



Home of the Tualatin River National Wildlife Refuge

SHERWOOD CITY COUNCIL MEETING MINUTES

22560 SW Pine St., Sherwood, Or

Pursuant to House Bill 4212 (2020), this meeting will be conducted electronically and will be live streamed at

<https://www.youtube.com/user/CityofSherwood>

February 16, 2021

WORK SESSION

1. **CALL TO ORDER:** Mayor Mays called the work session to order at 5:32 pm.
2. **COUNCIL PRESENT:** Mayor Keith Mays, Council President Tim Rosener, Councilors Doug Scott, Renee Brouse, Kim Young, Sean Garland, and Russell Griffin.
3. **STAFF PRESENT:** City Manager Joe Gall, City Attorney Josh Soper, Finance Director David Bodway, Public Works Director Craig Sheldon, Community Services Director Kristen Switzer, Community Development Director Julia Hajduk, HR Manager Christina Jones, Planning Manager Erika Palmer, and City Recorder Sylvia Murphy.

PLANNING COMMISSION PRESENT (for topic 4.B): Chair Jean Simson, Vice Chair Justin Kai, Rick Woidyla, Mike Harsch, Taylor Giles, and Dan Bantz.

4. TOPICS

A. Pedestrian Crosswalk Standards

Mayor Mays explained that he had requested this topic be discussed via a work session. Community Development Director Julia Hajduk explained that this work session would be the start of the conversation and she and City Engineer Bob Galati were seeking Council feedback and questions. She presented the "Pedestrian Crosswalk Standards" PowerPoint presentation (see record, Exhibit A) and explained that this work session would discuss crosswalk design considerations with an emphasis on signalized crosswalks and explain the factors that were considered in sidewalk design. She recapped the three types of crosswalks on page 3 of the presentation and explained that per Oregon law, any intersection was a legal pedestrian crossing unless otherwise marked and were categorized as "Unsignalized/Unmarked." "Unsignalized/Marked" crosswalks could be at an intersection or midblock, and the decision to mark as a crosswalk was based on both traffic volumes, traffic speeds, anticipated pedestrian volumes and physical characteristics of the roadway. She explained that midblock crossings always required traffic engineering review to confirm it was appropriate and safe. Decisions for signalized crosswalk required signal warrants, on-demand Rectangular Rapid Flashing Beacon, or full traffic control (traffic signal). City Manager Joe Gall asked for the definition of a "signal warrant." Ms. Hajduk replied a warrant signal was when a signal was warranted. City Engineer Galati explained that a signal warrant was a process by which you compared the operational parameters of the system that

you were designing for and it had to meet a certain baseline system level before it would be acceptable to implement the signal. He provided the example of a signalized intersection that was a four-way stop with signals with pedestrian crossings included in the signal, and stated it had to meet signal warrants. There was no condition under which a pedestrian crossing would be exempt from a signal warrant, other than a school crossing because it was a temporary system. Mid-block crossings had to meet the criteria that would warrant a mid-block crossing, and there was no such thing as a signalized crossing that was strictly for pedestrians that did not meet signal warrants. Council President Rosener asked if Council could dictate that a signalized crossing be installed at any intersection and pass a resolution to make it happen without a warrant? City Engineer Galati replied that that was possible as long as it was not a RRFB signal. Council President Rosener clarified that he was asking if there was a statute or code that mandated that signalized crossings had to meet certain standards, or could Councils choose to put a signalized crossing in where they chose? Community Development Director Hajduk asked if he meant a pedestrian-only signal or a vehicle signal? Council President Rosener replied he meant pedestrian-only. Ms. Hajduk replied it was her understanding that it had to meet warrants. City Engineer Galati replied that was correct and added that if the crossing was pedestrian-only, it had to meet warrants, per State OAR and federal code. He explained that regulating where signalized pedestrian-only crossings were installed prevented safety issues that would arise if their placements were unregulated. Ms. Hajduk recapped that crosswalk designs (signalized or unsignalized) were regulated by federal and state design requirements, there were no specific design detail for crossings in Sherwood's design manual, design was predicated on compliance with federal and state regulations, determination of when/where a mid-block RRFB or other signalized crossing was appropriate. They were based on warrants that looked at traffic volumes, traffic speeds, sight distance, existing road conditions/design, exact design needs for crossings varied based on the warrant analysis, and the City utilized their on-call traffic consultant to provide design for new crossings. She provided an overview of the federal, state and other design regulations for crosswalks on pages 5-7 of the presentation. Mr. Galati clarified that the ADAAG (Americans with Disabilities Act Accountability Guidelines) were strictly for the ramps and how the parameters were established for the design of the construction of pedestrian ramps. He explained that PROWAG was how you addressed ADAAG space requirements. He explained that the RRFB systems had been around for a long time but are only allowed under certain conditions dictated by the Federal Highway Administration and commented that the City needed to get State approval before implementing them. The Manual of Uniform Traffic Control Devices was what cities, counties, and the State followed for their signal and signage guidelines. He explained that if a city wanted to deviate from the MUTCD, they had to provide an analysis that showed that what the city was proposing would work. Mr. Galati clarified that the Oregon Supplements to the MUTCD added slight modifications that had been approved by the Federal Highway Administration in order to maintain current traffic laws in Oregon and reported all of the documents cited on pages 5-7 of the presentation had been adopted in the City's standards manual. Ms. Hajduk reviewed the formula the City used to make decisions regarding sidewalks on page 8 of the presentation.

