TUALATIN
DOWNTOWN REVITALIZATION
COMMUNITY ADVISORY COMMITTEE
MEETING

Wednesday, November 4, 2026
6:00 PM

TUALATIN CITY SERVICES
10699 SW HERMAN ROAD
TUALATIN, OR 97062

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1. CALL TO ORDER

2. HOUSEKEEPING (5 mins)
1. Binder update
2. Approval of minutes

3. DEFINING PROJECT SUCCESS (10 mins)
1. Discussion facilitated by Brandy Steffen, JLA

4. CAC CHARTER APPROVAL (10 mins)
1. Updates from Brandy Steffen, JLA
2. Discussion throughout

5. INTERSECTION WITH TUALATIN'S COMMUNITY CLIMATE ACTION PLAN (20 mins)
1. Presentation by Amanda Watson, Climate Action Plan Manager
2. Discussion throughout

6. EXISTING CONDITIONS ACTIVITY (65 mins)
1. Activity facilitated by Ken Pirie, Walker Macy

7. DOWNTOWN UPDATES (5 mins)
1. Updates from Sid Sin, Urban Renewal / Economic Development Manager

8. WRAP UP, LOOSE ENDS, PREVIEW OF NEXT MEETING (5 mins)
1. Closing remarks from Mayor Frank Bubenik
2. Member questions & announcements

9. ADJOURNMENT

Next meeting: December 2, 2026 from 6:00pm to 8:00pm at Tualatin City Services

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In compliance with the Americans with Disabilities Act, this meeting location is accessible to persons with disabilities. To request accommodations, please contact the City Manager's Office at 503.691.3011 36 hours in advance of the meeting.

DOWNTOWN REVITALIZATION COMMUNITY ADVISORY COMMITTEE

***DRAFT** MEETING MINUTES*
FOR OCTOBER 7, 2026

PRESENT: Chair Frank Bubenik, Vice Chair Christen Sacco, *Council President Valerie Pratt*, *Ben Richardson*, Beth Dittman, Chris Brune, Christina George, *Christine Tunstall*, Cosi Slider, Janine Wilson, *Kaiden Edwards*, Kelsea Ashenbrenner, Skip Stanaway

ABSENT: Cathy Holland, Janet Steiger Carr, Jilian Saurage Felton, Steve Chao

PRESENTERS: Aquilla Hurd-Ravich, Sid Sin, Quin Brunner, Ken Pirie, Brandy Steffen

GUESTS: Patricia Parsons

Italicized members are alternates. Alternates are invited, but not required, to attend every meeting. Alternates are listed when present but not when absent.

CALL TO ORDER
Chair Bubenik called the meeting to order at 6:00pm.

HOUSEKEEPING
1. Binder Update – Quin Brunner, Urban Renewal / Economic Development Policy Analyst, described the new batch of binder materials, which included a draft CAC charter.
2. Approval of Minutes – Mayor Bubenik introduced the minutes from the CAC meeting on September 2, 2026. The minutes were distributed via email on October 1, 2026. There was no discussion.
   - **Motion to approve the minutes as amended:** Beth Dittman
   - **Second:** Cosi Slider
   - **In favor:** Chair Frank Bubenik, Vice Chair Christen Sacco, Beth Dittman, Chris Brune, Christina George, Cosi Slider, Janine Wilson, Kelsea Ashenbrenner, Skip Stanaway
   - **Opposed**: None

PHASE THREE OVERVIEW
Quin and Sid introduced the consultant team led by Walker Macy, with JLA Public Involvement coordinating community engagement. The consultant team's presentation covered the team's approach, project schedule, preliminary observations, public engagement strategy, and the Community Advisory Committee's (CAC) role in developing recommendations.

Community Priorities and Downtown Identity

During introductions, CAC members described what would encourage them to visit downtown more frequently. Common themes included walkability, safety, food and shopping opportunities, year-round events, housing, public gathering spaces, wayfinding, and connections to parks and natural areas. Youth representatives emphasized activities and destinations for young people, while other members highlighted accessibility, inclusivity, and spaces where people can gather without needing to make purchases.

Several participants stressed that downtown should become an active, mixed-use district rather than simply an occasional destination. A combination of housing, businesses, entertainment, and public spaces was viewed as essential to maintaining activity throughout the day and evening.

The question of Tualatin's distinctive identity was raised. Although the Civilis plan explored how residents perceive downtown, members questioned whether a clear architectural or urban design identity has yet been established. The consultant team shared that developing this identity collaboratively will be central to Phase 3. The team emphasized that design standards should be specific enough to establish a recognizable downtown character while allowing flexibility for architectural creativity.

Consultant Approach

Ken Pirie of Walker Macy described the project's guiding challenge as creating a downtown that attracts visitors and investment while remaining recognizably Tualatin. The team intends to build on the city's existing strengths, including its natural setting, community events, economic activity, and established public spaces. He described the team's approach as collaborative, visionary, and grounded in implementation. The project will balance ambitious long-term ideas with near-term improvements and realistic development opportunities, and the team will develop concepts with the CAC and community rather than presenting predetermined solutions.

Urban Design Opportunities, Challenges, and Implementation

The project includes two geographic study areas. A larger area, generally corresponding to the Core Opportunity and Reinvestment Area (CORA), will provide context for market analysis, transportation, environmental conditions, and the broader urban design framework. A smaller downtown core of approximately 60 acres will receive more detailed analysis and serve as the primary area for design and development standards and demonstration studies. The boundaries remain open for refinement.

Preliminary observations identified several important opportunities including connections to the future Riverfront Park, encouraging ground-level activation of buildings, encouraging more activity in public spaces, understanding how to 'capture' the significant amount of traffic that passes downtown as well as ensuring roadway projects do not negatively impact downtown's redevelopment opportunities. Improving the lake's edges, integrating nature into downtown, studying how buildings can fit within the floodplain and supporting environmental sustainability are also priorities.

Redevelopment Strategy

Several participants advocated for a mixture of major redevelopment and smaller, incremental improvements. Potential near-term projects include storefront enhancements, wayfinding, public art,

landscaping, shade trees, benches, and expanded programming. These improvements could increase downtown activity while larger redevelopment projects are planned.

The group emphasized that public space design alone will not create a vibrant downtown. Ongoing programming, events, businesses, and residential density are important to sustaining activity. Members expressed interest in farmers markets, night markets, youth activities, and events extending beyond the annual Pumpkin Regatta.

The discussion also addressed redevelopment feasibility and incentives. City staff shared that the CORA urban renewal district, established in 2022 with a 30-year planning horizon, will generate tax increment revenue that can eventually support projects and incentives. Potential tools include assistance with development fees, facade improvement grants, and other financial incentives.

The mixed-use catalyst project was identified as an important early opportunity. The City has been marketing the site to potential development partners and may pursue a formal solicitation in early 2028, following completion of the urban design framework and standards. The Riverfront Park project was also described as a major public investment capable of stimulating adjacent private development.

Participants noted that incentives should benefit existing and prospective small businesses, not just property developers. City staff reported that work is beginning on an updated small business toolkit, with the aim of providing clearer information for businesses seeking to establish or expand operations downtown.

PROJECT CHARTER OVERVIEW

The draft CAC charter was introduced to formalize the CAC's existing meeting practices and clarify its responsibilities during Phase 3. The CAC will review consultant work products, provide feedback, represent constituent organizations, support public participation, and ultimately recommend a plan to City Council. The Planning Commission and City Council will also receive updates, with City Council retaining final adoption authority.

Several procedural questions were raised for further consideration:

- Representation and alternates: Primary members vote when present; alternates vote when their primary is absent. Members without alternates effectively lose representation during an absence. The charter will be clarified to address this issue and the process for adding alternates.
- Consensus threshold: Members questioned the proposed definition of consensus and whether final recommendations should require a simple majority, two-thirds, or 75% support.
- Quorum: Participants emphasized the need for a minimum attendance requirement so that a small number of members cannot decide on behalf of the entire CAC.
- Representative responsibilities: Members requested confirmation that they are expected to represent their appointing organizations and communicate those organizations' perspectives rather than acting solely as individuals.

The group did not establish a final voting threshold or quorum requirement. Staff and JLA will revise the charter and return it for discussion at the next meeting.

ENGAGEMENT PLAN OVERVIEW

JLA presented their public involvement strategy, intended to make engagement accessible, representative, and responsive to previous community input. The team stressed that Phase 3 should not simply repeat questions asked in earlier phases. Instead, engagement will confirm existing findings, identify missing perspectives, and increasingly focus on reactions to specific design concepts.

Four major engagement periods are planned:

1. **Existing Conditions:** Identify valued places, needed improvements, and community priorities. Activities include Pumpkin Regatta outreach, focus groups, property owner and developer interviews, and communications through established community networks.
2. **Urban Design Alternatives:** Present three potential downtown frameworks using drawings, maps, perspectives, and supporting narratives. Gather feedback on preferred features, shortcomings, and opportunities to improve each alternative.
3. **Refined Framework:** Present a preferred framework incorporating the strongest elements of the alternatives. Seek feedback on whether it reflects community priorities and identify the qualities that should inform design standards.
4. **Final Framework and Standards:** Communicate the final recommendations, explain how public feedback influenced the outcome, and provide opportunities for questions.

A major point of discussion was reaching people who may not participate in traditional government meetings or public events. The engagement approach will use trusted community representatives, targeted focus groups, online tools, social media, existing community events, and other accessible communication methods. Materials will generally be translated into Spanish.

CAC members recommended explicit outreach to youth, seniors, renters, Latino residents, high school affinity groups, community involvement organizations, parks and recreation users, youth sports groups, service organizations, and culturally specific community groups. Participants also stressed that existing downtown residents and businesses may have different concerns from the broader community and should be engaged accordingly.

CAC representatives will help identify contacts and share project information through their networks. The consultant team will prepare outreach materials and provide specific requests for assistance during each engagement period.

DOWNTOWN UPDATES

Sid Sin, Urban Renewal / Economic Development Manager, shared that the Tualatin-Sherwood Railroad Crossing Study team would be providing an update to the Tualatin City Council on October 12th. He highlighted that the Riverfront Park team has officially contracted with a team led by Berger Partnership, and that the Berger and Walker Macy teams had already held a joint coordination meeting. Sid shared that Tualatin hosted a leg of the regional Policymaker's Bike Ride, which included a stop focused on downtown. He also mentioned that Quin presented to the IDEA Committee earlier in the month and will be presenting at the Riverpark CIO meeting on October 24th. He shared that Walker Macy is hosting a booth at the Pumpkin Regatta and that Quin will be paddling. Walker Macy will be delivering introductory presentations to the Planning Commission and City Council in October.

WRAP UP, LOOSE ENDS, PREVIEW OF NEXT MEETING

Mayor Bubenik shared that the November CAC meeting will focus on existing physical conditions and connections to Tualatin's climate action goals. The December meeting will review preliminary parking and real estate market findings. Additional coordination will include the Riverfront Park design team, the ongoing Tualatin-Sherwood Railroad Crossing Study, and presentations to the Planning Commission and City Council.

ADJOURNMENT

Meeting adjourned at 7:54pm.

Respectfully submitted,
Quin Brunner
Policy Analyst

Downtown Revitalization Project

Community Advisory Committee (CAC) Charter

Thank you for serving as a member of the Community Advisory Committee (CAC) for the Downtown Revitalization Project. Your work over the last year and a half has established a clear direction and a strong foundation. Now, the work shifts from visioning to developing an actionable implementation plan. We are excited to be joining your team for this next phase of work.

We put together this project charter to outline our current understanding of how the CAC functions, as well as its relationship to other decision-making bodies. Our goal is to provide clarity and we welcome your feedback on all aspects of this working document.

DRAFT

The Project and the Plan

The Downtown Revitalization Project aims to create a distinct downtown identity that supports vibrant mixed-use developments, community gathering spaces, multigenerational activity, diverse housing options, economic vitality, multimodal transportation, and the natural environment.

Positioning downtown for investment and redevelopment is central to advancing these aims, and will be accomplished in Phase Three by:

- Creating an urban design framework.
- Adopting downtown design standards.
- Identifying additional strategies to activate downtown and remove redevelopment barriers.

Project Success

We will know this project was successful when…

Short Term

- A cohesive, representative set of design standards that reflects the priorities, values, and vision we've identified throughout our work together. The standards should create a clear framework for future development.

Long Term

- A vibrant, recognizable downtown that people know as a destination and have compelling reasons to visit, spend time, and return to. Success means the downtown feels connected and cohesive, with the park serving as an important anchor that is physically and functionally connected to the core area.
- There is activity downtown 18-hours/day and there are compelling reasons to visit downtown, including events and potentially night markets.
- Local downtown businesses are finding long-term success, particularly those with food and gathering places.
- There are safe walking/multimodal areas, and corridors connecting key downtown spaces.
- There are new affordable housing options.
- More to come at CAC #17

How Deliverables Will Get Adopted

City Council will make the final decision for the adoption of deliverables.



The **CAC** synthesizes community viewpoints and provides feedback on deliverables to City Council.

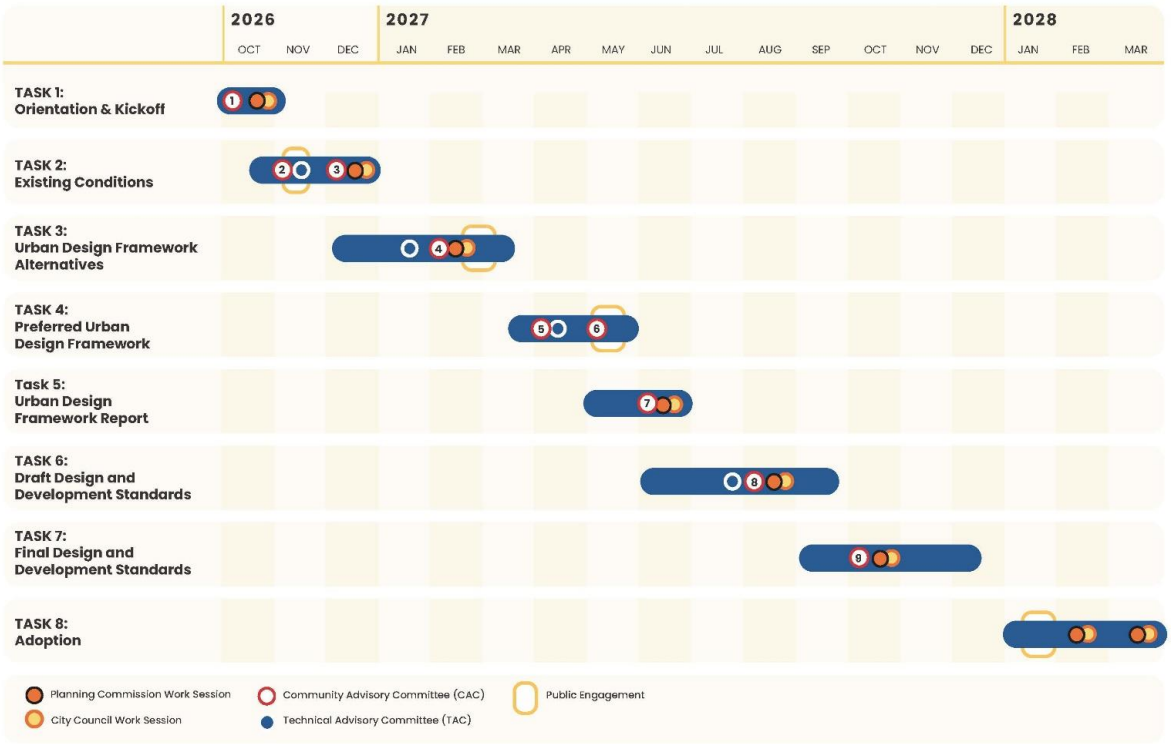
The **Technical Advisory Committee (TAC)** provides technical information to the team and CAC.

The **Planning Commission** will review deliverables for consistency with the City's other land use regulations before they go to City Council.



Public Involvement activities will collect input from the general public and key stakeholders, as well as businesses, property owners and developers.

Anticipated Schedule



The CAC

The CAC represents the community at large and is charged with:

- Reviewing and guiding work products for this project.
- Championing the process to revitalize Tualatin's downtown area.
- Encouraging community involvement by participating in outreach activities.
- Acting as liaisons between the community and the City by sharing information with organizations and interests they represent.

CAC Membership and Leadership

The CAC is composed of a diverse group of community leaders, including representatives from the Tualatin City Council, nearby neighborhood associations, Community Partners for Affordable Housing, the Chamber of Commerce, the Tualatin Aging Task Force, the Parks and Recreation Advisory Committee, the Inclusion, Diversity, Equity, and Access Advisory (IDEA) Committee, the Tualatin Arts Advisory Committee. It also includes two youth members and multiple downtown business

owners. Committee members were selected for the unique perspective they bring to this project, as well as their relationships, credibility, and the constituencies they represent. Members of the CAC are expected to share information about this project with those in their networks and connect them to the project team and public events.

CAC members, or their appointed alternates, are expected to attend every CAC meeting in person. Three unexcused absences are grounds for dismissal. The CAC was created with the consent of the full City Council, but members were not appointed by Resolution. Membership decisions (e.g. the appointment of members/alternates, the removal of members) are made by the City Councilors on the CAC Leadership Team. If an alternate is needed, a request should be emailed to Quin Brunner.

The CAC Leadership Team consists of the City Councilors appointed to the CAC, project staff, and key consultant team members. The CAC Leadership Team meets regularly to set agendas, review content, and provide direction on the CAC work plan. The Leadership Team will ensure that the membership remains balanced and representative.

The Mayor, or their designee, is the Chair of the CAC. The Chair is responsible for managing meetings to ensure the completion of business in the allotted time and facilitating discussions in a way that enables all members to participate in the conversation.

The Project Team

The project team, composed of City staff and consultants, is responsible for the successful delivery of the Downtown Revitalization Project. The prime consulting firm is Walker Macy, and Ken Pirie is Walker Macy's project manager. The City's project manager is Quin Brunner; Sid Sin and Aquilla Hurd-Ravich are key project staff. Ultimately, the City Council authorized and directs this project, and the City Council retains final decision-making authority on the adopted deliverables.

City Staff Roles

The City staff who regularly attend CAC meetings are Quin Brunner, Sid Sin, and Aquilla Hurd-Ravich. Other staff, particularly those serving on the Technical Advisory Committee, may join select meetings to provide addition information.

In support of CAC meetings, City staff will:

- Work with the CAC Leadership Team to set meeting agendas.
- Support the consultant team in developing meeting materials.
- Email the agenda and meeting materials to CAC members seven days before each meeting.
- Email a meeting recap to CAC members within a week of each meeting.
- Maintain a project website to host plan information, meeting materials, and updates.

Consultant Roles

Walker Macy and JLA Public Involvement are the consulting firms who will most frequently interact with the CAC. JET Planning, GBD Architects, Walker Consultants, Leland Consulting Group, and Matt Brown are other consultants who will contribute to this project and may join the CAC for select meetings.

In support of CAC meetings, Walker Macy and JLA Public Involvement will:

- Support the development of meeting agendas by the CAC Leadership Team.
- Lead the development of meeting materials.
- Supply CAC members with the information needed to make decisions and provide meaningful input.
- Prepare meeting minutes following each meeting.

Existing Meeting Norms

- CAC members generally prepare for meetings by reviewing materials sent out by project staff a week in advance.
- Members generally attend CAC meetings in person, but virtual accommodations are made upon request.
- When missing a meeting, CAC members notify Quin Brunner. After the meeting, the meeting recording is published on YouTube and project staff are available to answer questions or document additional feedback. The CAC does not formally revisit or reconsider decisions made during missed meetings.
- Sending an email to the full group is acceptable (e.g. I will miss the next meeting but here are my thoughts), but deliberation/discussion only takes place in meetings.

- City staff ensure compliance with Oregon public meeting laws. CAC meetings are open to the public, but there is no time dedicated for public comment. The CAC Leadership Team will consider requests by the public to address the CAC on a case-by-case basis.

Voting

An affirmative vote by two-thirds of present members is necessary to approve a motion. Designated alternates may vote when their full member is absent. Nine voting members constitute a quorum. Votes may not be submitted in absentia.

Meeting Schedules, Times, and Locations

- The Community Advisory Committee meets on the first Wednesday of every month at 6pm. Meetings are generally held at the Tualatin City Services Building (10699 SW Herman Rd).
- If a meeting time or location changes, City staff will notify the CAC at least a week in advance (if possible) via email, and will update the event on the City's website: tualatinoregon.gov/downtown-cac
- If the project timeline extends or changes, City staff will give the CAC an updated meeting schedule and ask members if they will continue to serve. If not, the CAC Leadership Team may replace a member or leave the position vacant.

Memo

To: Members of the Downtown Revitalization Community Advisory Committee

From: Amanda Watson, Climate Action Program Manager
Quin Brunner, Urban Renewal / Economic Development Policy Analyst

CC: Sid Sin, Urban Renewal / Economic Development Manager
Ken Pirie, Walker Macy

Date: November 4, 2026

Re: Actions in Tualatin's Community Climate Action Plan (TCCAP) Relevant to Phase Three of the Downtown Revitalization Project

Overview

In support of the upcoming Plans, Policy, and Codes Analysis (Task 2.1) we prepared the following summary of actions from Tualatin's Community Climate Action Plan (TCCAP) that may be relevant to phase three of the downtown revitalization project. We took an inclusive approach, recognizing that some of these items may not be directly accomplished through the urban design framework and design standards project, but still may inform our work.

