety guidelines as we begin to see an increase in our ridership on some routes. In mid-June, we reinstated most routes back to regular operations.



SMART began operating a free medical shuttle for the general public Monday, June 22. The route runs from Wilsonville Community Center to Legacy Meridian Park Medical Center. The shuttle begins operation at 9:30 am and operates hourly through 4:30 pm (see website for more details). The route is designed for customers who have made general medical appointments at or near Legacy Meridian Park Medical Center. The route bus does door-to-door pick-ups, meaning the bus will pick customers up and drop them off outside of the fixed route area. Call SMART dispatch for more details on off-route pick-ups and drop-offs.

Fleet Services - Scott Simonton

Fleet Services Manager

With so few transit providers operating electric buses, it is important for us to support each other, mostly through information sharing. TriMet and PGE recently approached us, their goal was to test a Proterra charger with a non-Proterra bus. The industry is working toward standardized charging, but in this test, the chargers and buses were not compatible. Although the bus failed to charge, valuable knowledge was gained. These types of real world tests can help the bus manufacturers achieve the goal of standardized charging.



TriMet tests SMART Proterra charging stations on their electric buses

Grants and Programs - Elli Work

Grants and Programs Manager

The pandemic puts SMART's grants in a unique financial kind of limbo. On the one hand, we are not spending money as our future revenue streams are uncertain. On the other, the time constraints placed on active grants dictate when the money should be spent. In a nutshell: the clock is ticking.

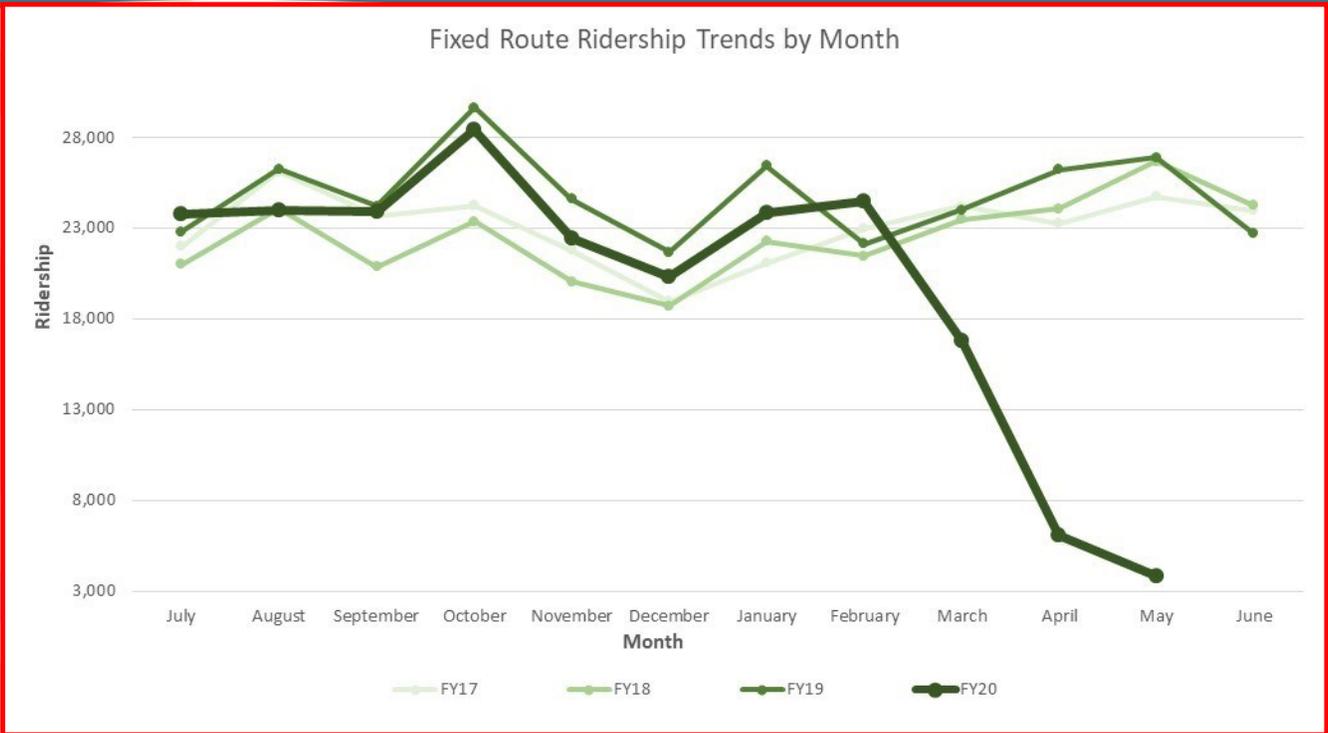
Because everyone – transit agencies big and small – are in the same boat, state and federal agreements will likely be amended to accommodate this wrinkle in time. Regardless, we are like runners in the starting blocks, eagerly waiting for the starting gun.

There are maps to print, vanpools to start, and surveys to take. The bumper-to-bumper traffic has already returned to area highways, indicating there's much work to be done by SMART's Transportation Options Program .



THINK SMART OPTIONS

Operations - Eric Loomis Operations Manager



May fixed route ridership continued to drop relative to last month and last year. However, Demand Responsive (Dial-a-Ride) remained steady in May compared to last month. Like many geographic areas, COVID-19 negatively impacted people and businesses in Wilsonville. In Oregon, trips were limited to essential only per the Oregon Governor’s ‘stay home’ order beginning March 23 and SMART reduced frequency on all fixed routes beginning April 1.