Mayor Mays clarified that he brought this topic up for discussion because he did not like the RRFB crossings and stated he felt they were dangerous to pedestrians because they gave a false sense of security. He stated he was in favor of either making the current RRFB crossings into signaled crossings, or installing a stop sign, or nothing at all. He commented that the Langer Farms Parkway RRFB crossing should be a signalized crossing and wanted information on how to make that possible. Councilor Young commented regarding a recent police sting operation and asked to know the results of that operation, and commented she was not a fan of the Langer Farms Parkway intersection as it caused a lot of confusion for pedestrians and drivers. Councilor Griffin asked if there was any data to

indicate that RRFB crossings were unsafe? Ms. Hajduk replied that RRFB crossings were technically safe in that they had met the federal and state design standards and commented she would get the results of the recent sting operation. Councilor Scott commented regarding the signage at the Langer Farms Parkway crossing and stated the signage was confusing and counterintuitive because it had a miniature stop sign on the sign. Council President Rosener remarked that he agreed that the signage was confusing and was designed to save money instead of installing a stop light over the road, and commented he was in favor of installing a lighted signal at that intersection. Councilor Garland remarked that there was also the risk of driver/pedestrian confusion when there were no stop signs and commented that if there was going to be a review of the Langer Farms Parkway intersection, a larger city-wide review of crosswalks may also be necessary and that a one-size-fits-all approach to crosswalks was not necessarily appropriate. Ms. Hajduk clarified that she believed a full signalized intersection near the Walmart entrance was probably not possible given the proximity to the Tualatin Sherwood Road intersection, and they had looked into a signalized crossing when development began, and reported she would look into it further. Mayor Mays interjected that he believed that it was possible given the signaled intersection at Borchers and Edy. Council President Rosener asked that the RRFB style crossings and other crossing types be reviewed further as the City grew and went forward. Ms. Hajduk thanked Council for their feedback and stated that she would research and bring her findings back to Council at a later date. Mayor Mays asked that she also investigate whether warrants were required for all projects or just projects where you could require a development to be put in.

B. Brookman Area Refinement Plan (Joint Planning Commission Work Session Topic)

Planning Manager Erika Palmer presented the "Brookman Addition Concept Plan Refinement" PowerPoint presentation (see record, Exhibit B) and recapped that this work session was to review the Brookman Addition Concept Plan and complete a review of the Planning Commission's recommendations. She provided background on the Brookman Addition Concept Plan and explained that when the plan was adopted, Brookman Road was classified as a Three-Lane Local Collector and the intersection at Highway 99W was shifted to the north due to the potential I-5 Connector project that would have been located south of Brookman Road. She explained that since that time, the I-5 Connector project had not proceeded, Washington County had changed the Brookman Road classification to a Five-Lane Arterial, and Sherwood had updated its TSP to reflect the change. She summarized that the refinement project sought to answer the following questions and concerns:

- Was the alignment still the best option/necessary?
- Properties that had available services were beginning to annex and develop and the City and County need to develop a cross-section suitable for an interim Three-Lane Arterial and to evaluate its alignment with Highway 99W.
- Due to its classification change, there was concern that the land uses assumed on the western portion of the area may not be appropriate any longer due to access spacing.