Summary of how TCCAP goals connect to phase three of the Downtown Revitalization Project

In general, development should account for and mitigate the effects of climate change impacts in Tualatin on infrastructure and people. Climate change impacts include higher average temperatures with more extreme heat in the summer and an increase in heavy precipitation events and greater flooding risk in the winter, as well as increased risk of poor air quality from wildfire smoke.

Development should also minimize carbon emissions from the built environment in support of Tualatin's goal of net zero citywide emissions by 2050. Strategies include energy efficiency, utilizing onsite renewable energy, electrifying buildings, and enabling low-emission forms of transportation including walking, biking, public transit, and electric vehicles.

Additional Context

The audience for the Community Climate Action Plan is the whole community; some of the actions like updating the development code would be led by the city, while others are actions that residents and businesses can take directly too, like installing rooftop solar.

Energy used in buildings is the largest source of local GHG emissions in Tualatin, with commercial buildings having the largest impact (57% of local building energy emissions).

The Densification Benefits Memo (Appendix 7) provides support for the general direction of the Downtown Revitalization Project.

Relevant TCCAP Actions

1.1.4 – Consider higher future temperatures when updating Public Works Construction Code, the Development Code, and the Municipal Code

1.1.6 – Develop parking lot design standards that result in cooler, shaded lots and prevent flooding risks.

- Note that adopted CFEC standards that apply to parking lots address this action, although there may be opportunities for particular sites to go above and beyond CFEC requirements.

1.1.8 – Work with TriMet and Ride Connection to increase shelter at bus stops.

1.1.9 – Support Clean Water Services in implementing the strategies included in their Thermal Load Management Plan.

1.1.10 – Increase access to water for cooling, including rivers, pools, swimming holes, and splash pads.

1.1.11 – Protect and restore the Tualatin River watershed.

1.3.2 – Encourage property owners to increase drainage, storage, and/or permeability on private properties.

1.3.3 – Evaluate strategies to reduce flooding in flood prone areas.

1.3.4 – Increase flood capacity on publicly owned lands.

1.3.5 – Increase sustainability of outdoor spaces.

- This is a very general action, but can encompass strategies like installing rain gardens, pollinator pockets, low maintenance and drought resistant landscaping, etc. that might be relevant to design standards.

1.3.8 – Consider constructing large, regional stormwater management facilities to increase stormwater management capacity.

1.3.10 – Change City zoning ordinances to regulate development in the 100-year floodplain.

1.3.11 – Change City code to enhance flood resilient development in flood-prone areas.

2.1.12 – Incentivize developers to abide by the Oregon Residential Reach Code to ensure adequate cooling in new residential developments.

2.2.2 – Promote higher standards of air filtration in new builds and renovations to filter out hazardous particles during poor air quality events.

Relevant TCCAP Actions

3.1.2 – Update development code to require more stringent cooling requirements in commercial and industrial buildings that create a lot of heat

4.1.1 – Upgrade building envelopes, including roofs, walls, windows, doors, and foundations, to improve barriers between exterior and internal environments in buildings and increase efficiency.

4.1.2 – Incentivize builders, consumers, and contractors to build to the Oregon Build Codes Division's "Built Energy Smart" residential and commercial reach codes.

4.2.3 – Install rooftop solar.

4.4.1 – Require electric water heaters and electric heat pumps in new buildings.

4.4.2 – Ban natural gas hookups in new single family and commercial buildings.

5.1.1 – Reduce barriers to compact urban development in the downtown/town center(s), transit corridors.

5.1.3 – Build walkable neighborhoods where residents can meet most of their daily needs without the use of a car.

5.1.4 – Identify opportunities for increased density.

5.1.5 – Increase dense development in areas identified in action 5.1.4.

5.1.7 – Reduce traffic speeds in neighborhoods, the downtown and Bridgeport areas, and in other high bike/pedestrian traffic areas to increase safety.

6.1.1 – Establish parking and charging infrastructure requirements for elective vehicles (EVs) at new developments.

- Adopted CFEC standards also set minimum requirements for EV-ready infrastructure at new multi-family and mixed-use developments.

6.1.8 - Install publicly accessible community EV chargers in Tualatin.

6.2.8 - Explore public electric micromobility charging options. e.g. for e-bikes and e-scooters

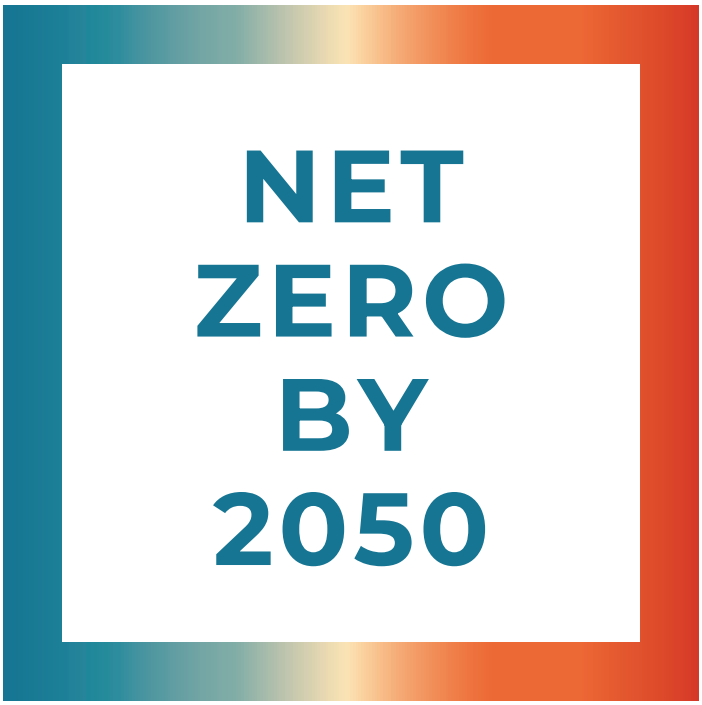


TUALATIN'S COMMUNITY CLIMATE ACTION PLAN

A Path to Net Zero by 2050

CITY OF TUALATIN

2024


NET
ZERO
BY
2050

CONTENTS

ACKNOWLEDGEMENTS 1

GLOSSARY OF TERMS 2

EXECUTIVE SUMMARY 6



SECTION 1
INTRODUCTION 18

Letters from Tualatin's Mayor and City Manager 19

Goals and outcomes 21

Process 22

Tualatin's Climate Goal and Emissions Forecast 27

How to use this plan 28



SECTION 2
PREPARING FOR CLIMATE CHANGE 32

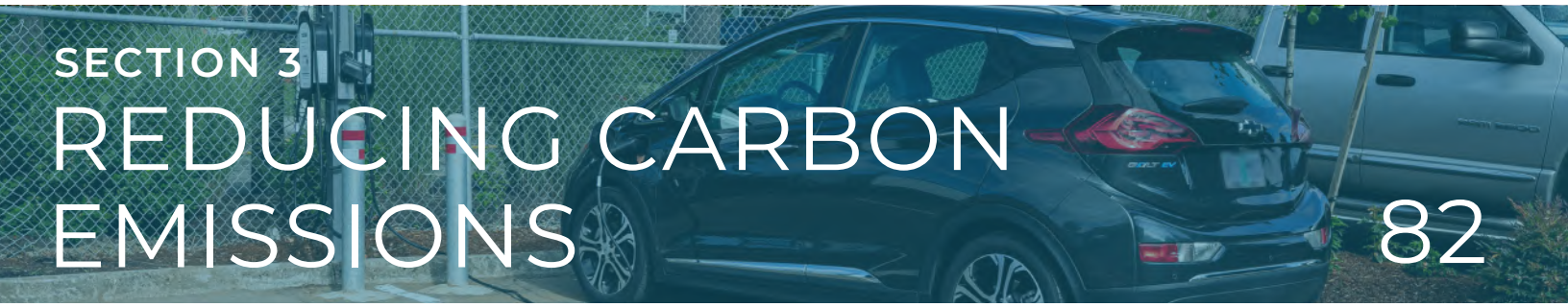
Climate impacts in Tualatin 34

Section 2: Strategies and actions 41

Focus Area 1: Natural systems, resources, and infrastructure 42

Focus Area 2: Health and safety 56

Focus Area 3: Economic shifts 73



SECTION 3

REDUCING CARBON EMISSIONS 82

Climate 101 – How does climate change happen? 83

Tualatin's carbon footprint 87

Section 3: Strategies and actions 89

Focus Area 4: Buildings and energy 91

Focus Area 5: Urban form and land use 110

Focus Area 6: Transportation – Modes and fuel switching 119

Focus Area 7: Consumption – Food and goods 135



SECTION 4

NEXT STEPS 155

Ongoing climate action efforts 156

Putting the plan into action 158

APPENDICES 160

Appendix 1: Climate 101 & Future Physical Conditions Technical Reader 161

Appendix 2: Tualatin Greenhouse Gas Emissions Inventory 177

Appendix 3: Public Involvement and Communications Plan 209

Appendix 4: Stakeholder Workshops Summary 214

Appendix 5: Fall 2022 Public Engagement Summary (Creating the plan) 223

Appendix 6: Fall 2023 Engagement Summary (Review draft plan) 233

Appendix 7: Densification Benefits Memo 299

ACKNOWLEDGEMENTS

MAYOR AND CITY COUNCIL

Frank Bubenik, *Mayor*
Valerie Pratt, *Council President*
Maria Reyes, *Councilor*
Christen Sacco, *Councilor*
Bridget Brooks, *Councilor*
Cyndy Hillier, *Councilor*
Octavio Gonzalez, *Councilor*

CLIMATE ACTION PLAN STEERING COMMITTEE

Valerie Pratt, *Council President*
Bridget Brooks, *Councilor*
Sherilyn Lombos, *City Manager*
Megan George, *Deputy City Manager*
Rachel Sykes, *Public Works Director*
Steve Koper,
Assistant Community Development Director
Erin Engman, *Senior Planner*
Lindsay Marshall, *Public Works Management Analyst*
Rich Mueller, *Parks Planning & Development Manager*

CITY PROJECT TEAM

Maddie Cheek, *Management Analyst II*
Nic Westendorf, *Deputy Public Works Director*
Ariel Kane, *Graduate Student Consultant*

GRAPHIC DESIGN

Lindsey Moore, *Looplu Design*

CONSULTANT TEAM

Good Company, a division of Parametrix
Joshua Proudfoot
Beth Miller
Claudia Denton
Aaron Toneys

JLA Public Involvement
Jessica Pickul
Nicole Metildi
Stacy Zurcher

izo PR & Marketing
Anthony Veliz
Jorge Rodriguez

Planning Communities
Teresa Townsend, AICP
Sarah Lawless
Robb Kirkman

STAKEHOLDER WORKSHOP PARTICIPANTS

Thank you to the representatives of the following organizations who graciously shared their time, expertise, and perspectives with the project team.

Business Advocacy Council (BAC)
Campbells
CenterCal Properties LLC
City of Tualatin
Clackamas County
Clean Water Services
Energy Trust of Oregon
Legacy Meridian Hospital
Northwest Natural
Oregon Department of Energy (ODOE)
Oregon Department of Environmental Quality (DEQ)
Oregon Department of Transportation (ODOT)
Oregon Occupational Safety and Health Administration (OSHA)
Portland General Electric (PGE)
Republic Services
The Street Trust
Tualatin Chamber of Commerce
Tualatin Ride Connection
Tualatin Valley Fire & Rescue
Tualatin Hills Parks & Recreation District (THPRD)
Vision Action Network
Washington County

THE TUALATIN COMMUNITY

Thank you to members of the Tualatin community who engaged with the project team throughout the development of the plan. Whether you participated in the online open house, attended a workshop, or otherwise connected with the project team, we greatly appreciate your feedback and look forward to creating a more resilient and thriving Tualatin with you through this plan.

GLOSSARY OF TERMS

Adaptation	Adjustment or preparation of natural or human systems to a new or changing physical environment to keep functionality and safety intact for systems we rely on such as roads, power and water supply.
Atmosphere	The atmosphere is a 7-mile-high layer off the surface of the earth that is 78% nitrogen and 21% oxygen with small portions of other gases. This layer protects us from UV rays and also traditionally allows solar heat gain to release back to space, keeping our climates livable. As we are adding carbon emissions, the composition of the atmosphere is changing and capturing heat at ever growing rates.
Biofuels	Fuel made from biomass (plant or algae material or animal waste) is known as biofuel. Since biomass can easily be replenished (as it regrows and captures carbon emissions as fiber), biofuel is considered to be a source of renewable energy, unlike fossil fuels, such as petroleum, coal, and natural gas. Biodiesel is an example of a biofuel that is intended to be a substitute for standard diesel.
Carbon cycle	Carbon is the foundation of all life on Earth, required to form complex molecules like proteins and DNA. The carbon cycle is nature's way of recycling carbon atoms. It describes the process in which carbon atoms continually travel from the atmosphere to the Earth and then back into the atmosphere. This happens via photosynthesis in which vegetation uses carbon dioxide and sunlight to make fiber in the plant.
Carbon dioxide (CO_2)	A naturally occurring gas, and also a by-product of burning fossil fuels and biomass. It is the main human-caused greenhouse gas that affects the atmosphere and temperature gain, accounting for 79% of emissions globally. It is the reference gas against which other greenhouse gases are measured and therefore has a Global Warming Potential Unit of 1.
Carbon footprint	The total amount of greenhouse gases (CO_2 and others) that are emitted into the atmosphere each year by a person, family, building, organization, or company. A person's carbon footprint includes carbon emissions from fuel that an individual burns directly, such as by heating a home or riding in a car. It also includes carbon emissions that come from producing the goods or services that the individual uses, including emissions from power plants that make electricity, factories that make products, and landfills where trash gets sent.
Carbon sequestration	Carbon sequestration is the process of capturing and storing atmospheric carbon dioxide. This can be done naturally through plants or mechanically to capture and store carbon below ground. It is one method of reducing the amount of carbon dioxide in the atmosphere with the goal of reducing global climate change.
Climate	Climate is the average weather conditions in a place over 30 years or more.
Climate change	Climate change refers to any significant change in the measures of climate lasting for an extended period of time. This includes major changes in temperature, precipitation, wind patterns, or other changes in weather that occur over several decades or longer in varying geographies throughout the world. Each region will experience different effects.

Climate resilience	Resilience is a broad concept that can apply to individuals, communities, and social, economic, and environmental systems. Resilience is the capacity to cope with a hazardous event or long-term trend in ways that maintain essential identities, functions, and structures while also maintaining the capacity to learn, adapt, and/or transform. (Adapted from IPCC 2014)
Climate vulnerability	Climate vulnerability describes the degree to which natural, built, and human systems are at risk of exposure to climate change impacts.
Co-benefit	Additional benefits, or harms, of policies that reduce carbon emissions. These could include impacts on jobs, the health and safety of community members, ecosystem and wildlife health, and social equity.
Concentration	The amount of a chemical in a particular volume or weight of air, water, soil, or other medium. Typically reported in parts per million (ppm) or parts per billion (ppb).
Electrification of buildings	Refers to the process of using electricity from renewable sources to power the heating, cooling, and other energy needs of buildings instead of using fuels like coal, gas, and oil. Also known as "electrifying".
Emissions	The release of a substance either by combustion (burning gas or diesel) or uncontrolled releases of substances like refrigerants and methane gas into the atmosphere.
Energy efficiency	Using less energy to perform the same task or produce the same result.
Fossil fuel	Fossil fuels are found below the living surface of the earth and contain carbon and hydrogen, which can be burned for energy. Coal, oil, and natural gas are examples of fossil fuels that, through combustion, have added emissions to the atmosphere that are in excess of the living carbon cycle that vegetation creates and absorbs as it dies and regrows. The fossil sources are not part of the living carbon cycle (as vegetation is) and have only become part of our atmosphere through ever-growing combustion over the last 150 years or so.
Fuel switching	Transitioning from "carbon-intense " fuels (like gasoline or propane) to low- or zero-carbon alternatives (like renewable energy) in our homes and vehicles, and across our electricity grid. It can also mean electrifying—or switching from fuels to electricity.
Global warming potential (GWP)	The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO_2). The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time period. For example, methane's Global Warming Potential Unit is 25, meaning that, per molecule, it is 28 times more potent as a greenhouse gas than carbon dioxide.
Greenhouse effect	The trapping and build-up of heat in the atmosphere near the Earth's surface by greenhouse gases (carbon emissions). These heat-trapping gases can be thought of as a blanket wrapped around Earth, keeping the planet warmer than it would be without them. If the amount of these greenhouse gases increases, the average temperatures on the earth also increase.

Greenhouse gas	Gases that trap heat in the atmosphere like carbon dioxide, methane, and others. Also referred to as “carbon emissions”.
Heat wave	A period of abnormally hot weather generally lasting more than two days.
Imported emissions	Emissions that occur outside the city limits, especially emissions associated with the production of food and goods and then brought into the city to be used or consumed.
Industrial Revolution	A period of significant economic and social change that occurred in the late 18th and early 19th centuries. It was characterized by a shift from manual labor-based economies to machine-based manufacturing using combustible fuels. This started with wood energy and quickly moved to coal and oil as technology progressed. The industrial revolution marks the beginning of a strong increase in the burning of fossil fuels and related emissions of carbon dioxide as the population grew in concert with the rise of goods and food that helped people live longer and more comfortable lives.
Intergovernmental Panel on Climate Change (IPCC)	The IPCC is the scientific group assembled by the United Nations (UN) to monitor and assess all global science related to climate change. Every IPCC report focuses on different aspects of climate change and is the foundation for common understanding and action across the globe.
Local emissions	Emissions produced within the city limits (e.g. burning gasoline or natural gas).
Methane (CH_4)	The second most abundant greenhouse gas that is estimated to have 25 times more global warming potential than carbon dioxide. It is produced by oil and gas systems, livestock, landfills, and wastewater treatment plants.
Metric tonne (MT)	A common international measurement for the quantity of greenhouse gas emissions. A metric tonne is equal to 2205 lbs. or 1.1 US tons (short tons). See MT CO_2e definition below.
Mitigation	An action taken to reduce the human impact on the Earth’s climate by reducing, avoiding, or removing carbon emissions.
MT CO_2e	Metric tonnes of carbon dioxide equivalent ($MTCO_2e$) is a unit of measurement. The unit “CO_2e” represents an amount of a greenhouse gas whose atmospheric impact has been standardized to that of one unit mass of carbon dioxide (CO_2), based on the global warming potential of the gas. This standardized unit allows us to compare the potential warming impact of an emission of one greenhouse gas (like methane) to an emission of the same amount of carbon dioxide.
Natural gas	Natural gas is a fossil fuel energy source that is primarily made up of methane. Like other fossil fuels such as coal and oil, natural gas forms below the living carbon cycle of the earth. If released as is or is combusted, natural gas increases the amount of heat trapped in the atmosphere.

Net zero emissions	A state in which the greenhouse gases going into the atmosphere are balanced by removal out of the atmosphere for an entity, person, product, operation, or community.
Parts per million (ppm)	Number of parts of a chemical found in one million parts of a particular gas, liquid, or solid mixture. Example: a methane concentration of 2 ppm means that 2 out of every 1 million air molecules is methane.
Renewable energy	Energy resources that are naturally replenishing such as biomass, geothermal, solar, wind, ocean thermal, wave action, and tidal action. It is worth noting that not all renewable energy is zero emissions.
Renewable energy certificate (RECs)	A Renewable Energy Certificate (REC) is a tradable certificate that represents the environmental and social benefits associated with the generation of renewable energy. One REC is earned for each megawatt hour (MWh) of renewable energy generated, and can be bought and sold on markets. RECs allow individuals and organizations to support renewable energy generation and reduce their carbon footprint from electricity.
Weather	The state of the air and atmosphere at a particular time and place including the temperature and other outside conditions such as rain, cloudiness, etc.
Zero emissions	A state where no greenhouse gas emissions are produced.

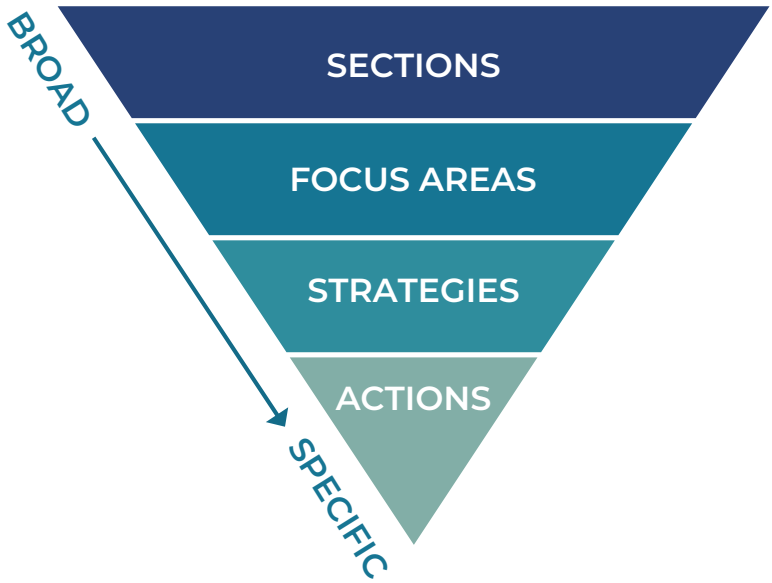
EXECUTIVE SUMMARY

Climate change is one of the greatest challenges we face today. While its effects are just now becoming more noticeable, they have been in the making for decades and will continue to increase if the world does not take action. Tualatin may not be able to address climate change on our own but we do have a role in addressing this challenge. By taking actions now, Tualatin as a community can help reduce our emissions that are directly causing climate change and prepare our community to continue to thrive in changing conditions. Tualatin has adopted a goal of net zero emissions by 2050. Tualatin's Community Climate Action Plan is a roadmap of potential actions we can take achieve that goal. The plan contains four sections – an introduction to the plan and process, what our changing climate may look like and how we can prepare, our contributions to climate change and how we can reduce emissions, and next steps to implement the plan and take meaningful action as a community. This executive summary provides a high-level overview of each section. It is a great place to start for an overview of the plan or do find sections that most interest you. For more detailed information check out the full planning to learn more about climate change in Tualatin and how you can take action to support our community efforts to address this global challenge.

