



February 9, 2024

Senate Committee on Housing and Development  
900 Court St. NE  
Salem, OR 97301

### **SB 1537-4 Governor Kotek Housing Package**

Dear Chair Jama, Vice Chairs and Members of the Committee,

The City of Beaverton appreciates the tremendous work that has gone into SB 1537-4 and the collaborative approach by Governor Kotek's Office in addressing one of the biggest levers the State can apply to support housing production in cities: **infrastructure funding**.

Beaverton strongly supports the infrastructure funding components of SB 1537-4 and now supports the bill overall, while recognizing that what works for Beaverton may not work as well for other cities. We also recognize there are other sections in the -4 that have a greater impact on other cities, and we urge the committee to consider their feedback.

The infrastructure required to develop a *specific project*, such as frontage improvements or mitigation of transportation impacts (for example, adding a traffic signal to a nearby intersection) is often quite costly, and many housing projects would be more likely to pencil if these costs could be defrayed. Beaverton supports the approach that SB 1537-4 takes to prioritizing infrastructure funding assistance to projects that will include affordable homes and higher-density development.

*Capacity building infrastructure* for UGB expansion areas and other large development areas, such as the Cooper Mountain area that Beaverton is currently planning for 5,000 units of needed housing, are the other category of public infrastructure projects needed to unlock housing growth. These must be underway before site-specific development can be proposed, as they are foundational to overall development. For example, a water pump station could increase service to a large area that is planned for dense multi-family development and lower density areas or commercial property. The -4 amendment recognizes these projects are much more difficult to tie directly to density or affordability requirements on a development site level, but they can do a lot to support housing development at the neighborhood scale with a wider variety of housing types and nearby places to get goods and services.

The Oregon Infrastructure Financing Authority (IFA) is a known program that has successfully supported local government infrastructure projects over the years. They

are well-positioned to get things up and running quickly with the proposed Housing Infrastructure Project Fund, which is essential for housing production. Paired with the consideration of *infrastructure direct allocations to local governments* this session, the infrastructure funding in the -4 amendment will give cities critical resources to support housing production as quickly as possible.

We also support the revisions in the language from the bill as introduced to reduce confusion.

There are a few places, however, where the language could be clearer to avoid confusion in implementation:

- **Page 11, line 17**—revise Section 8(3)(a)(B) to read: "For an application relating to development of housing, the applicant may request that only those standards and criteria in effect at the time of request be applicable." [for Counties]
- **Page 15, line 5**—revise Section 9(3)(a)(B) to read: "For an application relating to development of housing, the applicant may request that only those standards and criteria in effect at the time of request be applicable." [for Cities]
- **Page 49, line 13**—revise Section 48(4)(c) to read: "Automobile parking minimums."

If we are going successfully reach the housing needed across Oregon, we must focus on funding the infrastructure that will unlock housing development within UGB expansion areas and other large area development sites, as well as infill. SB 1537-4 provides the focus, and the funding, cities need.

Sincerely,



Mayor  
City of Beaverton