Ms. Palmer recapped that at the previous work session in December 2020, there was concerns regarding retaining the existing alignment and widening to five lanes and if that would allow for proper spacing from the NW Natural facility, if five lanes were possible with an over/under crossing, concerns regarding the scope of the project not including the ability to consider zone changes, and questions regarding the impacts to neighborhoods with a realignment. She recapped the issues/concerns and staff responses on pages 5-7 of the presentation. She outlined the project timeline and key dates on page 8 of the presentation and reported that both Council public hearings for the plan were scheduled for March 2021, and March 31, 2021 was the deadline to complete the project per the City's IGA with Metro. She reported that in the fall of 2019, they had held stakeholder meetings regarding Brookman

Road. Feedback from the stakeholder meetings communicated that Brookman Road did not feel safe, the future design should accommodate growth but not be overbuilt, the road should be safe for all users, the road should maintain a scenic aesthetic, speeds should be reduced, and Brookman Road should connect to the rest of the City in a meaningful way. She reviewed the three alignment options and preferred design alternatives on pages 12-13 of the presentation and explained that the preferred interim design was a Three-Lane Transitional road with a total ROW of 60 feet and the long term design for Brookman Road was a Five-Lane Arterial road with a total ROW of 96 feet. She explained that the approved subdivisions adjacent to Brookman Road were required to dedicate additional ROW to provide 53 feet from the centerline of Brookman to ensure future ROW for a Five-Lane Arterial. She reported that there were no red flags regarding the zoning for the Western Sub-Area of Brookman and explained that the current alignment did not impact the future zoning designations and reported that traffic calming measures were included in the plan. She commented that the Planning Commission would like the High Density Residential rezoned to a lower residential density designation. She provided an overview of the Central Sub-Area and Eastern Sub-Area of Brookman on pages 16-17 of the presentation. Ms. Palmer recapped that the short-term recommendation was to construct a Three-Lane Transitional road and the long-term recommendation was to preserve the ROW for a future Five-Lane facility. She reported that there was a community aspiration for a grade separated crossing between Brookman and Sherwood West and explained that it was feasible based on feedback provided from agency partners but would require additional analysis. She reported that a comprehensive study of a crossing to connect Brookman and Sherwood West was needed and was to be coordinated with agency partners. It would also identify the project in the City's TSP and would include cost estimates and funding strategies for the crossing. Ms. Palmer recapped the work that was still needed and outlined that a re-look at the zoning of the western segment of Brookman Road was needed, an exploration of a grade separated crossing in the Brookman/Sherwood West area, a speed study, and the City would continue to work with Washington County on safety improvements.

Mayor Mays commented that he was not interested in changing the west end of Brookman based on the information that was available at this time and asked if there was a timeline for when the interim road would be built? Ms. Palmer replied there was no timeline for the construction of the interim road. Council President Rosener commented that it was important to look into a grade separated crossing in order to get the crossing into the City's TSP. Planning Commission Chair Jean Simson asked Mayor Mays to clarify what he meant when he said he was not interested in changing the west end of Brookman Road. Mayor Mays clarified that because of the missing data on what was and was not possible with a grade separated crossing, he felt it would be easier to stay with the current Master Plan on the west end because it would avoid the natural gas pipeline. Chair Simson explained that the Master Plan had Brookman Road connecting very closely to a high-density residential area. In the original Concept Plan she believed that people anticipated that the high-density residential would access Brookman and go straight onto Highway 99W and if the roads moved south, back to the original alignment, then she felt that that would provide for the high-density residential traffic to cut through north through the Middleton area. She explained that she was concerned that the stakeholder comments were from people in the Brookman area or within 1,000 feet of it, and residents of the Middleton cut through area and Sunset area were not a part of that conversation. She commented she appreciated that staff would review traffic calming measures to ensure the livability for residents in the north as projects went through. Commissioner Taylor Giles asked Mayor Mays for clarification on his comments regarding changing the connecting points of Brookman and asked if he had an issue with the connecting points of Brookman on the Ladd Hill side? Mayor Mays replied he had no issue with the Ladd Hill connection points. Councilor Scott referred to NW Natural's previous feedback approving the