NET ZERO BY 2050

SECTION 1: INTRODUCTION

Climate change is an urgent, global challenge and we are already experiencing its impacts in the form of extreme heat, wildfire smoke, and increased flooding. If we act now, we can do our part to decrease carbon emissions and create a more resilient and thriving Tualatin. This plan provides strategies and actions that the Tualatin community and City can pursue to reduce emissions and reach our goal of net zero by 2050, and better prepare for the local impacts of climate change.



The plan was created over the course of two years. The process was guided by the following principles: science-based approach, equitable outcomes, identifying community benefits, and utilizing partnerships. The plan is based on local data, scientific modeling and forecasts, and input from the community, stakeholder groups, and experts.

The plan is organized into broad ideas called Sections. Within each section, there are more specific details on ways the ideas can be achieved. Some ideas, or actions, included in the CAP will require further community conversations and City Council action to successfully implement them.

SECTION 2: PREPARING FOR CLIMATE CHANGE

Tualatin is already experiencing the impacts of climate change. Of the 13 hottest years recorded in Oregon, nine have come since 2000 and seven have come since 2010. Wildfire smoke from fires across the region has choked the skies and resulted in harmful health impacts.



FIGURE 1: Photos from the corner of 108th Ave and Herman Rd. Left: During a wildfire smoke event in 2020. Right: On a clear day in May 2023.

Tualatin's climate will continue to change. Without action, the climate will change dramatically, making our climate similar to Sacramento California. With strong climate action those changes can be lessened, though we will still see our climate change due to decades of fossil fuel use. Here's how Tualatin's climate could change with and without strong action.

- **Heat – it's going to get hotter**. Without climate action, the number of days over 90 degrees are expected to increase from a historical average of 6 to nearly 60 by the end of the century. With strong climate action, we can reduce that to under 30.

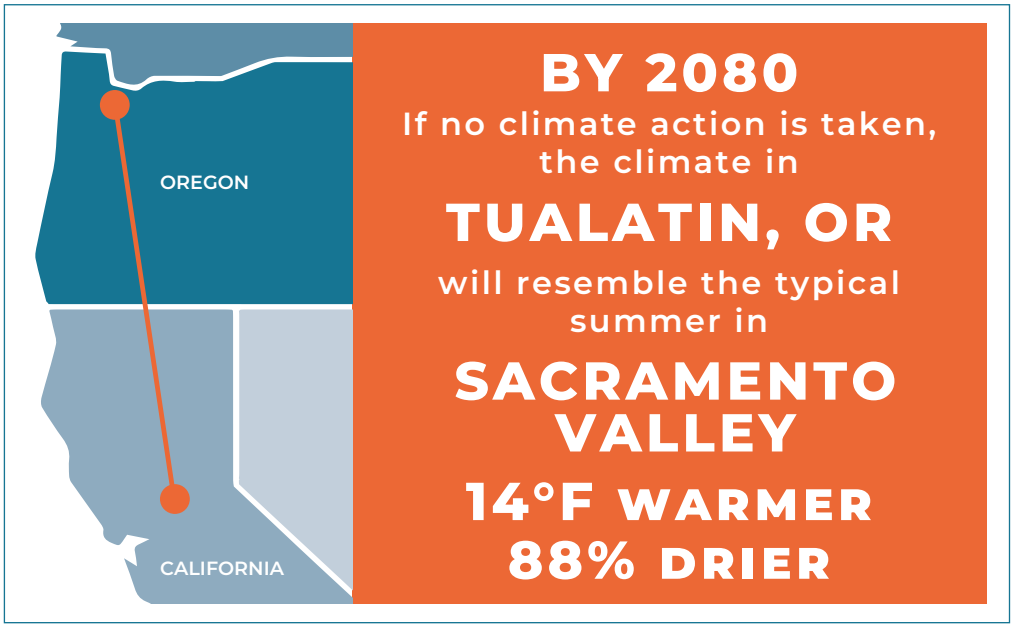


FIGURE 2: Without climate action, Tualatin's climate will feel like Sacramento Valley California's current climate.

- **Wildfire smoke – it's going to get smokier.** While Tualatin is not at high risk for forest fires, we are at risk of smoke events from fires regionally. We are already seeing the devastating effects, with fires around Tualatin increasing steadily in the last few years. Without climate action, the current average of 10 days of extreme fire danger will double to 20 by the end of the century. Strong climate action can decrease the number of extreme fire danger days to 17.

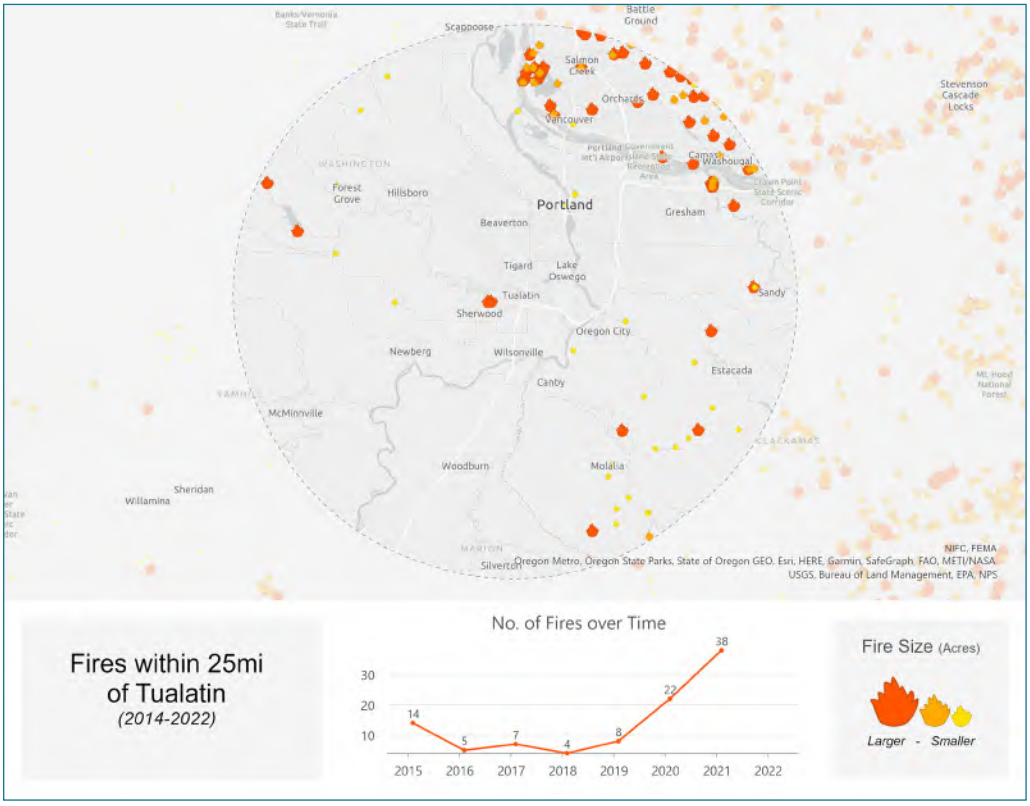


FIGURE 3: Recent wildfire conditions around Tualatin. The number of fires within 25 miles has increased significantly since 2018.

- **Flooding – it's going to flood more.** Larger flooding events, like atmospheric rivers, are becoming increasingly likely. These result in higher volumes of water being dropped as precipitation over shorter durations.

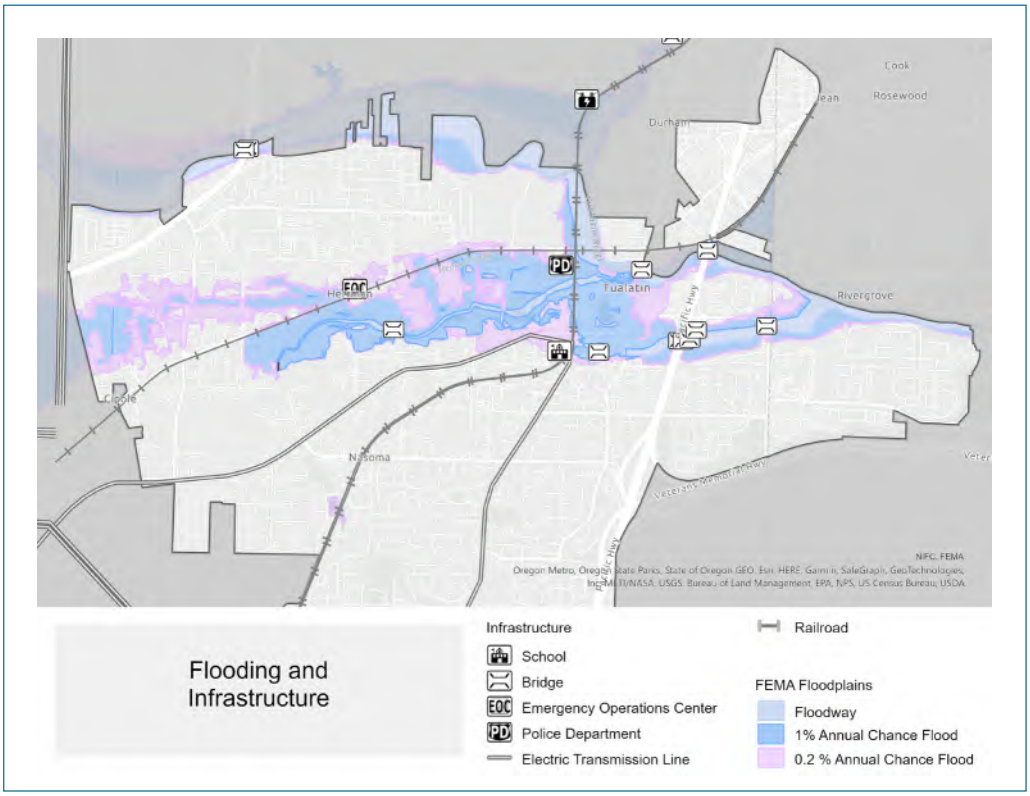


FIGURE 4: Tualatin's current flood map

These changes will impact our natural systems, resources, and infrastructure, the health and safety of community members, and our economic system. The Preparing for Climate Change section includes 9 strategies and 59 actions meant to help Tualatin prepare for these changes.

FOCUS AREA 1
NATURAL SYSTEMS, RESOURCES, & INFRASTRUCTURE

STRATEGY 1.1	Improve the resilience of Tualatin's natural systems, resources, and infrastructure to extreme heat	11 Actions
STRATEGY 1.2	Improve the resilience of Tualatin's natural systems, resources, and infrastructure to handle an increase in fire risk and smoke events.	1 Actions
STRATEGY 1.3	Improve the resilience of Tualatin's natural systems, resources, and infrastructure to handle an increase in heavy precipitation events, flooding, and winter storms.	11 Actions

FOCUS AREA 2
HEALTH AND SAFETY

STRATEGY 2.1	Increase preparedness and provide resources to help people who live, work, learn, and play in Tualatin better handle extreme heat events.	13 Actions
STRATEGY 2.2	Increase preparedness and provide resources to help people who live, work, learn, and play in Tualatin better handle more frequent wildfire and smoke events.	4 Actions
STRATEGY 2.3	Increase preparedness and provide resources to help people who live, work, learn, and play in Tualatin better handle the impacts of heavy precipitation events and winter storms.	10 Actions

FOCUS AREA 3
ECONOMIC SHIFTS

STRATEGY 3.1	Improve the resilience of Tualatin's businesses and workers to extreme heat.	2 Actions
STRATEGY 3.2	Improve the resilience of Tualatin's businesses and workers to handle an increase in fire risk and smoke events.	2 Actions
STRATEGY 3.3	Improve the resilience of Tualatin's businesses and workers to handle an increase in heavy precipitation events, flooding, and winter storms.	5 Actions

The outcomes of these strategies and actions include things like:



- **More access to shade and shelter outdoors.** For example, covered areas and shade in parks, at bus stops, along the roadway, and in parking lots.
- **Resilient utilities and healthy ecosystems that can withstand our changing climate**
- **Safe, vibrant, and accessible gathering places** that meet the community's needs today and in the future.



- **More access to indoor shelter**, such as cooling, clear air, and warming centers, during extreme weather events.
- **A connected, informed, and engaged community** that is prepared for changing climate conditions.



- **A coordinated local business response to climate hazards**, like flooding in the downtown.
- **Stronger cooling requirements in commercial and industrial buildings** that create a lot of heat to keep workers safe.

To read the Preparing for Climate Change section in full, click here.

SECTION 3: REDUCING EMISSIONS

Climate change is caused by an accumulation of carbon emissions that trap heat in the Earth's atmosphere. A dramatic increase in human-caused emissions from burning coal, oil, gas, diesel, and propane (known collectively as "fossil fuels") to heat and cool buildings, move people and goods, and produce food and goods is causing the climate to change.

To combat climate change, humans must rapidly reduce the amount of carbon emissions that we emit collectively. Tualatin's goal is to achieve net zero carbon emissions by 2050. This goal aligns with the goal set forth by the landmark 2015 Paris Climate Agreement and, if achieved in developed nations, prevents us from exceeding the global "tipping point" of no return (1.5 degree Celsius). Exceeding this tipping point dramatically increases the likelihood of catastrophic climate consequences.

The City of Tualatin completed a community greenhouse gas emissions inventory to better understand our sources of greenhouse gas emissions (i.e. carbon pollution) to inform the development of this plan. The inventory is based on 2019 data, and it found:

- **Tualatin's local and imported emissions totaled nearly 677,000 metric tonnes of carbon dioxide equivalents (MT CO2e).**
- **On average, Tualatin residents generate 14.2 MT CO2e per person per year in *local* emissions.** This is slightly less than the U.S. average of 15.2 MT CO2e per person per year, but significantly higher than the global average of 4.5 MT CO2e per person per year.

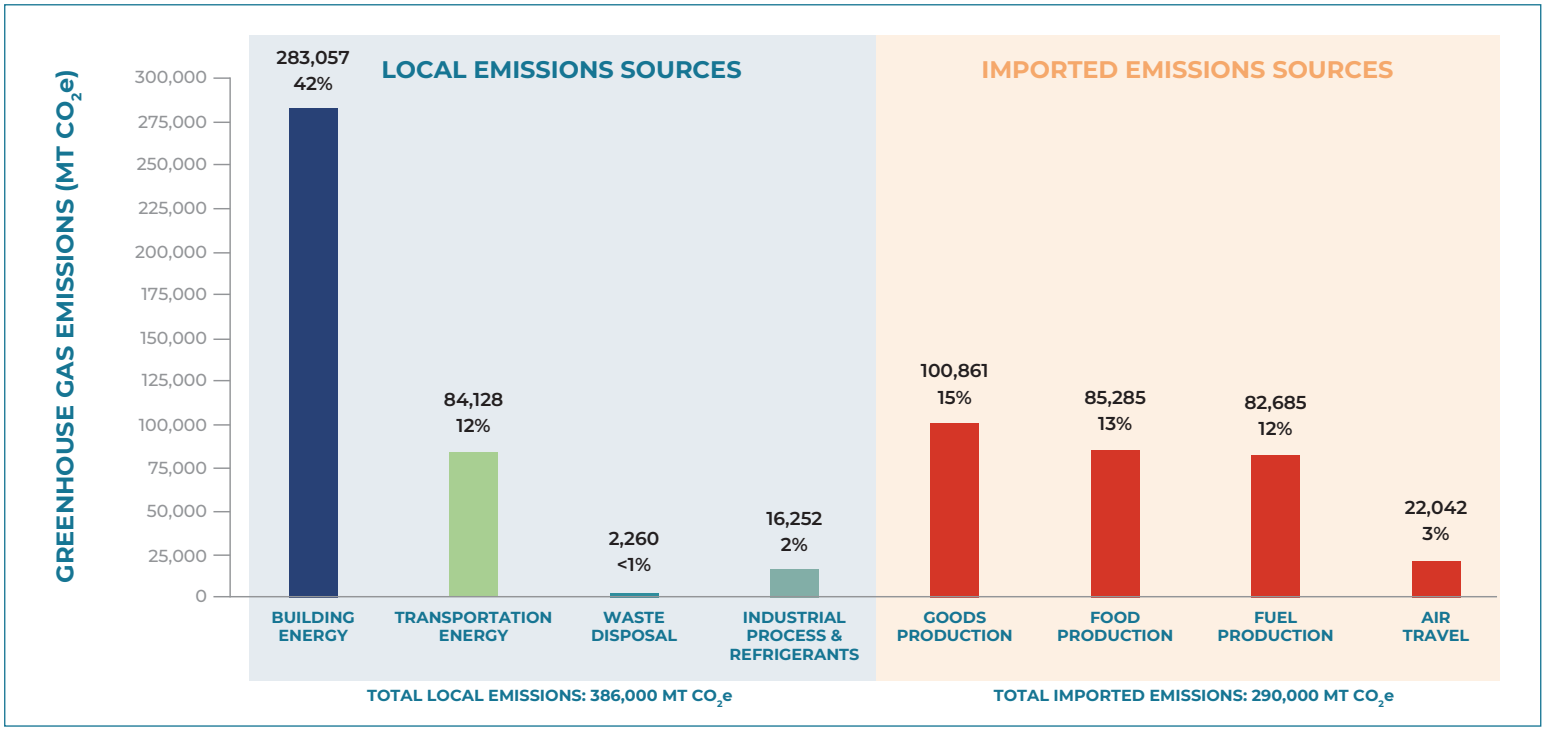


FIGURE 5: Tualatin's emissions sources

- **Local emissions** sources refer to emissions from activities that take place within the city's geographic boundary, like heating and cooling buildings, cooking food, and driving cars. Tualatin's local emissions breakdown as follows:
  - Building energy (42%)
  - Transportation energy (12%)
  - Waste disposal (<1%)
  - Industrial processes and refrigerants (2%)

- **Imported emissions** sources refer to emissions from things that are made outside of the city but benefit the people within the City who use those items or services. This includes things like the production of food and goods, and air travel. Tualatin's imported emissions breakdown as follows:
  - Goods production (15%)
  - Food production (13%)
  - Fuel production (12%)
  - Air travel (3%)

Local emissions in Tualatin are expected to decrease over time, primarily thanks to strong climate regulations from the State of Oregon impacting electric and natural gas utilities. While emissions are estimated to decrease by 80% in 2050 compared to 2019 local emissions without additional actions, **that is still not enough to hit our target of 100% greenhouse gas emissions mitigation to limit global warming to 1.5°C**. The Climate Action Plan includes additional strategies and actions that are needed to reach our goal.

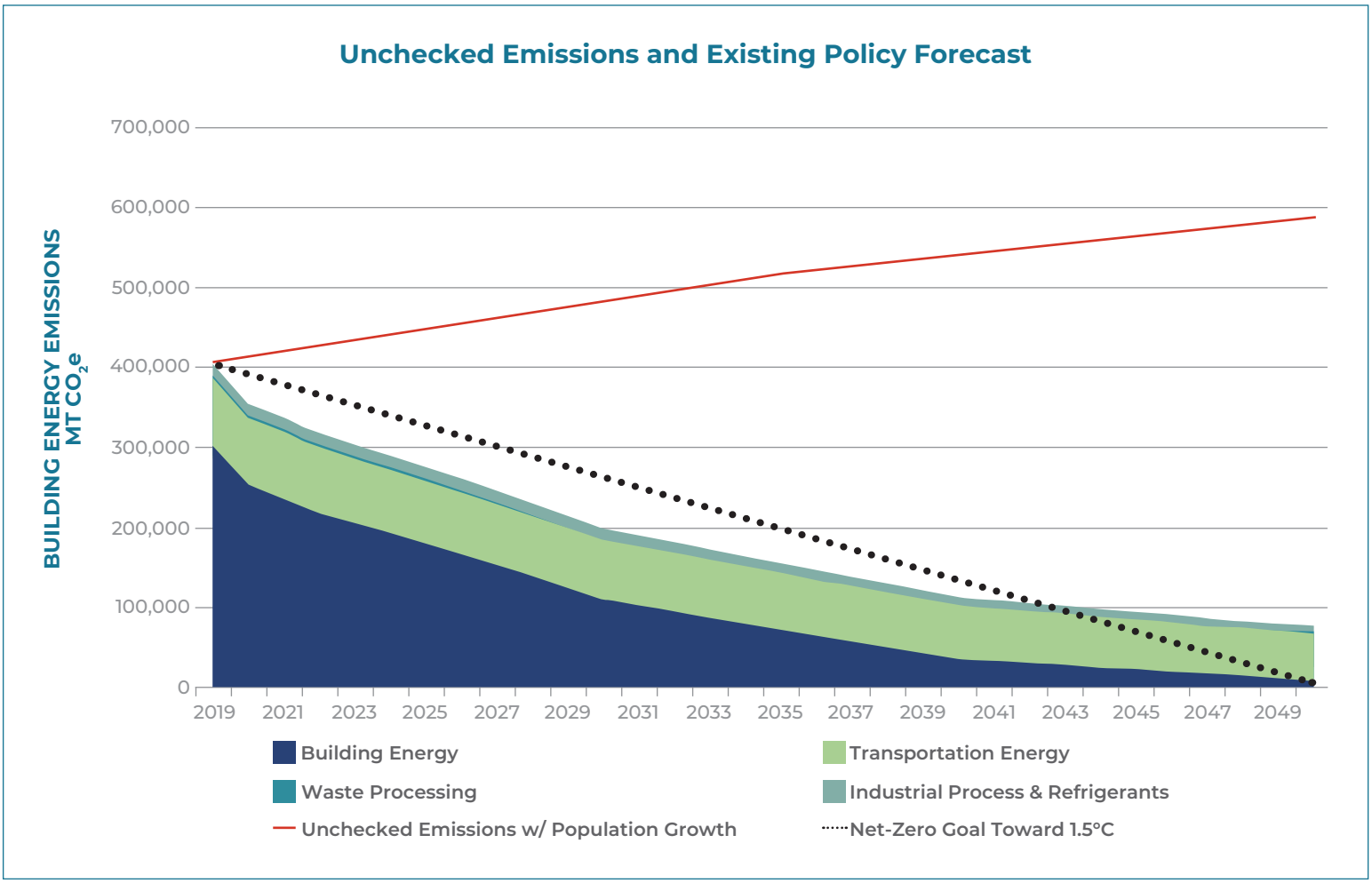


FIGURE 6: Tualatin's unchecked emissions forecast (solid red line, population growth with no policy interventions) with forecasted emissions based on existing state and federal policy, and a net-zero by 2050 trajectory (black dotted line). This graph tells us that Tualatin will need to take additional action to decrease emissions and meet its goal of net zero by 2050.

Tualatin will need to take further action to decrease emissions, primarily from transportation, but also from industrial processes and refrigerants, waste processing, and building energy to meet its goal of net zero by 2050. This section includes 19 strategies and 87 actions meant to help Tualatin reduce community-wide emissions to net zero by 2050.



FOCUS AREA 4
BUILDINGS AND ENERGY

STRATEGY 4.1	Energy efficiency and conservation	11 Actions
STRATEGY 4.2	Transition to 100% carbon-free electricity supply	4 Actions
STRATEGY 4.3	Transition to 100% renewable natural gas (RNG) and clean hydrogen supply	4 Actions
STRATEGY 4.4	Electrification of space and water heating for new buildings	2 Actions
STRATEGY 4.5	Electrification of space and water heating for existing buildings	2 Actions
STRATEGY 4.6	Voluntary purchase of verified carbon offsets	3 Actions



FOCUS AREA 5
URBAN FORM AND LAND USE

STRATEGY 5.1	Dense future development resulting in reduced future vehicle miles traveled	7 Actions
STRATEGY 5.2	Urban/community forestry & carbon sequestration	6 Actions

FOCUS AREA 6
TRANSPORTATION – MODES AND FUEL SWITCHING

STRATEGY 6.1	Fuel switching - Electric vehicles (EVs), renewable diesel, biodiesel, ethanol and other low-emissions fuels	10 Actions
STRATEGY 6.2	Active transportation to reduce car miles and fossil fuel (gasoline) use	10 Actions
STRATEGY 6.3	Transit transportation to reduce car miles and fossil fuel (gasoline) use	4 Actions
STRATEGY 6.4	Remote and flexible work options to reduce car miles and fossil fuel (gasoline) use	3 Actions

FOCUS AREA 7
CONSUMPTION – FOOD AND GOODS

STRATEGY 7.1	Landfill diversion of organic materials (composting)	4 Actions
STRATEGY 7.2	Reduce emissions from food	4 Actions
STRATEGY 7.3	Reduce emissions from road materials	2 Actions
STRATEGY 7.4	Reduce consumption of new materials	5 Actions
STRATEGY 7.5	Responsible waste management	4 Actions
STRATEGY 7.6	Reduce emissions from landscaping	1 Actions
STRATEGY 7.7	Refrigerants Management (AIM Act)	1 Actions

The outcomes of these strategies and actions include things like:



- **More energy efficient buildings** resulting in lower emissions and financial savings.
- **More renewable energy**. Renewable energy sources, like wind and solar, reduce carbon emissions and result in additional benefits like improved air quality and increased energy independence compared to fossil fuels.



- **Walkable neighborhoods** in which community members can meet most of their daily needs without the use of a car.
- **Increase tree cover by strengthening tree removal regulations and enforcement (policy decision)**



- **More EVs and EV charging options.** By 2035, all new vehicles sold in Oregon must be electric. Readily available charging options around town can help community members feel confident that they can get from point A to point B.
- **More frequent and reliable transit service.**
- **More safe and enjoyable active transit routes** so community members can walk, bike, and roll to and from their destinations.



- **A connected, informed, and engaged community that understands the impacts of consumer choices on the climate** and is empowered to make climate-friendly choices when purchasing food and goods.

To read the Reducing Emissions section in full, click here.

SECTION 4: NEXT STEPS

We know that achieving our goal of net zero carbon emissions by 2050 won't be easy and we can't do it alone. We also know that it's not too late to take action to ensure that our community is a healthy and thriving place to live now and for generations to come. The community Climate Action Plan was created to provide an actionable roadmap to reduce carbon emissions and prepare the Tualatin community for the local impacts of climate change that we have already begun to experience.

To achieve Tualatin's climate goals, the city aims to prioritize actions that enhance equity, provide benefits to the community, and build on partnerships with other agencies, community organizations, and the business community. Climate mitigation and resilience work is already happening, and will continue, at multiple levels, including at the local, state, and federal levels.

We will only achieve our goals if we invest time, energy, and resources in taking action. City staff have identified 12 additional actions the City can take in the next 5 years to ensure the community continues to make progress towards its climate action goals.

ACTION	
8.1.1	**Create a climate action advisory group to prioritize actions, increase buy-in, and support implementation.** The advisory group could be made up of community members and/or City staff.
8.1.2	**Develop a climate action engagement strategy to be used during plan implementation.** Engagement efforts should focus on information sharing, gathering feedback on the implementation of specific actions, and celebrating the climate action work already being completed by community members.
8.1.3	**Hire a professional facilitator (consultant) to facilitate climate action-focused project ideation workshops to better prepare for outside funding opportunities.**
8.1.4	**Dedicate employee resources to manage implementation of the Climate Action Plan.** Implementation of the CAP will require ongoing stakeholder coordination, project management, identifying and obtaining external funding.
8.1.5	**Add a 'Climate Impacts' section to staff reports for City Council and the Planning Commission.** Similar to the 'Financial Implications' section on the existing staff report template, including a dedicated section will require staff and elected officials to consider how a given recommendation impacts Tualatin's climate goals.
8.1.6	**Include 'Climate Impacts' as a scoring criteria in Requests for Proposals (RFPs) for City projects.** Including climate impacts as a scoring criteria could be a good tool to help reduce emissions from City projects.
8.1.7	**Increase communication and education around climate change for community members and City staff.** This action acknowledges that it is important to keep the conversation about climate going after the plan is adopted. Focus on highlighting 'climate wins' that are taking place in the community to inspire action, and provide information on actions that folks can take at the individual or household level. For example, the City could build a climate hub website with resources and climate action updates to be a one-stop-shop for community climate action information and updates.
8.1.8	**Evaluate potential funding sources to support climate action efforts.** Sustainable, long-term funding will help to ensure the City can take meaningful climate action.
8.1.9	**Annual progress reports.** Create annual reports on progress of actions and outcomes achieved to increase public accountability.

ACTION	
8.1.10	**Update plan every 5 years.** Every 5 years the CAP and emissions inventory should be updated. This will help measure progress of emissions reductions and allow the plan to capture new policies, programs, partnerships, and technologies that become available over time.
8.1.11	**Identify an ongoing funding source.** By identifying a consistent funding source the City can better plan and carry out actions that have a monetary cost or rely on consultant support. This could also be used to fund the full time employee recommended in another implementation action.
8.1.12	**Create a 5 year work plan.** The CAP includes a large number and variety of actions. Creating a rolling 5 year work plan will make the plan more manageable and help focus recourses and measure progress.

Completion of the community Climate Action Plan is just the start. The City is also considering undertaking an operational climate action plan to address emissions from City operations, as well as a Sustainability Plan to address broader issues that impact the environment. Those future phases may be picked up once the community Climate Action Plan is adopted and implementation has begun. In the meantime, the City is constantly seeking ways to reduce operational emissions as opportunities arise.

Together, we can create a more resilient and thriving Tualatin.



SECTION 1

INTRODUCTION



MESSAGE FROM MAYOR FRANK BUBENIK

To the Tualatin Community,

The Tualatin City Council's vision statement strives for "An environmentally active, sustainable, responsible, and forward-thinking community that values and protects our natural resources, inhabitants, and habitat." It is this vision statement, paired with an acknowledgement that climate change poses an urgent challenge, both locally and globally, that drove the City Council to pursue the development of Tualatin's first Climate Action Plan in 2021.

We have already begun to experience the effects of climate change right here in Tualatin. The last few summers have been among the hottest on record. We have experienced the threat of wildfire and the harmful impacts of smoke from wildfires in the region. Extreme weather events like these take a toll on our community's health, wellbeing, and economy.

This plan provides a road map for how the community can address the current and future impacts of climate change in Tualatin. It will also help us make progress towards our emissions reduction goal of net zero carbon emissions by 2050. The actions included in the plan will help ensure that our community is a healthy, resilient, and thriving place to live now and for generations to come.

I know that climate change may seem overwhelming or alarming. However, if we act together and act now, we can help create a community that has adapted to climate change and is actively working to mitigate our negative contributions to climate change. This plan makes it clear that if we proceed on our current path, we will not meet our goal of net zero by 2050, nor will we be prepared to deal with the impacts of climate change. That is why it is crucial that we work with our neighbors, partner agencies, and community members to find creative and collaborative solutions to make meaningful progress on this urgent issue.

I hope you'll use this plan as a tool and join me in taking action as an individual and as a member of the Tualatin community.

Sincerely,



Mayor Frank Bubenik

MESSAGE FROM CITY MANAGER SHERILYN LOMBOS



Tualatin's Climate Action Plan is a testament to the community's dedication to addressing the pressing environmental challenges facing us today. This plan recognizes the gravity of the climate crisis and underscores our local commitment to translating that recognition into impactful actions.

It is impossible to ignore the severity of the climate crisis. Increasingly frequent and severe weather events, coupled with the undeniable transformation of our natural surroundings, compel us to take proactive measures to ensure the well-being of our city and its inhabitants. The urgency of the situation has resonated deeply with both our City Council and the wider community, who have voiced their support for effective climate action.

We understand that addressing the climate crisis requires more than just intentions; it necessitates a strategic, collaborative, and interdisciplinary approach. The Climate Action Plan presented reflects our understanding of this commitment, outlining strategies and actions that reflect the voice of our community and provide a blueprint for effective change.

Having had the privilege of serving as Tualatin's City Manager for an extended period, my connection and commitment to this community runs deep. It is with this connection in mind that I, and the City staff are dedicated to the success of our Climate Action Plan; we are committed to supporting the City Council's vision and priorities and seeing our city thrive.

I invite you to delve into the pages of our Climate Action Plan. I look forward to engaging in further discussions and collaborations to drive the successful implementation of the strategies and actions. Together, we can create a lasting impact that echoes through the generations to come.

Sincerely,

Sherilyn Lombos, *City Manager*

GOALS AND OUTCOMES

The goal of the Climate Action Plan is to provide the community and policy makers with an actionable roadmap for decreasing carbon emissions and adapting to climate change.

The plan provides actions that we can take to lessen the negative effects that come with climate change, such as increasing temperatures, heightened threat of wildfires and their smoke, and greater risk of flooding events. It also provides actions that can be taken to reduce carbon emissions. Addressing these actions provide our best chance at providing community benefits, such as improved air and water quality in Tualatin and more accessible relief from heat and wildfire smoke.

The plan will help decision makers understand the environmental, economic, and social costs and benefits to the community for each proposed action. It also outlines what we can expect our climate to look and feel like if nothing is done. Upon City Council's adoption of the plan, the City, community members, and local institutions will have a clearly defined, actionable roadmap to better reduce and adapt to the impacts of climate change.

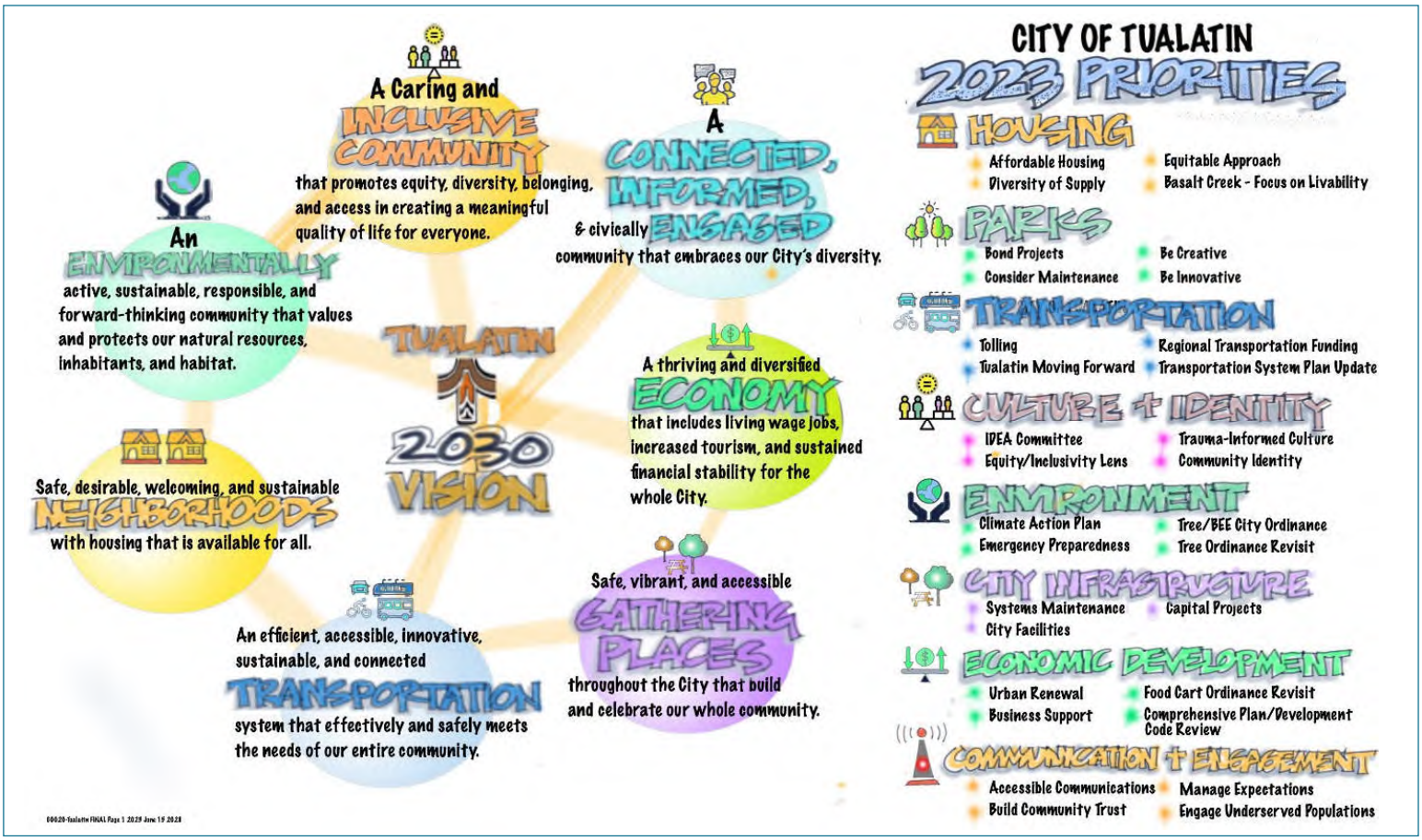


Figure 1: Illustration of Tualatin's 2030 Vision and 2023 priorities

PROCESS

Guiding principles

The development of the Climate Action Plan was rooted in four guiding principles to inform decision-making.

SCIENCE-BASED	The emissions reductions actions included in the Climate Action Plan meet or exceed existing regional and state level greenhouse gas and climate action-related policies and plans. Actions are based on the most up-to-date climate science and are proportional to the magnitude of the climate crisis.
EQUITY	The Climate Action Plan includes projected impacts on different communities and groups within Tualatin. Examples of groups within Tualatin that were considered include, but are not limited to, low-income people and families, Black, indigenous, and people of color (BIPOC) communities, students and youth, seniors, and the business community.
COMMUNITY BENEFITS	The Climate Action Plan highlights the benefits of climate action and focuses on the potential of the plan to improve community well-being.
PARTNERSHIP	The Climate Action Plan identifies actions Tualatin can take to meet its climate goals and partners that Tualatin can collaborate with to make progress towards these goals.

Our process

The Climate Action Plan was developed between January 2022 and June 2023. To ensure that the plan would be **science-based**, the project team conducted research on local climate predictions to understand how Tualatin's climate might change over time and completed an emissions inventory to identify major sources of carbon emissions in Tualatin. To foster **equity**, identify **community benefits**, and strengthen **partnerships**, the project team also engaged with community members, stakeholders, internal City staff, and the City Council to gather feedback about the plan along the way. See Figure 2 for an overview of how the plan was developed over time.

You can view a timeline showing our process in Figure 2, or read about how we developed the plan below, including:

- Research on local climate predictions
- Emissions inventory
- Community engagement
- Stakeholder engagement
- City staff review

Climate Action Plan Timeline

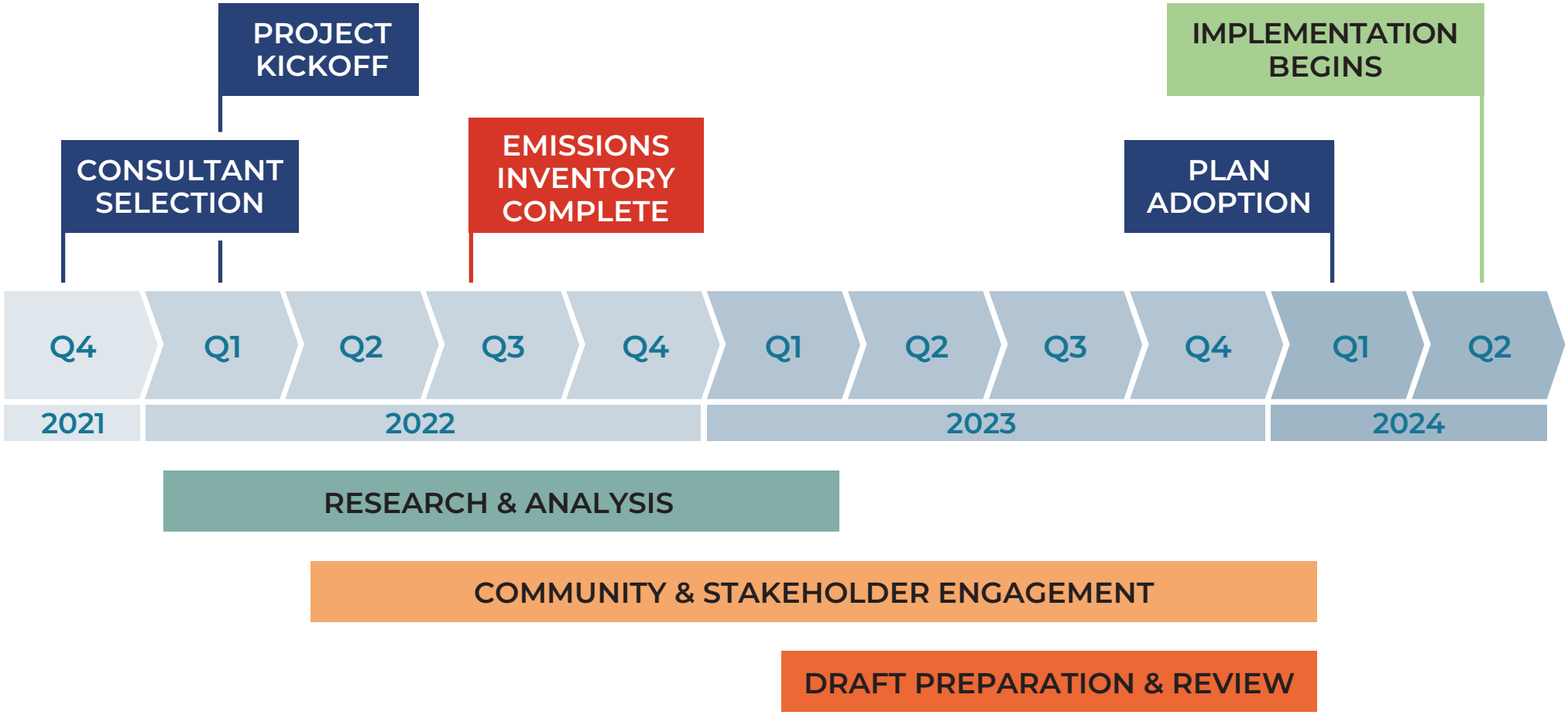


Figure 2: How the plan was developed over time.

RESEARCH ON LOCAL CLIMATE PREDICTIONS

The project team used climate models to learn more about what Tualatin's climate might look and feel like in the future under a "strong climate action" scenario and under a "no climate action" scenario. By taking strong climate action, we can limit changes. If we take no action, we will experience more drastic changes to our environment. For more information on climate predictions for Tualatin, see the Future Physical Conditions and Climate 101 Technical Reader in Appendix 1.