proximity of the road to the gas line and commented that a firmer resolution on that section of road was needed. He commented he also had concerns regarding the zoning for the Brookman Road realignment and needed to be further reviewed since the original zoning for the area was put into place 12-13 years ago. Ms. Hajduk asked about the status of the letter the City was requesting from NW Natural regarding the road's proximity to the pipeline. Planning Manager Palmer replied that the City had reached out to NW Natural for written comment and she expected written comment to be received prior to the first public hearing on March 2nd. Ms. Hajduk clarified that if Council did not want to change the alignment, Brookman Road would remain a Five-Lane Arterial. Mayor Mays commented that based on the available information, he felt that retaining the Five-Lane Arterial was the only reasonable option. Mayor Mays asked if the Metro funding would be forfeited if the City missed the IGA deadline? Planning Manager Palmer replied she would investigate what the exact penalties would be with Metro staff. Council President Rosener stated he agreed that the zoning for the area needed to be reviewed as well as improved safety along the road with incoming development. He stated he agreed with the Mayor regarding not changing the alignment. Mayor Mays commented that there were too many unknowns about the west end for him to be in favor of supporting a change until more work was completed. He stated he did not want to alter the Concept Plan on the west end in order to meet the deadline, which would allow for more work to be completed as time went on. Councilor Griffin asked if Metro would grant an extension in order to allow City staff to investigate other options because of the importance of the west end and how it would interface with future Sherwood West areas. Council President Rosener asked for a review of how Brookman would align through Sherwood West out towards Hillsboro given the conversations with the County regarding pushing traffic off Elwert and further south around town. Commissioner Dan Bantz commented regarding zoning and referred to the impacts of HB 2001 and commented that more consideration for future street placement was needed due to the impacts of increased population and zoning. Councilor Griffin asked where the natural gas pipeline was located? Mayor Mays replied the pipe ran south of the road and went under Highway 99W, in front of the Baptist church, and behind the new high school. Mayor Mays asked if Council was happy with Option 3 for the Eastside alignment? Councilor Garland commented it was better than the current alignment. Ms. Hajduk stated she and Planning Manager Palmer would speak with Metro regarding the idea of a deadline extension and explained if an extension was not possible, she planned for the Brookman Area Concept Plan to include more information about the cross section and eastern end, and planned to leave the west end as it was with a footnote that stated west end options were still being explored. She explained that by doing so, they would likely be able to meet the Metro deadline. Mayor Mays stated he did not want to vacillate between west end alignment options just to meet the Metro deadline because that was not fair to property owners and stated he wanted to stick with the existing alignment until there was enough data to make a decision. Commissioner Mike Harsch stated he agreed with Mayor Mays that doing the least impactful alignment to property owners was important. Commissioner Rick Woidyla asked if there were issues with the Option 2 alignment and its impacts for access to the road based off ODOT requirements? Councilor Scott replied that at one point in time, ODOT would only allow right in/right out from Brookman, but that was no longer an issue as it was approved to be signalized. Planning Manager Palmer stated that was correct. City Manager Joe Gall commented that Mayor Mays' suggested alternative was the best way forward as well as continuing to work with Metro to determine the potential penalties of missing the deadline and procuring the letter from NW Natural regarding the natural gas pipeline. Mayor Mays asked if the City had received a similar letter from ODOT Rail? Ms. Palmer replied that both ODOT Rail and ODOT Region were working on a combined letter of comments. Councilor Griffin asked regarding the east end alignment options and asked if grade had affected the available options? Ms. Palmer replied that the City had reviewed the grade, cut and fill, placement, preferred alignment, and the impacts and confirmed that the grade had been the driving

factor in the placement of the alignment options. Mayor Mays asked for a cost estimate for the construction of the straight portion of Brookman Road as a temporary road because the cost would impact the timing of the project? Ms. Hajduk replied she would investigate the estimated costs and give that information to Council. Mayor Mays asked if Brookman Road was included when Washington County completed their creative financing for high-growth areas? Ms. Hajduk replied that Brookman Road was not included as there was not much development occurring in the area at the time. She explained that she would need to speak with the County in order to determine if there was any appetite for the County to complete another round of calculations. Mayor Mays thanked the Planning Commission for their time and hard work.

5. RECESSED:

Mayor Mays recessed the work session at 6:50 pm and convened a regular session.

REGULAR SESSION

- 1. CALL TO ORDER:** Mayor Mays called the meeting to order at 7:00 pm.
- 2. COUNCIL PRESENT:** Mayor Keith Mays, Council President Tim Rosener, Councilors Doug Scott, Renee Brouse, Kim Young, Sean Garland, and Russell Griffin.
- 3. STAFF PRESENT:** City Manager Joe Gall, City Attorney Josh Soper, IT Director Brad Crawford, Community Development Director Julia Hajduk, Police Chief Jeff Groth, Finance Director David Bodway, Public Works Director Craig Sheldon, Community Services Director Kristen Switzer, Economic Development Manager Bruce Coleman, HR Manager Christina Jones, and City Recorder Sylvia Murphy.

4. APPROVAL OF AGENDA:

MOTION: FROM COUNCILOR GRIFFIN TO APPROVE THE AGENDA. SECONDED BY COUNCILOR BROUSE. MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

Mayor Mays addressed the next agenda item.

5. CONSENT AGENDA:

- A. Approval of February 2, 2021 City Council meeting Minutes**
- B. Resolution 2021-011 Authorizing the City Manager to execute a contract amendment for the Rock Creek Sanitary Sewer Upsizing Project Phase 1**
- C. Resolution 2021-012 Appointing the Budget Officer for Fiscal Year 2021-22**

MOTION: FROM COUNCILOR BROUSE TO ADOPT THE CONSENT AGENDA. SECONDED BY COUNCILOR YOUNG. MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

Mayor Mays addressed the next agenda item.