EMISSIONS INVENTORY

To strategically reduce our carbon emissions and fight climate change, we needed to know what our major carbon sources are. The City gathered and analyzed data to determine our community-wide carbon footprint and the major sources of carbon emissions. The inventory accounted for both emissions produced within the city limits (e.g. burning gasoline or natural gas) and emissions that occur outside the city limits because of activity within the city (e.g. emissions from farming or the production of goods).

To view the full greenhouse gas emissions inventory, see the Community Greenhouse Gas Inventory in Appendix 2.

COMMUNITY ENGAGEMENT

Community ownership is critical to the success of the plan. The project team was guided by the following public involvement goals:

- Devote energy, scope, and budget to engage diverse communities and those who historically have been left out of public planning, such as communities of color and low-income people
- Grow the relationships between the city and key stakeholders from underrepresented communities
- Be clear and transparent about decision-making at every step
- Listen to the public and follow-up
- Create accessible outreach materials and opportunities
- Be flexible

Through meaningful public engagement, the project team listened to community members who live, work, learn, and play in Tualatin and then worked to create a plan that people are able to connect with.



FIGURE 3: A community engagement board that asked participants to write down on sticky notes what concerns them most about climate change in Tualatin. Dot stickers were used to emphasize or agree with existing answers.

COMMUNITY ENGAGEMENT WAS BROKEN INTO THREE PHASES:

COMMUNITY ENGAGEMENT - PHASE 1

This phase focused on building awareness and understanding of the science behind climate change, how climate change will impact Tualatin, and what a climate action plan is.

Key themes from this phase of engagement included concerns about:

- Extreme weather
- Ecosystem and river health
- Drought and water availability
- The impacts of wildfires and smoke

Participants also expressed interest in learning more about:

- What actions have the most impact
- Electric vehicles and charging infrastructure
- Climate impacts to plants, animals, and trees
- Renewable energy sources
- How community members can work together to make meaningful changes

COMMUNITY ENGAGEMENT - PHASE 2

The project team gathered feedback on draft actions focused on adapting to climate change and reducing greenhouse gas emissions.

In terms of adapting to climate change, participants reported feeling most concerned about:

- Needing to stay home or indoors and not being able to get to work or school safely
- A potential loss of income from being unable to get to work safely
- Feelings of isolation or depression
- Power outages during extreme weather events

Participants also expressed strong interest in reducing greenhouse gas emissions by making changes at home or work, when deciding what to buy, and when traveling or commuting.

COMMUNITY ENGAGEMENT - PHASE 3

Phase 3 involved sharing the key outcomes of the draft Climate Action Plan to gather feedback from the community. The majority of participants who provided feedback in the online open house indicated support for the climate action strategies described in the plan (ranging from 75% to 53% supportive across focus areas).

Support was highest for strategies found in the Natural Systems and Health & Safety focus areas. The community is very supportive of efforts to increase overall sustainability, protect wildlife and people in a changing climate, and increasing safety for pedestrians and bicyclists.

Support was lowest for the strategies in Buildings and Energy Use, which was caused by a high level of concern over banning natural gas. Others concerns from the community included cost of action, excessive government regulation, and increased density, though the comments showed community does not have a shared definition or idea of the term density and concerns may be alleviated by more clearly defining what that looks like for Tualatin.

To learn more about what the community engagement process and what the project team heard, check out the Public Involvement and Communications Plan in Appendix 3.

STAKEHOLDER ENGAGEMENT

Stakeholder engagement refers to involving the individuals, groups, or entities that have significant influence or power to enact change or influence the implementation of policies. For this project, stakeholders included representatives from local businesses, transit providers, utility partners, nonprofits, state agencies, the counties, and other local government agencies.

In the June 2022 workshops, 22 individuals from 11 organizations participated in stakeholder workshops focused on adapting to climate change. Key takeaways from the adaptation-focused workshops included:

- The importance of building trust and relationships in the community
- The need for more public refuge, like outdoor and indoor shelters, to keep people and animals safe during extreme weather events
- An acknowledgement that transit is lacking in Tualatin

In the October 2022 workshops, 31 individuals from 14 organizations participated in stakeholder workshops focused on reducing carbon emissions. Key takeaways from the emissions reduction-focused workshops included:

- The City can help with identifying information gaps, educating the public, and amplifying existing programming to address carbon emissions mitigation
- There is a strong need for relationship-building to enhance partnerships, increase trust, and improve coordination between stakeholders
- A one-size-fits-all approach will not work; carbon emissions reduction strategies and actions must be tailored to the appropriate audiences and implementers with consideration for equity embedded throughout
- Policy changes are needed to achieve carbon emissions reduction goals

For more information on key takeaways from the stakeholder workshops, see the Stakeholder Workshops Summary in Appendix 4.

CITY STAFF REVIEW

The development of the Climate Action Plan was guided by the Climate Action Plan Steering Committee, a cross-departmental advisory group consisting of two city councilors and eight staff from five departments across the City who met monthly during the duration of the project.

Staff presented to the City Council seven times throughout the course of the project, both to share information and to gather the City Council's feedback.

Project team members also hosted meetings with all City departments once the plan was drafted to gather feedback from other City staff on the actions included in the draft plan.

The Climate Action Plan is the culmination of the efforts listed above.

TUALATIN'S CLIMATE GOAL AND EMISSIONS FORECAST

Climate goal

Tualatin's emissions reduction goal is net zero by 2050, which is consistent with the goal of limiting planetary warming to 1.5 degrees Celsius. This goal was selected by the Climate Action Plan Steering Committee and City Council for a few reasons.

- 1.5 degrees C of warming is the target of the 2015 Paris Climate Agreement
- As a member of the Climate Mayors group, Mayor Frank Bubenik signed a letter in 2017, alongside 465 other mayors from across the United States, in support of upholding the Paris Climate Agreement target
- This is the target most commonly adopted by other cities who have completed climate action plans
- If achieved globally, this target prevents us from going over a planetary "tipping point" of no return, which will dramatically increase the impacts of climate change

Emissions forecast

Local emissions in Tualatin are expected to decrease over time, primarily thanks to strong climate action from the State of Oregon in the stationary energy sector. **While emissions are estimated to decrease by 80%*** in 2050 compared to 2019 local emissions, without additional mitigation actions, **that is still not enough to hit our target of net zero carbon emissions by 2050 to limit global warming to 1.5°C. The Climate Action Plan includes additional actions that are needed to reach our goal.**

*Assuming that Oregon's Climate Protection Program is successfully implemented.

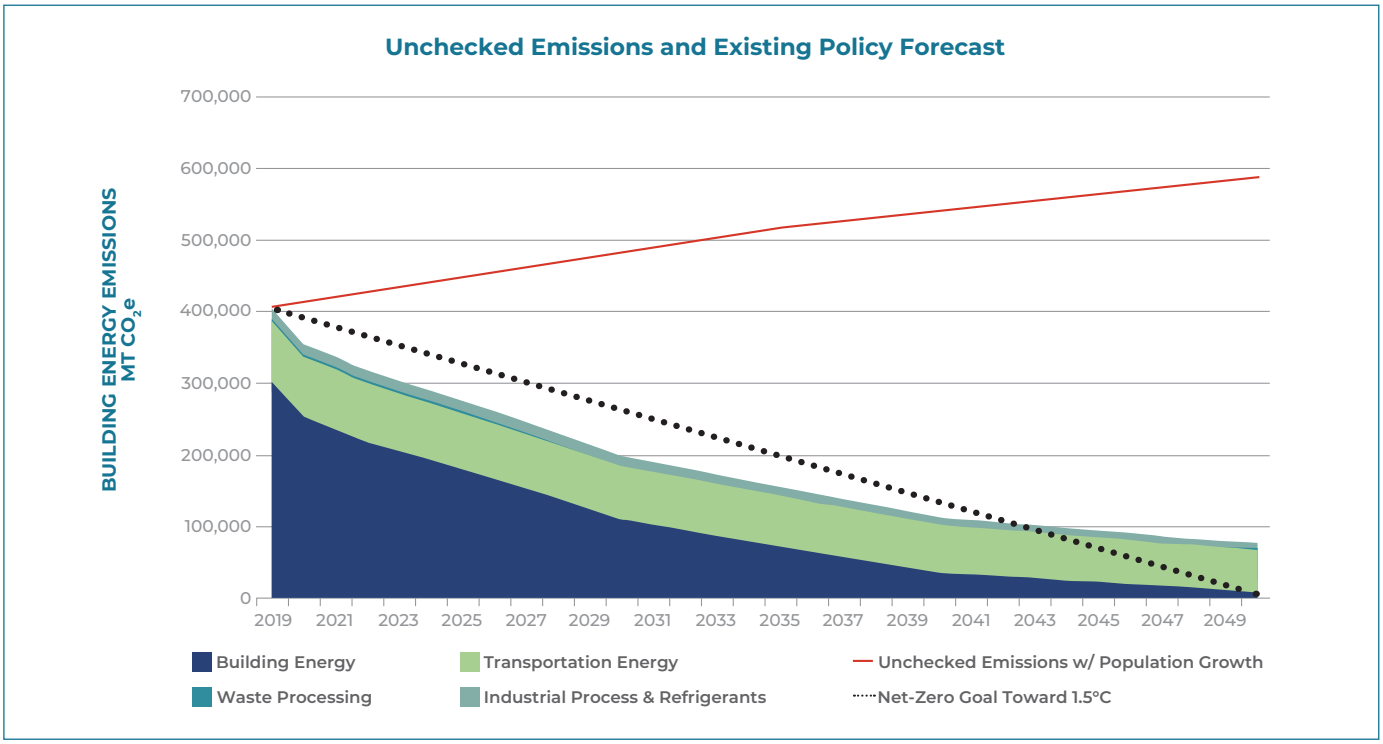


Figure 4: Tualatin's unchecked emissions forecast (the solid red line shows population growth with no policy interventions) with the existing policy forecast and a Net-Zero by 2050 trajectory (black dotted line). If Tualatin does nothing to reduce emissions, local emissions will rise by nearly 200,000 MT CO_2e by 2050. Existing policies are forecasted to significantly reduce emissions from building energy and transportation energy by 2050. However, Tualatin will not achieve our net zero by 2050 goal by relying on existing policies alone.

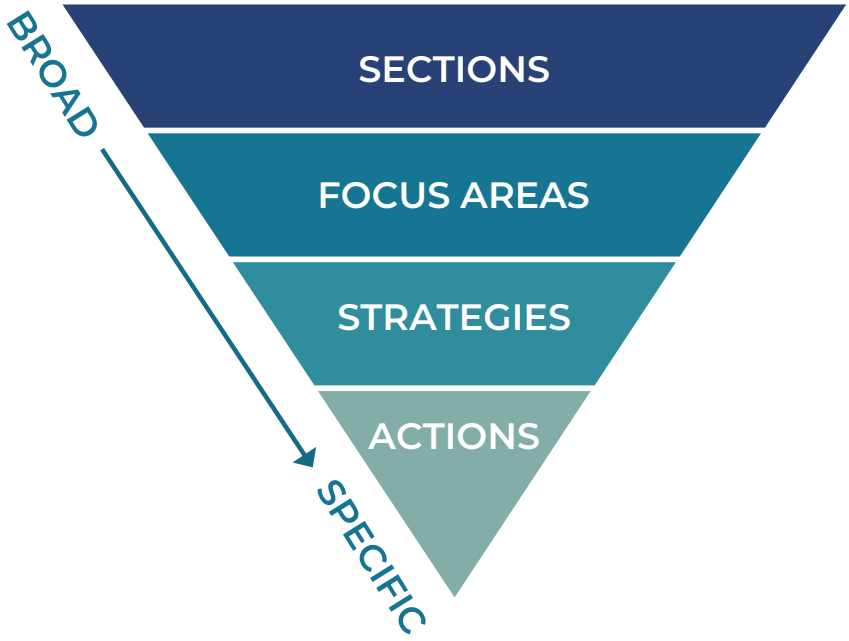
HOW TO USE THE PLAN

WHAT THE PLAN DOES This plan acknowledges that Tualatin needs to take action to meet its goal of net zero by 2050. It includes a menu of actions that Tualatin could consider taking to meet this goal.

HOW Readers can pull out the sections of the plan they are most interested in to learn about what they can do and what the City can do to address climate change in Tualatin.

HOW THE PLAN IS ORGANIZED

The plan is organized into broad ideas (sections and focus areas) that get smaller and more specific (strategies and actions).



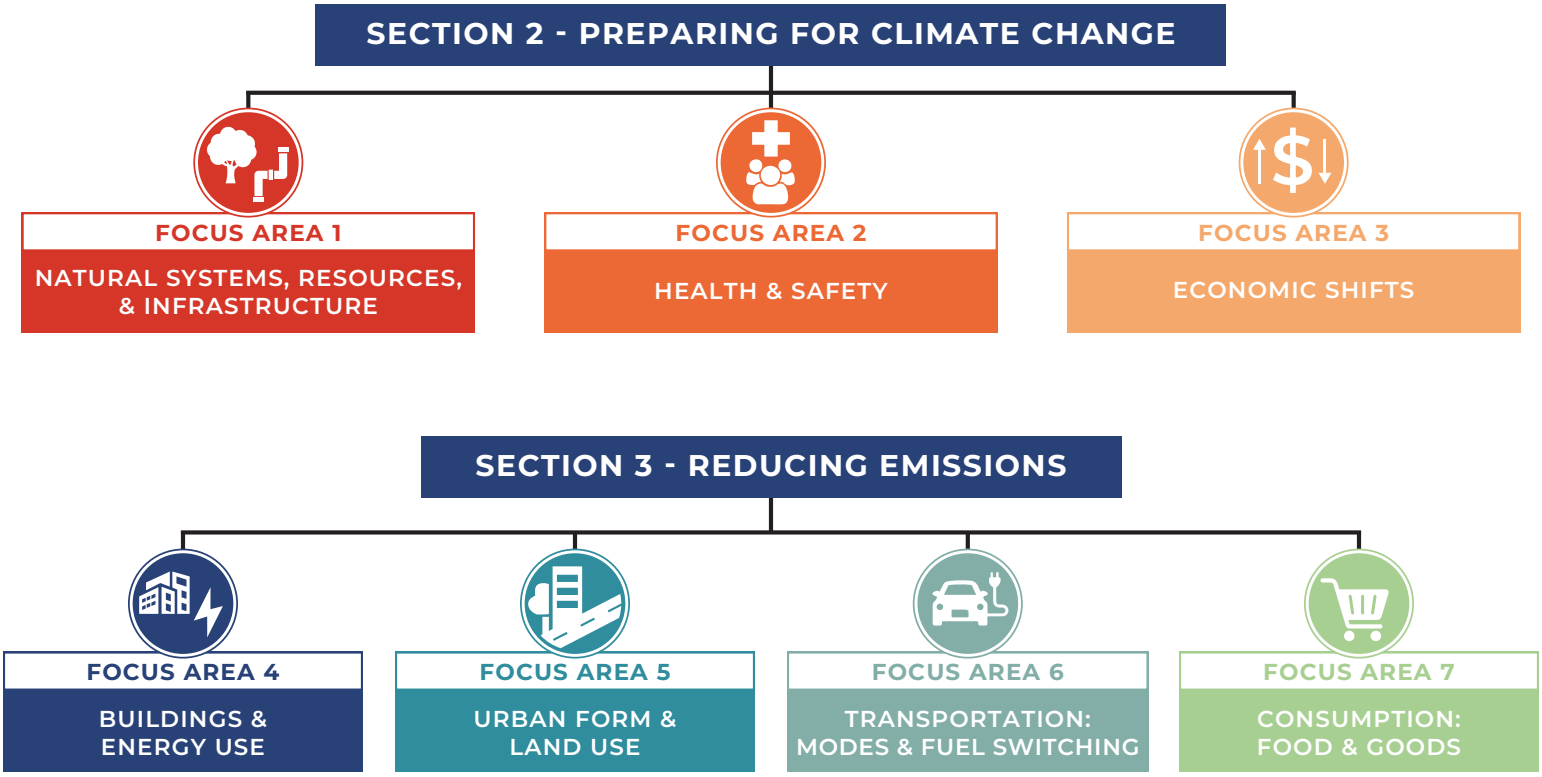
SECTIONS

Sections are like chapters in a book. Each section focuses on a different goal that the plan hopes to achieve.

SECTION 1	SECTION 2	SECTION 3	SECTION 4
Introduction	Preparing for Climate Change	Reducing Emissions	Next Steps

FOCUS AREAS

Sections are organized into Focus Areas. Each Focus Area is a grouping of strategies that aims to address climate change in a specific area of life.



STRATEGIES

Each Focus Area is subdivided into numbered Strategies. All Strategies relate to the Focus Area they fall under, but each Strategy works to capture information that is relevant to distinct scenarios (ex: heat vs smoke vs flooding). Strategies create the individual buckets that hold the plan's most detailed points, the Actions.

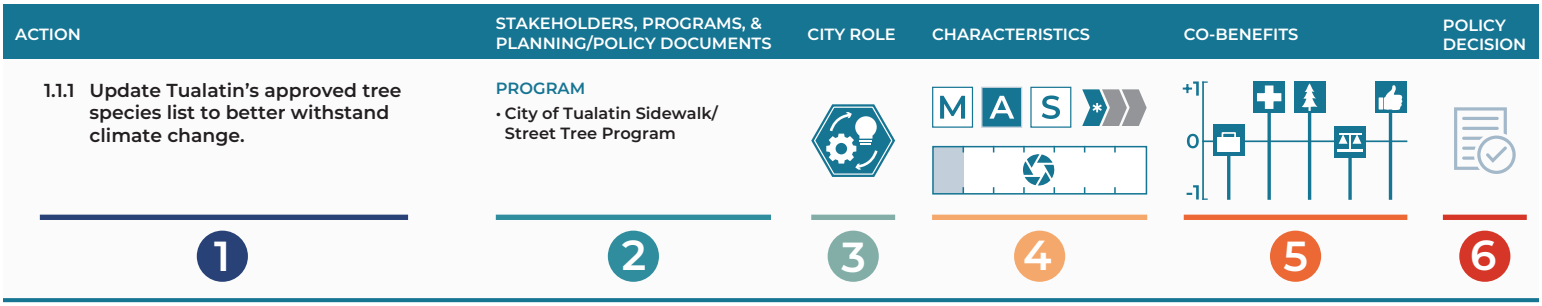
FOCUS AREA 1
NATURAL SYSTEMS, RESOURCES, & INFRASTRUCTURE

STRATEGY 1.1	Improve the resilience of Tualatin's natural systems, resources, and infrastructure to extreme heat	11 Actions
STRATEGY 1.2	Improve the resilience of Tualatin's natural systems, resources, and infrastructure to handle an increase in fire risk and smoke events.	1 Action
STRATEGY 1.3	Improve the resilience of Tualatin's natural systems, resources, and infrastructure to handle an increase in heavy precipitation events, flooding, and winter storms.	11 Actions

ACTIONS

Actions are the most specific pieces of this plan. Each action can be thought about as a "project" and each project could include planning, evaluation, community engagement, and implementation.

Actions are displayed in Action Tables that look like this:



Action Tables include five key elements:

1 Action Number & Description

Description of the action (bold text) and relevant contextual information (non-bold text).

2 Stakeholders, Programs, & Planning/Policy Documents

Identifies impacted stakeholders, potential partners, relevant programs, and planning/policy documents for the action.

3 City of Tualatin Roles

Implement
An action where the City takes the lead and has direct control, possessing or acquiring the resources to make progress.

Convene
An action where the City needs external partners to complete the action and can help by convening partners.

Support/Advocate
An action where the City primarily supports and advocates for it, but lacks direct control over the activities needed for completion.

4 Characteristics

Mitigation, Adaptation, and/or Sequestration - Will this action help people adapt to climate change, reduce carbon emissions, and/or increase local carbon sequestration?

Solid shading in the "M" box indicates mitigation actions that reduce greenhouse gas emissions

Solid shading in the "A" box indicates adaptation actions that can help community members to adapt to climate change.

Solid shading in the "S" box indicates sequestration actions that help to remove carbon from the atmosphere.

Kickoff Opportunity (years) - What is the timeframe this action could be started, given the state of the technology and resources needed to take the action?

An action that can achieve positive results in a short period of time with minimal effort or resources.

0-5 years

6-10 years

10+ years

Alignment with Council Vision (0-7) - How many Council vision statements does this action support?



See page 9 for the City Council's 2023 vision and priorities.

5 Co-benefits

Jobs: How does this action affect jobs in Tualatin?

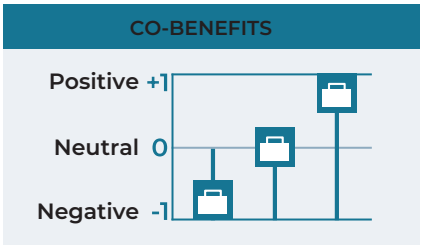
Health & Safety: How does this action affect the health and safety of Tualatin residents?

Ecosystem & Wildlife Health: How does this action benefit or harm the local ecosystems and wildlife?

Opportunity for Equity: Does this action present Tualatin with opportunities to increase equity in the community?

Community Acceptance: Does the community approve of this action?

Co-benefits are scored on a scale of negative 1 to positive 1



For example:

- A score of -1 on jobs would indicate that the action is likely to result in a net loss of jobs in Tualatin
- A score of 0 on jobs would indicate that the action is likely to have a neutral effect on jobs in Tualatin
- A score of +1 on jobs would indicate that the action is likely to result in a net gain of jobs in Tualatin.