6. CITIZEN COMMENTS:

The City Recorder reported that Julie Nader had provided written comments regarding the billboards along Highway 99W and read the comments aloud and stated that the email would be included in the meeting record. Mayor Mays thanked Ms. Nader for her letter.

Mayor Mays addressed the next agenda item.

7. NEW BUSINESS

A. Resolution 2021-013 Authorizing the City Manager to Sign a Contract Amendment with Washington County on behalf of Washington County Cooperative Library Services (WCCLS) to Extend the Public Library Services Agreement and Information Services Network Agreement

Community Development Director Kristen Switzer stated that the proposed resolution would extend the Library Services Agreement and Information Services Agreement with WCCLS until June 30, 2022. She explained that the extension would give the executive board time to review and evaluate the current IGA and distribution formula and make recommendations to future IGAs. She reported that a new IGA was expected to be complete by February 2022 that would be used for the remainder of the five-year levy cycle that expired in June 2026. Councilor Scott asked Ms. Switzer to explain why an extension was needed. Ms. Switzer explained that the City had had an IGA with WCCLS for a number of years, and they often extended the IGA for the length of the levy cycle, but this time they wanted to review the IGA and potentially make adjustments to the IGA, which would require more time to complete. Mayor Mays commented he felt it was more appropriate to adjust the funding formula in advance of renewing a levy, not after a levy was approved, and commented he was concerned about the approach the WCCLS was taking. Ms. Switzer responded that it was her understanding that there would be no adjustments that would reduce the amount the City would receive and it was guaranteed to receive at least the same percentage that was agreed upon, and the adjustments would focus on how Pool 2 funds were distributed. City Manager Joe Gall commented that by reviewing the IGA, it would ensure that the IGA was suitable. Mayor Mays commented his biggest concern was the City losing revenue. City Manager Gall replied that anything was possible when a funding formula was reviewed, but he believed it was unlikely that the City would lose funds. Discussion regarding potential future fund distributions occurred. Councilor Scott asked for clarification between Ms. Switzer's statement saying it was guaranteed the City would not lose any funding and Mr. Gall's statement of "anything was possible." Mr. Gall clarified that new funding could occur during the new five-year IGA, but not within the next year. Councilor Scott clarified he meant the next IGA period, not the current IGA. Mayor Mays remarked that he felt that any changes should impact the next levy. Council President Rosener commented that he had the same concerns and explained that the majority of the Sherwood Library's funding came from the WCCLS, and if that amount was reduced, the City would have to pay the difference. Council President Rosener and Councilor Young commented that they agreed with Mayor Mays' concerns. Councilor Griffin asked why the WCCLS was doing this review now? City Manager Gall explained that the current agreement would end on June 30, 2021. Council President Rosener asked why the formula needed to be reviewed now? Mr. Gall replied that they were not reviewing the formula now and explained that the WCCLS wished to keep the formula as it was and to extend the IGA one year to look at the future levy. In the future levy, there could be changes, but there would not be changes during this levy. Mayor Mays stated that the levy had recently been renewed under the old formula for five years. Ms. Switzer stated that was correct

and clarified that the amount of money collected from taxpayers would not be impacted and explained that there was more to the IGA than the funding formula. She reported that in years past, WCCLS had changed the formula in the middle of IGAs to review distribution and commented that this was an opportunity for each city to weigh-in by members of the executive board. Mayor Mays stated that he would like a follow up resolution in March 2021 that explained that the City expected no change on the amount of funding it would receive until the next levy. Council President Rosener stated it was important to make the City's position on this known to the WCCLS. With no further comments, the following motion was stated.

MOTION: FROM COUNCILOR BROUSE TO ADOPT RESOLUTION 2021-013 AUTHORIZING THE CITY MANAGER TO SIGN A CONTRACT AMENDMENT WITH WASHINGTON COUNTY ON BEHALF OF WASHINGTON COUNTY COOPERATIVE LIBRARY SERVICES (WCCLS) TO EXTEND THE PUBLIC LIBRARY SERVICES AGREEMENT AND INFORMATION SERVICES NETWORK AGREEMENT. SECONDED BY COUNCILOR GARLAND. MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

Mayor Mays addressed the next agenda item.