6 Policy Decision

This action needs further discussion and a decision by the City Council in order to move forward.

Section 3 includes two additional descriptive icons

GHG benefit (# of metric tons CO_2e reduced) - How many $MTCO_2e$ can the community avoid putting into the atmosphere by taking this action?

Low (0-399,999 $MTCO_2e$) | **Medium (400,000-1,799,999 $MTCO_2e$)** | **High (1,800,000-8,000,000 $MTCO_2e$)**

Cost ($/metric ton CO_2e reduced) - How much will implementing this strategy cost per metric ton of CO_2e avoided?

$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)



SECTION 2

PREPARING FOR CLIMATE CHANGE

This section identifies climate actions aimed at helping Tualatin prepare and be resilient to the physical impacts of climate change. These actions represent important next steps to ensure that those who live, work, learn, and play in Tualatin are able to thrive.

Reducing carbon emissions (also known as "climate mitigation") is the most important action we can take to decrease the harmful effects of climate change. The faster we reduce emissions, the more we reduce the rate and scale of the changes coming. However, focusing our efforts on reducing emissions alone is no longer an option.

Oregon is already experiencing rising temperatures, long-term declines in snowpack, increasing wildfire risk, and other measurable environmental changes consistent with the effects of rising carbon emissions. These changes are expected to accelerate in the coming decades, leading to potentially significant impacts on the region's health, infrastructure, environment, and economy. As a result, we must prepare for and adapt to the impacts of a changing climate ("climate resilience") even as we work in partnership with other communities and state and federal leaders to reduce carbon emissions.

This section identifies 59 climate preparedness actions to help Tualatin prepare for the impacts of climate change and increase climate resilience. The preparedness actions included in this section were selected to address concerns of local impacts of climate change raised by community members and partner agencies who engaged with the City as a part of the planning process.

Through public engagement, the project team listened to community members who live, work, learn, and play in Tualatin and worked to create a plan that responds to community member needs and concerns.

WHAT IS CLIMATE RESILIENCE?

Resilience is a broad concept that can apply to individuals, communities, and social, economic, and environmental systems. Resilience is the capacity to cope with a hazardous event or long-term trend in ways that maintain essential identities, functions, and structures while also maintaining the capacity to learn, adapt, and/or transform. (Adapted from IPCC 2014)

WHAT WE HEARD

Community members reported feeling most concerned about:

- Needing to stay home or indoors and/or not being able to get to work or school safely due to smoke, extreme heat, and winter storms
- A potential loss of income from being unable to get to work safely
- Feelings of isolation or depression
- Power outages during extreme weather events

The project team also engaged stakeholders from state and local agencies, the energy utilities that serve Tualatin, non-profits, and businesses.

WHAT WE HEARD

Key takeaways from the adaptation-focused stakeholder meetings included the importance of building trust and relationships in the community and the need for more public refuge to keep people and animals safe during extreme weather events.

The focus on climate resilience reflects a growing recognition that climate change is accelerating and that living comfortably with the physical changes brought on by climate change will necessitate taking action through proactive planning, coordination, investment of money and resources, and information sharing within and between local agencies and community members.

CLIMATE IMPACTS IN TUALATIN

This section is intended to help readers understand the local impacts of climate change and the impact that our actions (or inactions) can have to ensure that Tualatin can become a more environmentally active and inclusive community with a thriving and diversified economy. Where possible, we share what the differences in future physical conditions will be if we and the rest of the world take action to reduce emissions (strong climate action scenario) compared to if we do not take action (no climate action scenario). For more, in-depth information about how climate change will impact Tualatin, see Appendix 1: Future Physical Conditions and Climate 101 - Technical Reader.

Climate change will impact historically underserved communities first and worst. Devoting resources to engage with, listen to, and better serve these communities moving forward will be an important commitment.

Heat

It's going to get hotter. Without climate action, Tualatin is likely to **experience a summer climate much like California's Sacramento Valley** (Figure 5) by 2080. The number of days over 90 degrees every summer are expected to increase dramatically: **from a historical average of 6 to nearly 60 by the end of the century.** In contrast, **if the world takes strong climate action, we can constrain the number of hot days to under 30.**

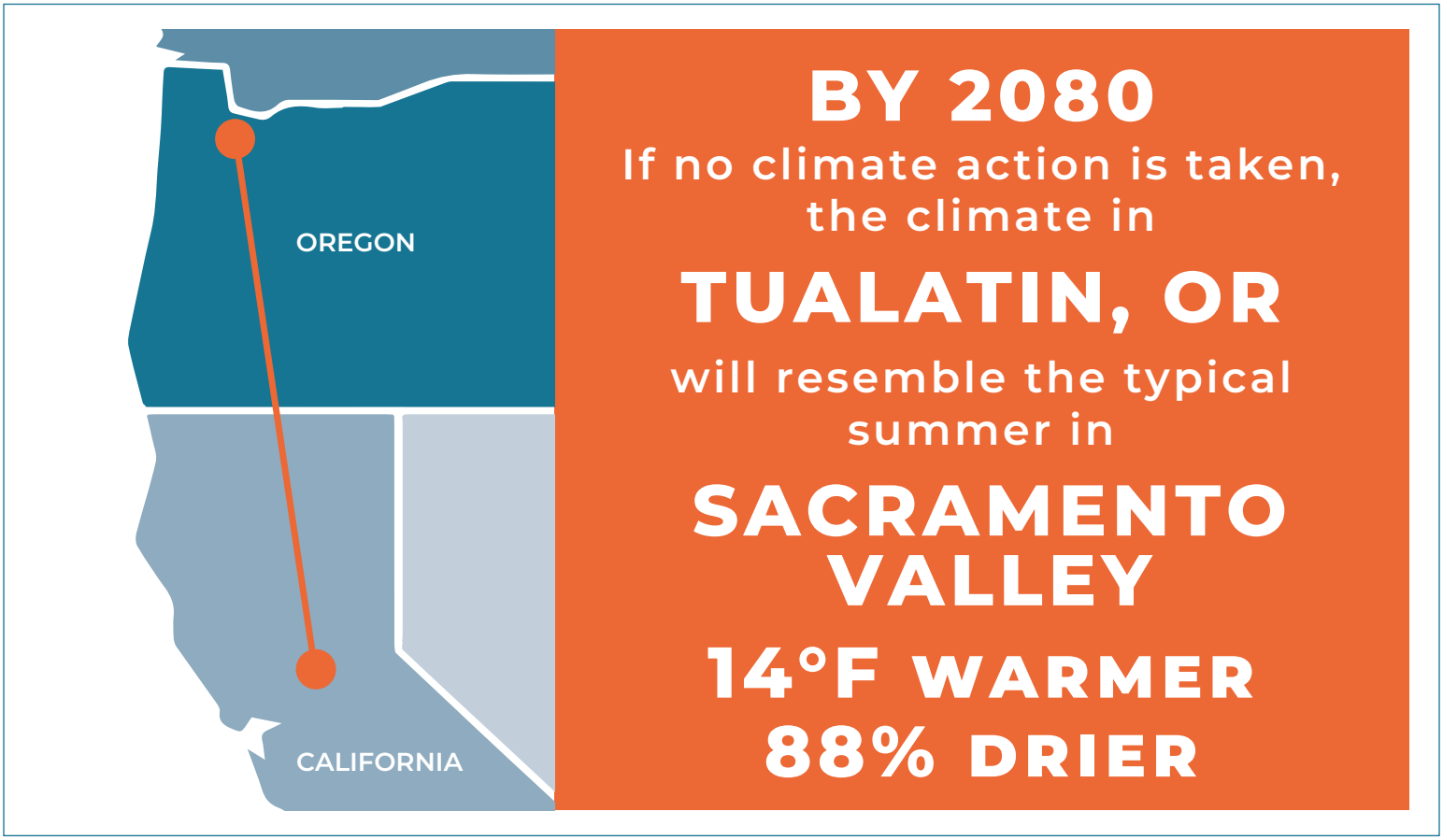


FIGURE 5: Without climate action, Tualatin's climate will feel like Sacramento Valley California's current climate.

According to the Statesman Journal, Oregon continued its pattern of historically hot temperatures in 2022, recording the 10th warmest year on record. Of the 13 hottest years recorded in Oregon, nine have come since 2000 and seven have come since 2010.

We've already begun to experience hotter summers in Tualatin. In June 2021, the Pacific Northwest experienced an extreme heat wave or 'heat dome' event. Heat records were broken across the region, as temperatures soared as high as 118 degrees Fahrenheit. Portland saw a record high temperature of 116 degrees F. Hundreds of people died across the Pacific Northwest, including 96 Oregonians.

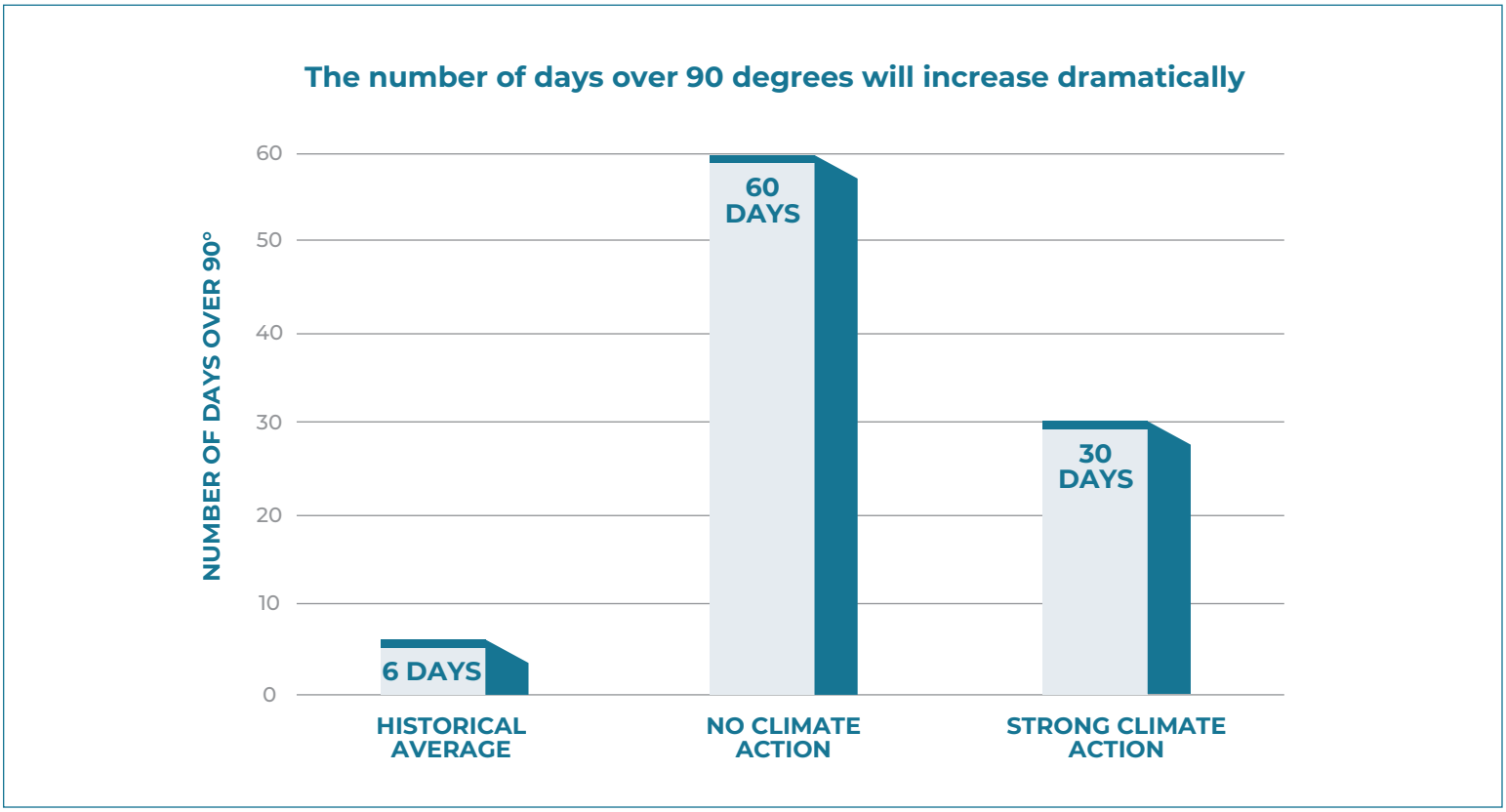


FIGURE 6: By taking strong climate action, we can help to limit the number of days over 90 degrees to 30 days each year. Without climate action, there will be about 60 days over 90 degrees each year.

> "The heat has restricted us to certain times of day when we can comfortably go outside the house in the summer time. Our air conditioner use is definitely up."
>
> **- Tualatin resident**

Fire and smoke

While Tualatin is not at a high risk for forest fires, we are at risk of smoke events from fires happening in the region. We are already seeing the devastating effects, as shown in Figure 7 (recent fire conditions), with fires around Tualatin increasing steadily in the last few years. Under the no climate action scenario, the current average of 10 days of extreme fire danger in the Portland metropolitan region will double to 20 by the end of the century. Strong climate action can decrease the number of extreme fire danger days to 17.

Wildfire smoke is expected to increase with wildfires, not just in nearby forests, but across the West. Winds carry smoke from elsewhere in Oregon, surrounding states, and even down from Canada where it settles in the valley. Smoke can cause and exacerbate numerous health conditions like acute respiratory disorders such as asthma, as well as cardiovascular disease.

The 2020 wildfire season demonstrated this when the international air quality monitoring website IQAir.com ranked Portland as number 1 for worst air quality among the world's cities in September 2020 – worse than notoriously polluted spots in countries such as India, China and Israel (NPR/OBP).

> "The wildfires from 2021 were heartbreaking and scary. With the fire approaching Oregon City, I got to the point where I started documenting items in my house for insurance purposes and packing a go-bag. It was a very scary time."
>
> **- Alexis,** *Tualatin resident*

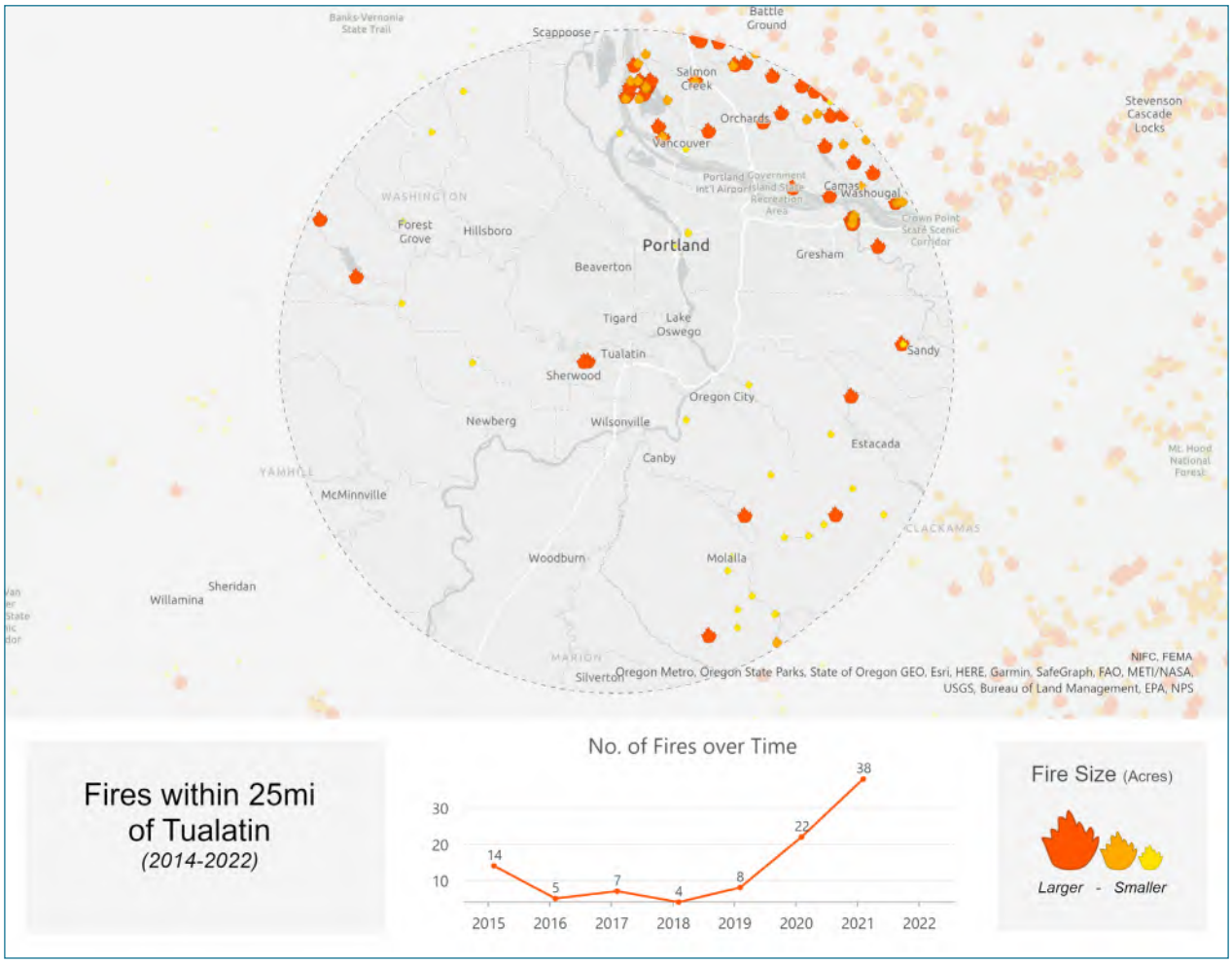


FIGURE 7: Recent wildfire conditions around Tualatin

Precipitation and flooding

Overall, annual rainfall quantities will remain nearly unchanged for Tualatin. The most noticeable change will be an increase in atmospheric rivers (also known as “rivers in the sky”), weather systems that bring large storms with heavy precipitation in short periods of time. See Figure 8 for a visual explanation of atmospheric rivers.

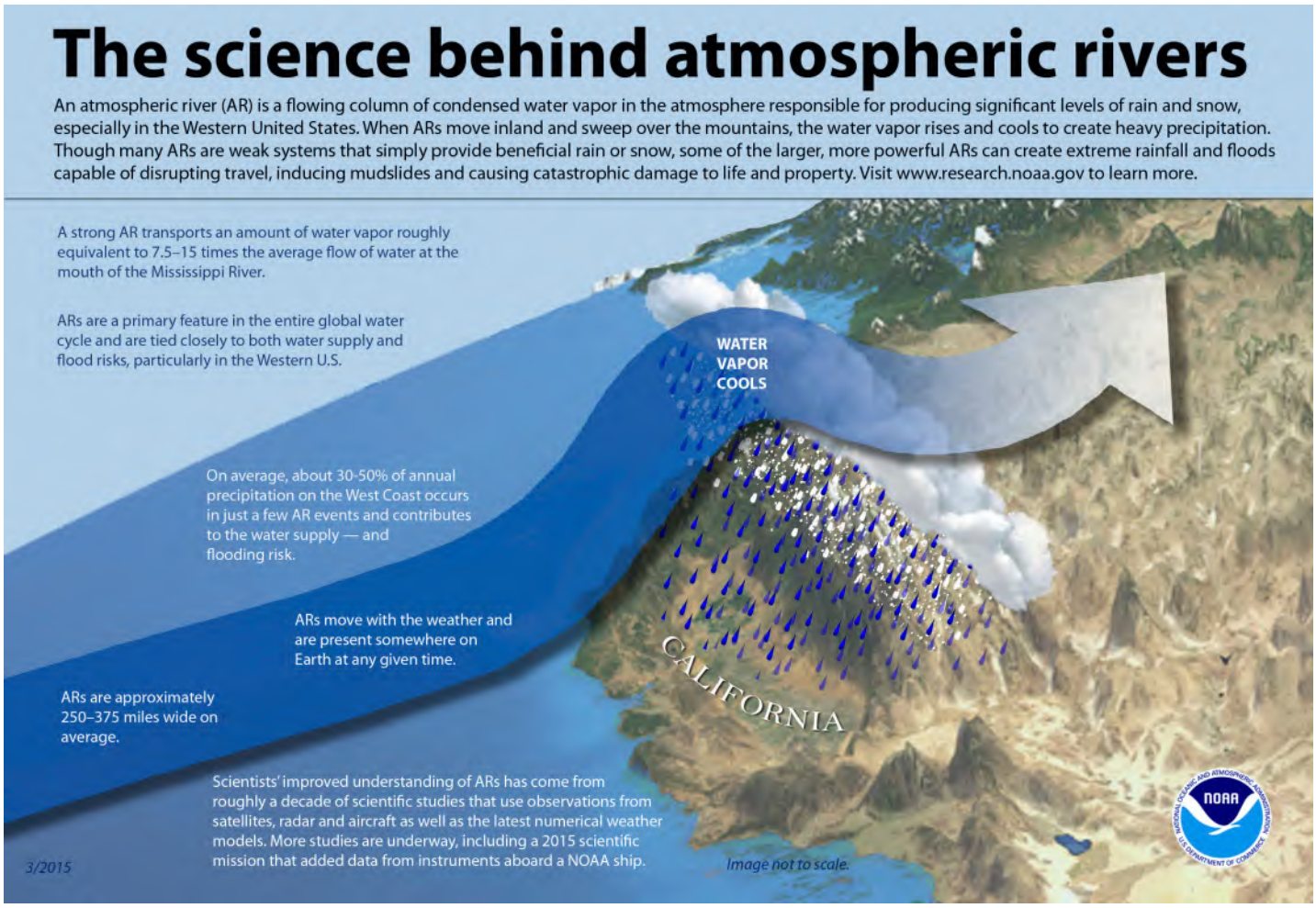


FIGURE 8: Atmospheric rivers

In the future, however, increased severity of rain events is likely to increase the likelihood and severity of flooding. The increased chance means that the blue area, which currently floods every hundred years or so, will likely see flooding much more often, every 20 to 50 years.