8. CITY MANAGER REPORT:

City Manager Joe Gall commented regarding the recent inclement weather and stated that Sherwood had fared relatively well compared to other cities thanks to Public Works Director Craig Sheldon and the Public Works staff. Mr. Sheldon reported that the City had spent roughly \$18,000 on plowing and de-icing, and getting City facilities prepared for each day, and they had also helped deliver meals to seniors. He reported that an arborist was scheduled to evaluate the trees for their overall health the following week and he estimated that the City would likely remove 100-125 yards of trees based on the arborist's evaluation, and explained they would be chipped at the Public Works facility to help lower the cost of disposal. He reported that he expected Public Works crews to complete their street work by Wednesday, after which they would move onto the parks and trail system. He explained that the City of Aurora's wells went down last Thursday, and the City of Sherwood supplied them with a larger generator it had on-hand, as it was a regional asset. City Manager Gall asked Mr. Sheldon to explain what a "regional asset" was. Mr. Sheldon explained that because the City was the one to store the generator, the City got to use it. He reported that the generator was purchased through grants years ago when the Emergency Management position existed within the City. Mayor Mays gave his kudos to Mr. Sheldon and the Public Works crew for their work during the winter storm and helping the City of Aurora. Mr. Sheldon commented he forecasted the cost of storm preparations and cleanup would be under \$50,000. Discussion regarding the storm's impact on garbage pickup occurred. Council President Rosener asked that Mr. Gall work with Pride Disposal on a social media message regarding the revised pickup schedule and number of allotted garbage bags Pride would pick up at no extra charge due to the winter storm. Mr. Gall replied that the City had been posting Pride's statements, but he would make it clear that there would not be an extra charge for additional bags.

Mayor Mays addressed the next agenda item.

9. COUNCIL ANNOUNCEMENTS:

Councilor Griffin reported there would be a joint work session with the Planning Commission to discuss the fifth block of the Comprehensive Plan Update on March 2nd. The Parks and Recreation Master Plan would have its first public hearing on March 16th. He gave his kudos to Mr. Sheldon and the Public Works crew for their work during the winter storm and Sherwood citizens for helping their neighbors.

Councilor Young explained that the funding from the Community Development Block Grant would go towards community action for eviction prevention, the Forest Grove Foundation which focused on rural homelessness, the Good Neighbor Center would receive funds for their work-to-housing program, and St. Vincent de Paul St. Anthony's rent and utilities assistance program. Funds for the home portion of the CDBG went to two affordable housing programs based in Tigard and Tualatin.

Councilor Scott reported that the Parks and Recreation Master Plan would be heard by the Planning Commission on February 23rd.

Councilor Brouse thanked Councilor Young for her work on the CDBG and Public Works Director Craig Sheldon and the Public Works crew for their work during the winter storm. She reported on the Senior Advisory Board meeting where they heard a presentation by library staff about some of the senior programs they offered.

Councilor Garland reported on his attendance on the Cultural Arts Commission and Willamette Intake Facility meetings. He reported that Washington County had moved from the "Extreme Risk" category to the "High Risk" category for COVID-19 precautions.

Council President Rosener reported on his attendance at the Willamette River Water Coalition meeting and the Special District Association of Oregon's annual meeting as a representative of the WRWC. He reported that in August, Mayor Mays had asked him to serve on a group working on getting a levy on the Washington County ballot that would help raise money to offer after school programs for kids. He explained that the levy was defeated because there was little regional outreach about what the program would look like and because people were concerned that the funding would come from the city-side tax structure instead of the school-side tax structure. He explained the group was working on determining if there was regional interest in getting something on the November ballot. He urged community members to keep up the good work on getting COVID-19 cases down. He gave his kudos to Mr. Sheldon and the Public Works crew for their work during the winter storm.

Mayor Mays urged those eligible to receive a COVID-19 vaccine, to do so. He reported that City Council's annual goal setting work session would be held on February 20th at the Arts Center. He reported that the LOC board meetings were canceled due to power outages caused by the winter storm. He gave his kudos to Mr. Sheldon and the Public Works crew for their work during the winter storm and Sherwood citizens for helping their neighbors.

10. ADJOURN:

Mayor Mays adjourned the regular session at 7:40 pm and reconvened a work session.

WORK SESSION

1. **CALL TO ORDER:** Mayor Mays called the work session to order at 7:42 pm.
2. **COUNCIL PRESENT:** Mayor Keith Mays, Council President Tim Rosener, Councilors Doug Scott, Kim Young, Sean Garland, Renee Brouse, and Russell Griffin.
3. **STAFF PRESENT:** City Manager Joe Gall, City Attorney Josh Soper, IT Director Brad Crawford, Community Development Director Julia Hajduk, Police Chief Jeff Groth, Finance Director David Bodway, Public Works Director Craig Sheldon, Community Services Director Kristen Switzer, Economic Development Manager Bruce Coleman, HR Manager Christina Jones, and City Recorder Sylvia Murphy.

GUESTS: Oregon State Representative Courtney Neron and CFM representative Tess Milio.

4. TOPICS

A. Discussion with State Representative Courtney Neron

City Manager Joe Gall explained that this was a good opportunity to hear directly from and have a conversation with our state representative and recapped that the City was using the services of a lobbying firm to advocate for the City. Representative Neron explained that she was the state representative for House District 26, which included communities from Wilsonville to Hillsboro along the Urban Growth Boundary. She reported that this was her second two-year term and was entering her second long session. She explained that long sessions occurred in odd-numbered years for six months from January to June. She reported that the legislative priorities for this session were centered around the COVID-19 response, wildfire response, economic recovery, and DEI (diversity, equity, and inclusion) work to address systemic, institutional racism. She commented regarding school closures due to the COVID-19 pandemic and stated she hoped to be able to open schools safely soon for those who felt safe attending. She commented that protecting vulnerable Oregonians by ensuring people were housed, supporting essential workers as the state recovered from the pandemic, and connecting residents to unemployment insurance were all a priority. She referred to her committee work and commented that she had been advocating for more attention to early childhood issues such as the childcare crisis in Oregon. She reported she was the Vice Chair of the Education Committee and looked forward to supporting the Chair in her vision to have student-centered and equity-centered policies. She reported she served on the Housing Committee, School Safety Task Force, Fire Service Council, the Gender Responsiveness Committee in the Department of Corrections work group, and a behavioral health and education work group. She recapped that for early childhood education, she was focused on a safe return to classrooms as soon as possible. In the childcare reform area, House Bill 2503 was her bill to reform the State's employment related daycare in order to better serve families. She was seeking to extend the School Safety Task Force to review all hazards and build in an equity lens to ensure that historically underserved students felt served. The School Safety Task Force also sought to bring student voices into their processes, which included a Student Racial Justice Council that would help advise the Legislature and Governor's Office on policy changes, and a review of the disproportionate exclusionary discipline of BIPOC (black, indigenous, and people of color) youth. For behavioral and mental health care, she was focused on access to care that was culturally competent and linguistically diverse to help underserved populations. The Housing Committee addressed the pre-existing housing concerns and lack of housing crisis, which included the added impact of the COVID-19 pandemic. She explained that the issues that the Housing Committee would review were also

interconnected to the other areas state representatives were focusing on. She provided an overview of her bills, which included bills to address victims rights in domestic violence situations and sought to define "coercive control," bills to invest in early literacy, bills to address unaccompanied homeless youth, bills to review equity and teacher testing to ensure that there was a diverse workforce in Oregon schools, bills to micro-credential mental health care providers in trauma, as well as changes to the Student Success Act relative to mental health. She explained she would be working with Washington County on zoning fixed for a property off Roy Rogers Road to address a section of road that was incorrectly zoned. Representative Neron explained she was also working on reviewing the cost of funding for court appointed special advocates for all children in foster care. She reported that she would continue her work on a bill that focused on brain injury documentation. She spoke on the specifics of District 26 and explained that there were many conversations about equitable housing, recycling legislation, wake sports on the Willamette River, the Aurora Airport Master Plan. District 26 conversations also included discussion on infrastructure investments throughout the region and commented that she was advocating for the pedestrian bridge as a top priority as well as the Boone Bridge. She explained that she was hoping to take the pedestrian bridge into its final phases of funding and enter the Boone Bridge into the next phase of funding, which was design and engineering of the I-5 crossing. She reported that both Clackamas and Washington Counties were having conversations about investing in improved courthouses to better serve their populations. She spoke on the pedestrian bridge and explained that in 2019, House Bill 5050 had pledged \$2 million in lottery funds that was in a budget note that ODOT would work with the City of Sherwood and report to a joint Ways and Means Committee in the 2020 session, where the final funding request for the balance of the project would be determined. She explained that the 2020 session finished early and, combined with the COVID-19 economic recovery challenges, all lottery projects were paused for the time being. She stated she would fight for bridge funding again and commented she hoped that the State would come through with the final investment. She encouraged District 26 residents to reach out to her office with their ideas and concerns. She reported that the long session would be held virtually, which came with challenges for access, and commented that she hoped that that would change as vaccination numbers improved. She explained that access points for the legislative process were being provided by OLIS (Oregon Legislative Information System).

Mayor Mays thanked Representative Neron for taking the time to meet with Council and asked how many bills she predicted would be voted on the floor? Representative Neron replied that she believed the number would be in the hundreds and commented that the process was slower due to the pandemic and the Legislature wanted to do things as transparently as possible. Mayor Mays commented that he had not heard that Boone Bridge may need to be replaced. Representative Neron explained that that information was in an ODOT report that had been published two to three weeks ago. She reported that they originally thought it would cost \$80-120 million to seismically retrofit the bridge, which included a capacity expansion. ODOT's report indicated that rebuilding the bridge would cost closer to \$400-500 million, and the Legislature would be looking for a federal investment since it was a seismic issue. She reported that the current ask from the State was \$4 million for the design and engineering phase for the next step, and once that was complete, they would be able to complete their request for federal funding. Councilor Scott commented that he was concerned about the number of bills related to housing and education that removed local control and asked Representative Neron her thoughts on the trend of removing local control from city governments and what she would do to help guard against that. Representative Neron asked Councilor Scott to cite the specific bills that he was concerned about so she could investigate them further and hear his feedback on them as well. She explained that she was in constant conversation with local governments, city managers, and lobbyists

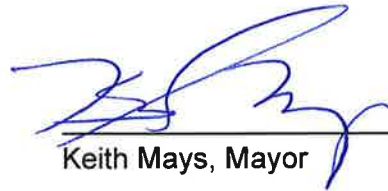
like CFM to help her understand the perspectives of all the cities she represented and welcomed any feedback they wished to provide. Councilor Scott enquired what Representative Neron's thoughts were on removing local control to pass very directive legislation from Salem that gave cities very little flexibility in certain areas? Representative Neron replied that it made sense to her to ask cities to partner with the state when it was a statewide issue that demanded a statewide response, and commented that it really came down to the individual issue. She commented on HB 2001 and stated many local cities had pushed back and felt there were too many imperfections in the bill, and explained they would still continue to address the items that needed to be worked on in the bill while also continuing to address the statewide housing need. Council President Rosener commented that cities needed partnerships and tools to help solve the missing middle housing issue that worked for individual communities, not one-size-fits-all mandates. Councilor Griffin asked given Representative Neron's experience as an educator, what grade she would give the process? Representative Neron replied she would want to complete a much more careful critique than applying a letter grade and commented that she felt there were strengths and weaknesses and they were always addressing the flaws in the system. She remarked she would give the process a "B" grade and clarified that there was still a lot of growth to be attained which included more bipartisanship outcome collaboration that did not accelerate in partnership over the course of a session and commented that she appreciated a thoughtful, deliberate process to pass and revisit legislation in order to better refine it. Councilor Young thanked Representative Neron for always being accessible to her constituents and local governments she represented and thanked her for her work on HB 2141 which appropriated money to the Oregon Department of Administrative Services for deposit in the Court Appointed Special Advocate Fund and distribution to CASA Volunteer Programs. Discussion regarding the CASA program occurred. Councilor Brouse asked if Representative Neron was looking more at accessibility or affordability or a combination of both regarding early childhood education. Representative Neron replied that her bill would pull the employment related daycare, which was the only childcare in the DHS program, and put it into the early learning division with all other childcare structures. She explained this would streamline the governance and it would pay providers by the fifth day of the month instead of 60-90 days after the service had been rendered. It would also address the slim profit margins for childcare providers, especially during the COVID-19 pandemic, and would set them up for partnerships where the child would be the one who qualified for childcare for one year, and not the parent's employment status. The bill would also cap the co-pay at 7% of income instead of the current 30-40% and would emphasize cultural competency and diverse providers. Councilor Garland commented on the increase in citizen involvement and the streaming of the legislative process/sessions due to the pandemic and asked Representative Neron the best ways for citizens to learn about upcoming bills and how to advocate for issues they feel strongly about and get involved. Representative Neron replied that she would hold an informational session that would have a trainer who would instruct people on how to use OLIS, how to get involved with local city-level government, and would also provide resources on how to reach out to local cities. She commented on state-level transparency and clarified that the legislative sessions had been filmed for many years and were available for public viewing. She remarked that she liked when her constituents wrote in to her office and stated that she needed to hear from people regarding specific legislation she was considering in the committees she served on and explained how to utilize OLIS to provide comment on specific bills. Mayor Mays asked CFM representative Tess Milio how virtual lobbying was going? Ms. Milio thanked Representative Neron for being so accessible and for her help advocating for the pedestrian bridge and missing middle housing. She commented on virtual lobbying and stated they were still able to connect and build on their preexisting relationships with legislators. Mayor Mays thanked Ms. Milio for her work helping advocate for the City.

5. ADJOURN:

Mayor Mays adjourned the work session at 8:40 pm.

Attest:


Sylvia Murphy, MMC, City Recorder


Keith Mays, Mayor