Flooding can have significant impacts on people's health and safety, particularly in the immediate aftermath of a flood. Floodwaters can carry harmful contaminants, such as bacteria, viruses, and chemicals, which can pose a health risk to those exposed to them. Exposure to contaminated floodwaters can cause skin infections, gastrointestinal illness, and respiratory issues. Additionally, floodwaters can hide hazards such as sharp objects, debris, and downed power lines, making it dangerous to walk or drive through flooded areas.

Additionally, this may mean that more people in Tualatin need to purchase flood insurance. It is likely that all of the places shown in pink on the map will need flood insurance, and that the premiums for those in the blue places will increase.

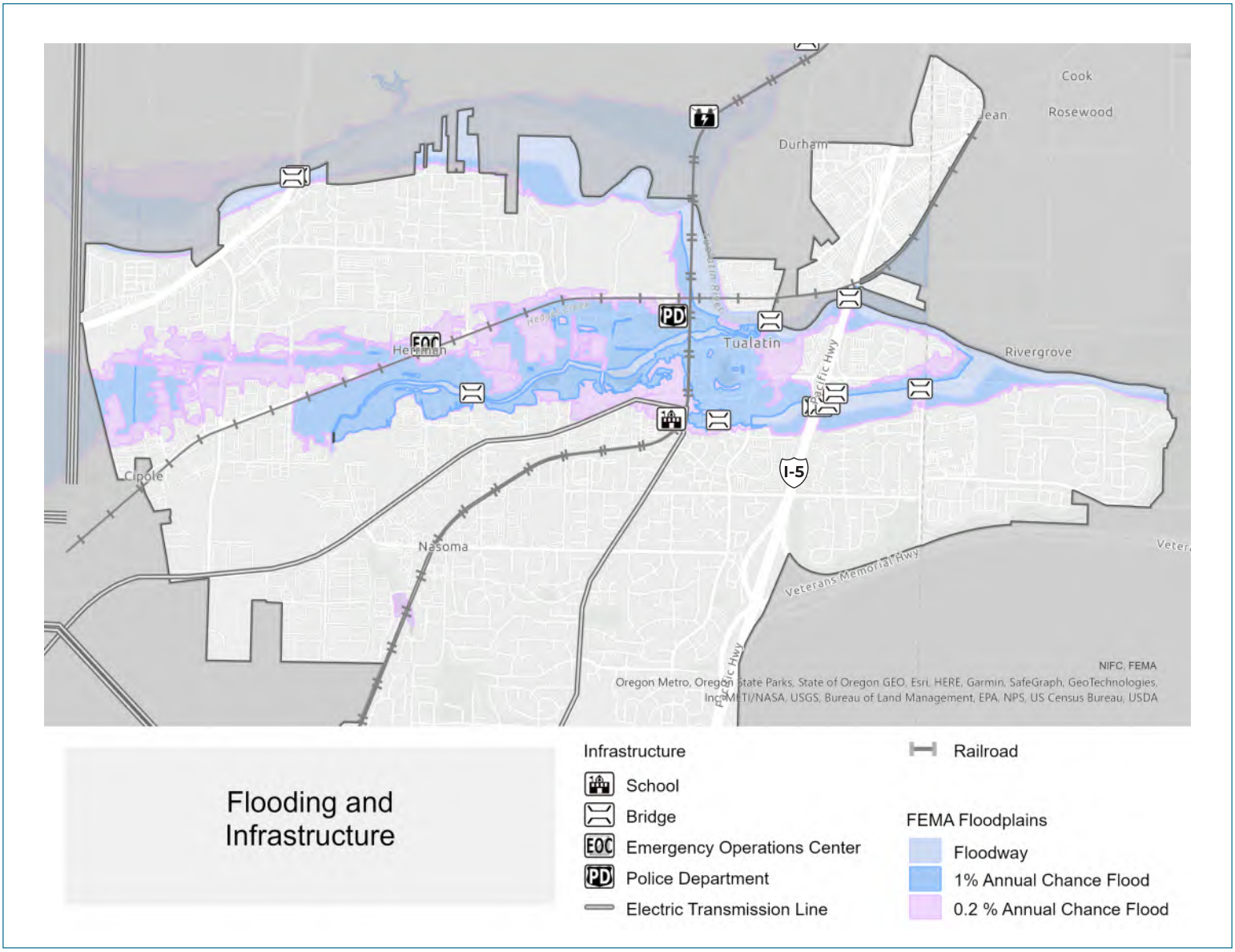


FIGURE 9: Tualatin's current flood map

THE 1996 FLOOD

Tualatin is no stranger to extreme flooding. Take the February 1996 flood, for example, in which floodwaters rose to 126.3 feet above sea level and buried downtown Tualatin under 7 feet of water. At least 29 homes, 97 multi-family units, and 85 commercial/industrial buildings in Tualatin were affected and many homeowners residing along the river were also forced to evacuate.

Volunteers, City staff, Tualatin Valley Fire & Rescue, and Federal Emergency Management Agency (FEMA) personnel joined together to evacuate neighbors, fill and distribute sandbags, and support one another. Eventually, the water receded, leaving water damage and debris in its wake. Flooding events are becoming more frequent and intense due to climate change, leaving the downtown area at heightened risk unless action is taken to prepare for these events and reduce risk. Click here to read the full Tualatin Times article.



FIGURE 10: Photos of Tualatin's downtown area during the 1996 flood.

Health impacts

Climate impacts have and will continue to impact human health. For example, we can expect more extreme heat to result in an increase in heat-related conditions, such as heat exhaustion and infectious diseases such as West Nile, Lyme, and fungal diseases. Furthermore, heat affects human health through increased stress and has been linked to increased violence in some populations. Pregnant people, people who work outdoors, the elderly, and people without access to air conditioning are at an increased risk for heat stroke and other heat related conditions.

For example, smoke from wildfires can cause poor air quality. People with asthma or other respiratory conditions may be more sensitive to and negatively affected by poor air quality. According to the Asthma and Allergy Foundation of America, the burden of asthma in the United States falls disproportionately on Black, Hispanic and American Indian/Alaska Native people. These groups have the highest asthma rates, deaths, and hospitalizations due to structural determinants of health like systemic racism, and social determinants of health, like socioeconomic status and education. See Figure 11 for a comprehensive assessment from the Oregon Health Authority that shows how climate hazards, like poor air quality, can interact with existing stress factors, like access to education, health care, and wealth, to amplify adverse effects on human health.

<table>
<tr><th>Climate-related drivers of health: environmental hazards</th><th>Stress factors: inequities in social, physical environment, cultural, and economic supports</th></tr>
<tr><td>Heat</td><td rowspan="2">Systemic inequities in policies</td></tr>
<tr><td>Infectious disease vectors</td></tr>
<tr><td>Wildfire</td><td rowspan="3">Inequities and unequal investment in social determinants of health (e.g., housing, education, income, wealth, transportation access, food security, income security, access to health care)</td></tr>
<tr><td>Air quality (e.g., pollen, wildfire smoke, smog, ozone)</td></tr>
<tr><td>Storms, floods, landslides</td></tr>
<tr><td>Sea level rise</td><td rowspan="2">Capacity and adaptive capacity of infrastructure, institutions, and systems to support human health (e.g., culturally specific services, surge capacity of hospitals)</td></tr>
<tr><td>Drought, water insecurity</td></tr>
<tr><th colspan="2">Effects on human health</th></tr>
<tr><td colspan="2">Hazard-related acute conditions (e.g., heat stroke, asthma attack)</td></tr>
<tr><td colspan="2">Hazard-related chronic conditions (e.g., heart disease, diabetes, respiratory illness)</td></tr>
<tr><td colspan="2">Infectious diseases (e.g., Lyme disease)</td></tr>
<tr><td colspan="2">Mental health conditions</td></tr>
<tr><td colspan="2">Adverse pregnancy outcomes</td></tr>
</table>

FIGURE 11: Climate hazards and social stress factors exacerbate negative effects on human health.

SECTION TWO: STRATEGIES AND ACTIONS

The "Preparing for Climate Change" section identifies actions the Tualatin community can to take to adapt to changing climate conditions, like extreme heat, wildfires and smoke, and precipitation and flooding. In this section, actions are categorized by strategy within each of the following three focus areas:



FOCUS AREA 1
NATURAL SYSTEMS, RESOURCES, & INFRASTRUCTURE

STRATEGY 1.1	Improve the resilience of Tualatin's natural systems, resources, and infrastructure to extreme heat	11 Actions
STRATEGY 1.2	Improve the resilience of Tualatin's natural systems, resources, and infrastructure to handle an increase in fire risk and smoke events.	1 Actions
STRATEGY 1.3	Improve the resilience of Tualatin's natural systems, resources, and infrastructure to handle an increase in heavy precipitation events, flooding, and winter storms.	11 Actions



FOCUS AREA 2
HEALTH AND SAFETY

STRATEGY 2.1	Increase preparedness and provide resources to help people who live, work, learn, and play in Tualatin better handle extreme heat events.	13 Actions
STRATEGY 2.2	Increase preparedness and provide resources to help people who live, work, learn, and play in Tualatin better handle more frequent wildfire and smoke events.	4 Actions
STRATEGY 2.3	Increase preparedness and provide resources to help people who live, work, learn, and play in Tualatin better handle the impacts of heavy precipitation events and winter storms.	10 Actions



FOCUS AREA 3
ECONOMIC SHIFTS

STRATEGY 3.1	Improve the resilience of Tualatin's businesses and workers to extreme heat.	2 Actions
STRATEGY 3.2	Improve the resilience of Tualatin's businesses and workers to handle an increase in fire risk and smoke events.	2 Actions
STRATEGY 3.3	Improve the resilience of Tualatin's businesses and workers to handle an increase in heavy precipitation events, flooding, and winter storms.	5 Actions



FOCUS AREA 1: NATURAL SYSTEMS, RESOURCES, AND INFRASTRUCTURE

Background

Climate change will put a strain on Tualatin's natural systems, resources, and infrastructure including the plants, animals, trees, the drinking water system, sewer system, stormwater system, and City parks.

As we prepare for hotter summers, wildfires and smoke, and floods, Tualatin infrastructure should be designed to handle higher temperatures and more stormwater, protecting people who spend time outside, and educating the community on how to prepare for climate hazards. The public right-of-way (streets, sidewalks, and land that is controlled by a government entity as opposed to privately owned) is already crowded and may become increasingly congested. This may make it harder to adapt to the impacts of climate change because it can be difficult to find space to provide the underground conduit needed for full electrification and undergrounding more utilities to withstand weather and increased stormwater flows.

"We're already seeing the impacts of drought and extreme heat on trees in Tualatin. Native tree species that used to thrive here, like the Western Red Cedar, are now struggling to stay healthy and we're seeing more and more of these trees die off in our parks and across the city each year."

- Tom Steiger, *Tualatin's Parks Maintenance Manager*

Strategy 1.1 Improve the resilience of Tualatin's natural systems, resources, and infrastructure to extreme heat

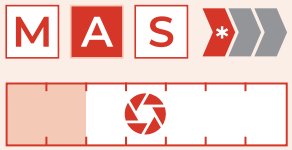
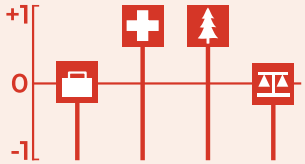
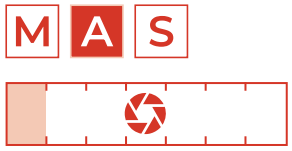
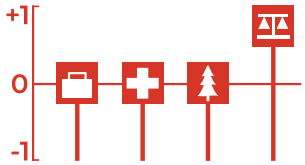
Extreme heat can negatively impact natural systems, resources, and infrastructure by contributing to drought, increasing the likelihood of wildfires, and putting strain on plants and animals. High temperatures can cause asphalt and concrete to expand, leading to buckling, cracking, and other damage to roads, bridges, and other infrastructure. Figure 12 shows how surface temperatures vary based on surface type. Cement, red brick, and blacktop (asphalt) become extremely hot when air temperatures exceed 90 degrees Fahrenheit. This can be dangerous for pets and other animals.

Time	Grass in shade	Grass in sun	Air Temp	Cement	Red Brick	Blacktop
7am	70	74	76	78	78	80
8	72	77	77	80	81	81
9	78	85	88	93	95	89
10	82	86	90	99	105	103
11	85	98	92	105	115	121
12pm	88	100	93	112	125	130
1	90	103	94	115	130	135
2	91	105	95	125	135	140
3	91	105	95	124	134	140
4	89	102	95	118	131	137
5	87	98	93	112	122	131
6	85	96	91	106	110	122
7	83	86	90	100	105	112
8	80	80 (dusk)	87	95	98	103
9	78	78 (dark)	84	90	92	93

FIGURE 12: Surface temperatures vary by surface type.

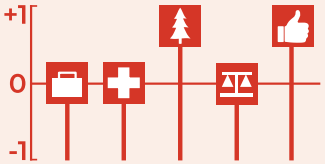
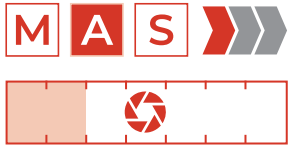
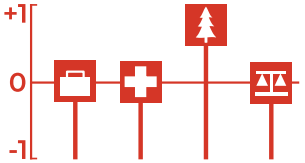
Extreme heat can also cause power outages, particularly if demand for electricity increases as people use air conditioning to stay cool. Power outages can impact critical infrastructure, such as hospitals and pumps in the drinking water system, leading to health and safety concerns. Addressing the impacts of extreme heat on Tualatin's natural systems, resources, and infrastructure will require investment in information gathering, policy changes, and information sharing.

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
1.1.1 Develop and conduct a communications campaign to increase awareness about drought-resistant species and street tree requirements in Tualatin. The campaign should aim to increase awareness of the updated approved street tree list (from action 1.1.1), as well as include information about the City's tree removal ordinance (TDC Ch. 33) and landscaping with drought-resistant plants to reduce water use. Communications channels could include a resource page on the City's website and print pieces for what to know about sustainable and resilient landscaping in Tualatin. This action supports strategy 5.2, and will need to be completed after action 5.2.2.	PROGRAM • City of Tualatin Sidewalk/ Street Tree Program		 • Connected, Informed, Engaged • Environmental		
1.1.2 Conduct a canopy cover study in Tualatin to better understand gaps in canopy cover and identify opportunities to equitably increase shade in Tualatin. The study should include the entire geographical area of Tualatin, including publicly and privately owned properties.			 • Environmental		

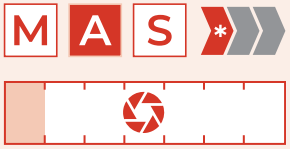
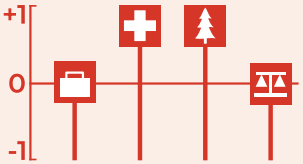
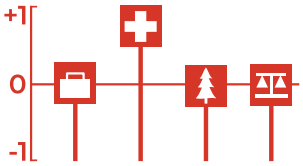
Key

- M MITIGATION ACTIONS
- A ADAPTATION ACTIONS
- S SEQUESTRATION ACTIONS
- IMPLEMENT
- CONVENE
- SUPPORT/ADVOCATE
- QUICK START
- 0-5 YRS
- 6-10 YRS
- 10+ YRS
- YES, POLICY DECISION
- ALIGNMENT WITH COUNCIL VISION (0-7)
- JOBS
- HEALTH & SAFETY
- ECOSYSTEM & WILDLIFE HEALTH
- OPPORTUNITY FOR EQUITY
- COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **1.1.3 Continue partnering with the Regional Water Providers Consortium to share educational materials and resources related to water conservation and source water protection.** Staff should continue to assist with the development and refinement of print and digital materials, purchase conservation-related materials through the Consortium's annual print order, and distribute these materials to community members at community destinations and events.	STAKEHOLDER • Regional Water Providers Consortium		 • Connected, Informed, Engaged • Environmental		
1.1.4 Consider higher future temperatures when updating Public Works Construction Code, the Development Code, and the Municipal Code to ensure that road, water, sewer, and stormwater infrastructure and new developments are better able to withstand higher temperatures.			 • Environmental • Transportation		

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **1.1.5 Advocate for Clean Water Services to update its stormwater treatment facility species list with species that are able to withstand increased temperatures, drought, occasional snow and ice storms, and fire.** The City of Tualatin currently follows the Clean Water Services Low Impact Development Approach Handbook, specifically the Public-Private Plant List for determining which plant species to select and plant in water quality facilities. Some native plant species are under significant threat of extinction (e.g. the Oregon Ash). Discretion should be used when selecting species to plant in water quality facilities to ensure that plants and trees are likely to survive and thrive in changing climate conditions.	STAKEHOLDER • Clean Water Services				
1.1.6 Develop parking lot design standards that result in cooler, shaded lots and prevent flooding risks. This could include requiring or providing incentives for cool pavement techniques to reflect heat, increase shade cover from trees and/or solar canopies, and increase drainage, storage, and/or hardscape permeability to better manage influxes of stormwater. This action also supports Strategy 1.3.	STAKEHOLDERS • City of Tualatin Public Works and Community Development Departments				

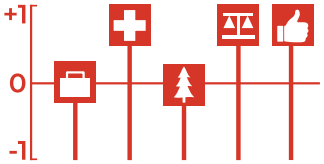
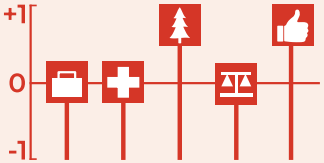
Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
1.1.7 Create park design standards to increase shade cover, shelter, increase the availability of drinking water fountains and water features in City parks.	POLICY/PLANNING DOCUMENT • Parks System Plan		M A S • Gathering Places • Environmental	+1 0 -1	
1.1.8 Work with TriMet and Ride Connection to increase shelter at bus stops. Prioritize efforts in higher equity needs areas of Tualatin. Additional shelter can provide shade in extreme heat events and cover during heavy precipitation events.	STAKEHOLDERS • TriMet • Ride Connection		M A S • Transportation	+1 0 -1	
1.1.9 Support Clean Water Services in implementing the strategies included in their Thermal Load Management Plan. This program serves to help maintain the Tualatin River Watershed and mitigate the urban heat island effect by providing shade to reduce stream temperatures and diverting effluent through projects like purple pipe.	STAKEHOLDER • Clean Water Services		M A S • Environmental	+1 0 -1	

Key

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JOBS
HEALTH & SAFETY
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
1.1.10 Increase access to water for cooling, including rivers, pools, swimming holes, and splash pads. Access issues could include number of locations, availability of transportation to those locations, hours of operation, and/or cost to use facilities.	POLICY/PLANNING DOCUMENT • City of Tualatin Parks System Plan		 • Inclusive Community • Gathering Places		
1.1.11 Protect and restore the Tualatin River watershed. The Tualatin River and the species that live in and around it are at risk from extreme heat. Protecting and restoring the riparian ecosystem can help to reduce stream temperatures, provide habitat, and provide recreation opportunities for community members.	STAKEHOLDERS • Friends of Trees • Tualatin Riverkeepers • Tualatin River Watershed Council • City of Tualatin Parks & Recreation Department		 • Environmental • Connected/Informed/ Engaged • Gathering Places		

Key



Strategy 1.2

Improve the resilience of Tualatin's natural systems, resources, and infrastructure to handle an increase in fire risk and smoke events

Natural systems and resources are vulnerable to the devastating effects of wildfires. Fire damage can lead to the loss of habitat and biodiversity and reduced soil and water quality. Fires can also impact infrastructure like roads, bridges, and buildings, causing damage and requiring costly repairs. While fire risk is low within the boundaries of Tualatin, these impacts may be experienced by community members who recreate or travel elsewhere in the Portland metropolitan region and in the state.

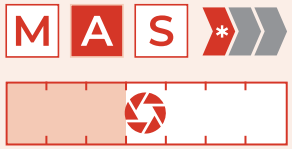
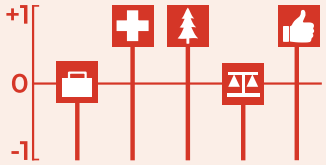
Wildfire smoke can have significant impacts on both plants and animals. Smoke can reduce the amount of sunlight that reaches the ground, which can affect the growth and productivity of plants in parks, natural areas, and gardens. It can also damage plant tissues and alter their physiology, making them more susceptible to disease and pests.

Smoke can be harmful to pets, particularly dogs and other pets that spend time outside, since smoke can negatively impact an animal's health and lead to behavioral issues. Wild animals are susceptible too since smoke can cause changes in migration patterns and feeding habits. In addition, the loss of habitat due to fires can lead to a decline in animal populations and biodiversity.

Given the far-reaching consequences of wildfire and smoke on natural systems, resources, and infrastructure, it is important to take action to prepare for fire and smoke events.



Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
1.2.1 Share resources from Firewise USA via Tualatin Valley Fire & Rescue to increase community access to wildfire preparedness resources. The Firewise USA program is a global nonprofit organization that is devoted to eliminating death, injury, property, and economic loss due to fire, electrical, and related hazards. Oregon's Department of Forestry (ODF) manages the program at the state level, and ODF district offices and fire departments manage the program at the local level.	STAKEHOLDER • Tualatin Valley Fire & Rescue		 • Connected, Informed, Engaged • Neighborhoods • Environmental		

Key

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- HEALTH & SAFETY
- ECOSYSTEM & WILDLIFE HEALTH
- OPPORTUNITY FOR EQUITY
- COMMUNITY ACCEPTANCE
- ALIGNMENT WITH COUNCIL VISION (0-7)

Strategy 1.3

Improve the resilience of Tualatin's natural systems, resources, and infrastructure to handle an increase in heavy precipitation events, flooding, and winter storms

Instances of severe flooding happen in Tualatin when large amounts of water inundate low-lying areas within a short period of time. In Tualatin, this typically affects areas like Tualatin-Sherwood Road, the downtown area, and segments of Boones Ferry Road (see Figure 13). This type of flooding is typically caused by heavy rainfall – an event that is becoming more and more likely as the climate changes. The impact of severe flooding can be devastating, causing damage to homes and businesses, disrupting transportation and utilities, and putting residents at risk of injury or death.

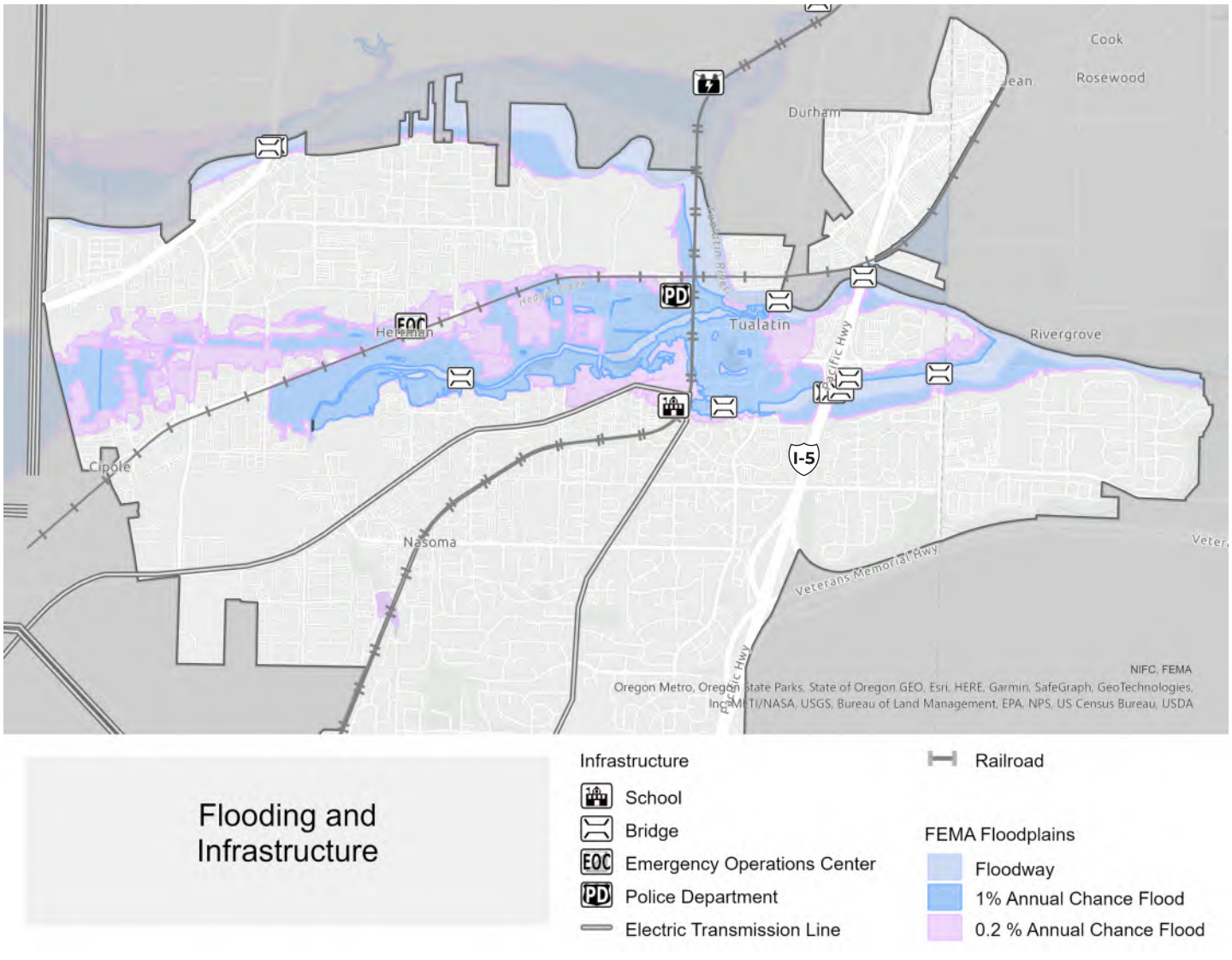


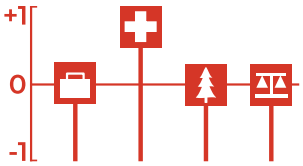
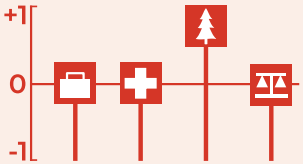
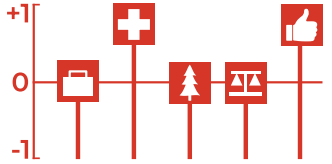
FIGURE 13: Tualatin's current flood map

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
1.3.1 Install backflow prevention devices in City sewer and stormwater systems as necessary to prevent flood damage.	STAKEHOLDER • City of Tualatin Public Works Department		M A S • Environmental	+1 0 -1	
1.3.2 Encourage property owners to increase drainage, storage, and/or permeability on private properties. One example could be lowering stormwater rates for property owners that certify that they've increased drainage, storage, and/or permeability on their properties.	STAKEHOLDER • Clean Water Services		M A S • Gathering Places • Transportation • Environmental	+1 0 -1	
1.3.3 Evaluate strategies to reduce flooding in floodprone areas. This could include storage tanks located under parking lots and intersections, larger stormwater facilities, etc. to better manage flood waters and protect infrastructure and people.			M A S • Gathering Places • Transportation • Environmental	+1 0 -1	

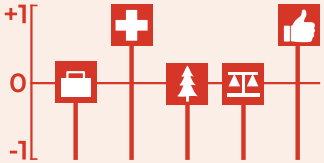
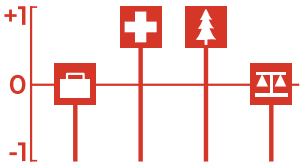
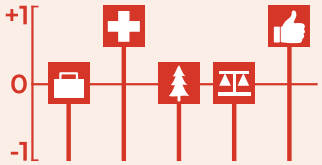
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ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
1.3.4 Increase flood capacity on publicly owned lands. This could include reviewing and revising the Parks Department's levels of service methodology to be more qualitative or acquiring or altering public land, including park land, to increase stormwater capacity. Investigate strategies to increase flood capacity on public lands while maintaining the integrity of parklands.	PLANNING/POLICY DOCUMENT • City charter		 • Gathering Places • Environmental		
1.3.5 Increase sustainability of outdoor spaces. Tools could include rain gardens, backyard habitat certification, pollinator pockets, SITES certification, etc. This action also supports Strategies 1.1 and 1.2.			 • Gathering Places • Environmental		
1.3.6 Advocate for increased grid resiliency and redundancy to minimize service disruptions as the building and transportation sectors electrify. There are concerns about the increased demand for electricity from buildings and vehicles putting a strain on the electrical grid's capacity and reliability as fossil fuels are phased out. Resiliency and redundancy efforts are needed to support the increased demand for electricity.	STAKEHOLDER • Portland General Electric (PGE) PROGRAM • PGE Smart Grid Test Bed				

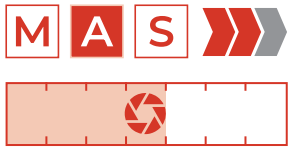
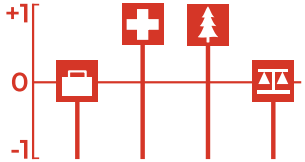
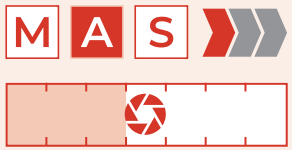
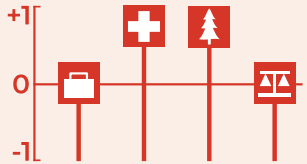
Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
1.3.7 Enhance signage in areas where flooding may occur and wayfinding signage when sections of roadways are likely to be unpassable. The City currently has a list of known roads that tend to flood. Staff should continue to monitor and adjust this list as need arises. Consider developing a signage plan for large flooding events. This action supports Strategy 2.3.	STAKEHOLDER • City of Tualatin Public Works Department		 • Connected, Informed, Engaged • Transportation		
IN PROGRESS **1.3.8 Consider constructing large, regional stormwater management facilities to increase stormwater management capacity.** Larger facilities provide greater flood mitigation and ease development burden.	STAKEHOLDER • Clean Water Services		 • Environmental		
1.3.9 Support utilities in quickly restoring power during and after winter storms by removing administrative barriers and streamlining the permitting process. Many of PGE's powerlines exist as overhead powerlines at this time, and therefore are at risk from exposure to extreme weather events. This action also supports Strategies 2.3 and 3.3. Support PGE's efforts to underground powerlines. This supports Strategies 1.1 and 1.2.	STAKEHOLDER • Portland General Electric (PGE)		 • Economy • Transportation • Neighborhoods		

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
1.3.10 Change City zoning ordinances to regulate development in the 100-year flood plain. As the frequency and intensity of atmospheric river events that lead to flooding occur, the risk of flooding negatively impacting people and property increases. Limiting new development in flood-prone areas can help to reduce the risk of flood damage and safety issues, leading to cost savings (less damage) and safer communities. This action supports Strategies 2.3 and 3.3.	STAKEHOLDER • City of Tualatin Community Development Department		 • Economy • Transportation • Neighborhoods • Environmental		
1.3.11 Change City code to enhance flood resilient development in flood-prone areas. Flood resilient development refers to designing and constructing buildings, infrastructure, and communities in a way that minimizes the risk and impact of flooding. It involves implementing measures that enhance the ability of built environments to withstand and recover from flood events, thereby reducing potential damage and disruption. Examples of strategies related to flood resilient development include requiring elevated foundations, conducting floodplain mapping to identify high-risk areas, and investing in green infrastructure and natural flood management practices. This action supports Strategies 2.3 and 3.3.	STAKEHOLDER • City of Tualatin Community Development Department		 • Economy • Transportation • Neighborhoods		

Key





FOCUS AREA 2: HEALTH AND SAFETY

Background

Climate change will impact the people that live, work, learn, and play in Tualatin. While all individuals will experience the impacts of climate change, some populations, like people with low incomes, people of color, young children, older adults, and people who work outside will likely experience these impacts first and worst due to existing inequities.

WHAT WE HEARD

Community members reported needing to stay home or indoors and not being able to get to work or school as their top concerns related to climate impacts in Tualatin. People were also concerned about the potential loss of income from not being able to work at full capacity during climate events, feelings of isolation and depression (especially for older community members), loss of electricity, and difficulty breathing or dangerous air quality during smoke events.

Community members also expressed interest in a City-provided resilience kit for households to help people prepare for Tualatin's likely climate hazards. Resilience kits could include information about City resources like the sandbag program to assist with the impacts of localized flooding as well as ways to stay cool at City facilities like the Library and splash pad at the Lake of the Commons. It could also include more general emergency preparedness materials like best practices for storing an emergency supply of water.

The City asked participants what help they needed to cope with the impacts of climate change. The most common suggestions revolved around financial assistance, improving or expanding City services, and information sharing. The City can play a large role in sharing relevant information in a timely manner, particularly in response to extreme weather or emergency events. Religious institutions and community leaders can also help to connect the community to important resources to keep people safe and informed.

In emergencies and extreme weather events, people look to their neighbors, family, and friends for help. Fostering strong relationships between community members and groups within Tualatin, as well as relationships with neighboring communities, is critical to increasing climate resilience in Tualatin.



FIGURE 14: Participants in the Youth-focused climate action workshop in Fall 2022.

WHAT WE HEARD

Participants in the Youth workshop were very concerned about the wellbeing of those most vulnerable to extreme weather and what they need to cope and survive. Participants were eager to help each other and create community systems of support. Several participants were interested in working with the City to implement portions of the final Climate Action Plan, which could include creating systems for mutual aid and care.

The City acknowledges that barriers, like lack of resources, time, and trust, can impact individuals' abilities to prepare for climate change. It is critical to build trust between the City and communities who have historically been marginalized and underserved. The City currently invests in the Community Emergency Response Team (CERT), a group that is dedicated to informing, training, and linking community volunteers and their neighborhoods to more effectively respond when disasters strike. It would be beneficial to use CERT as a model to continue and expand investment in building relationships with trusted leaders from communities who have historically been excluded to increase the likelihood of successful preparedness efforts across the entire Tualatin community.



FIGURE 15: Members of Tualatin's Community Emergency Response Team (CERT), a community group dedicated to informing, training, and linking community volunteers and their neighborhoods to more effectively respond when disasters strike.

Strategy 2.1

Increase preparedness and provide resources to help people who live, work, learn, and play in Tualatin better handle extreme heat events

Extreme heat can lead to heat exhaustion, heat stroke, and other heat-related illnesses, particularly among vulnerable populations such as the elderly, young children, and those with pre-existing medical conditions. The additional stress caused by extreme heat can impact people's safety and well-being by leading to more crime, more human-wildlife interactions, and food spoilage.

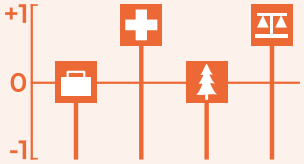
> "The heat dome events over the last few years have shown us that the increased stress caused by extreme heat events often result in an increase in emergency response calls. As police, we recognize the importance of implementing strategies to help community members and officers stay safe during these events."
>
> **- Greg Pickering,** ***Tualatin Police Chief***

Extreme heat also increases the demand for air conditioning and other forms of cooling, leading to increased energy use and carbon emissions.



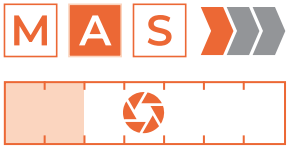
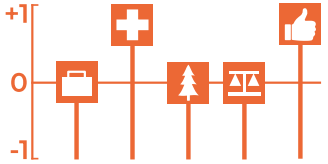
FIGURE 16: Community members cooling off at the splash pad at the Lake of the Commons.

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
2.1.1 Update Rental Housing Maintenance Standards (TMC 6-13-040) to include standards for adequate cooling. As of June 2023, TMC 6-13-040 states that, "There shall be a permanently installed heat source with the ability to provide a room temperature of 68 degrees Fahrenheit three feet above the floor, measured in the approximate center of the room, in all habitable rooms." For example, City of Tempe, AZ's code (Section 21-34) states that, "Every rental housing unit shall have cooling, under the tenant's control, capable of safely cooling all habitable rooms, bathrooms and flush toilet rooms located therein to a temperature no greater than 88 degrees, if cooled by evaporative cooling, or 82 degrees, if cooled by air conditioning."	STAKEHOLDER • City of Tualatin Community Development Department PLANNING/POLICY DOCUMENT • Tualatin Municipal Code 6-13-040		 • Neighborhoods • Environmental		

Key

- M MITIGATION ACTIONS
- A ADAPTATION ACTIONS
- S SEQUESTRATION ACTIONS
- IMPLEMENT
- CONVENE
- SUPPORT/ADVOCATE
- QUICK START
- 0-5 YRS
- 6-10 YRS
- 10+ YRS
- YES, POLICY DECISION
- JOBS
- HEALTH & SAFETY
- ECOSYSTEM & WILDLIFE HEALTH
- OPPORTUNITY FOR EQUITY
- COMMUNITY ACCEPTANCE
- ALIGNMENT WITH COUNCIL VISION (0-7)

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
2.1.2 Provide safe and reliable indoor shelters during extreme weather events, including extreme heat, freezing temperatures, and hazardous air quality due to wildfire smoke. Shelter considerations include accessibility, adequate air filtration during air quality events, places to charge phones, medical devices, and other electronics, and allowing pets. Expand access by increasing shelter hours by partnering with CERT and/or Washington County to staff shelters and expanding access by partnering with Ride Connection to increase transportation options to and from shelters. Consider additional shelter locations beyond the Library to increase access for community members not located near downtown. This action supports Strategies 2.2 and 2.3.	STAKEHOLDERS • Community Emergency Response Team (CERT) • Ride Connection • Washington County Emergency Management • Washington County Public Health		 • Inclusive Community • Gathering Places		

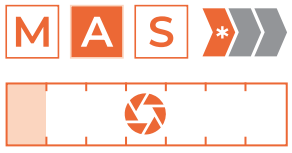
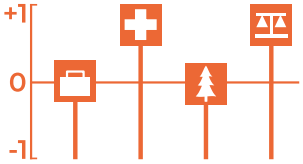
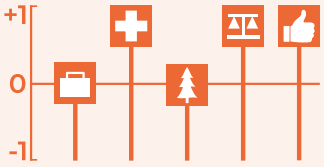
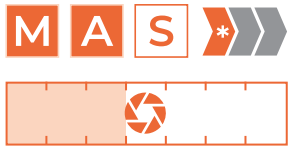
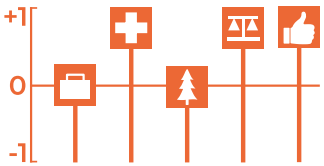
Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
2.1.3 Provide safe and reliable indoor shelters for Tualatin's unhoused population during extreme weather events, including extreme heat, freezing temperatures, and hazardous air quality due to wildfire smoke. Unique considerations for offering shelter to the unhoused include building type, hours of operation, transportation, communication methods, and availability of cots or beds. Shelters must be equipped with adequate air filtration and places to charge phones and devices. Consider options to allow pets at indoor shelters in extreme weather events. This action supports Strategies 2.2 and 2.3.	STAKEHOLDERS • Washington County Homeless Services • Washington County Emergency Management • City of Tigard		M A S • Inclusive Community • Gathering Places	+1 0 -1	
IN PROGRESS **2.1.4 Share information about available shelters in anticipation of and during extreme weather events, including extreme heat, freezing temperatures, and hazardous air quality due to wildfire smoke.** Information should be shared through a variety of communications methods (e.g. social media, website, physical flyers, etc.) and should be available in both English and Spanish. This action supports Strategies 2.2 and 2.3.			M A S • Inclusive Community • Gathering Places	+1 0 -1	
2.1.5 Promote programs that provide low or no-cost air conditioners to residents in need. Target outreach towards low-income residents, people with disabilities, elderly people, and other vulnerable populations.	STAKEHOLDERS • Oregon Housing and Community Services • Oregon Health Authority • Oregon Department of Energy • Care Oregon		M A S • Inclusive Community	+1 0 -1	

Key

M MITIGATION ACTIONS
A ADAPTATION ACTIONS
S SEQUESTRATION ACTIONS
IMPLEMENT
CONVENE
SUPPORT/ADVOCATE
QUICK START
0-5 YRS
6-10 YRS
10+ YRS
YES, POLICY DECISION
ALIGNMENT WITH COUNCIL VISION (0-7)
JOBS
HEALTH & SAFETY
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
2.1.6 Promote assistance programs that help residents pay electricity bills to cover the increased need for cooling (or heating, during winter storms) their homes. PGE offers resources like payment plans, payment extensions, bill due date changes, and an income-qualified bill discount program.	PROGRAMS • PGE's Income-Qualified Bill Discount • Low-Income Home Energy Assistance Program (LIHEAP) • Oregon Energy Assistance Program (OEAP) Washington County residents seeking financial assistance can apply for LIHEAP and/or OEAP via Community Action. Clackamas County residents seeking assistance can apply via Clackamas County Social Services or St. Vincent de Paul.		 • Inclusive Community		
2.1.7 Promote program options for providing financial assistance to weatherize homes for low-income residents, particularly those who live in dwellings with fewer shared walls (i.e. mobile homes, trailers, or single family homes).	STAKEHOLDER • Energy Trust of Oregon		 • Inclusive Community • Environmental		
2.1.8 Provide information and education on which energy-saving improvements (like heat pumps) people can prioritize to reduce the costs of cooling. Heat pumps can also be used for low-emissions heating of buildings, so this action also supports Strategy 2.3.	STAKEHOLDER • Energy Trust of Oregon		 • Inclusive Community • Neighborhoods • Environmental		

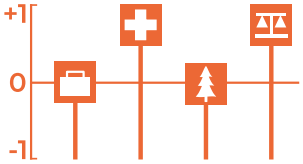
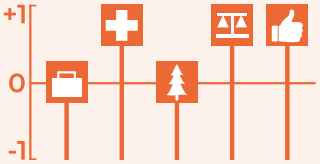
Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
2.1.9 Update the City's tree code to retain or increase tree cover. Private trees are subject to TDC Ch. 33 and public trees are subject to TDC Ch. 74.	PLANNING/POLICY DOCUMENT • Tualatin Development Code (TDC) STAKEHOLDERS • Portland General Electric (PGE)		M A S • Transportation • Neighborhoods • Environmental	+1 0 -1	
IN PROGRESS **2.1.10 Share emergency preparedness resources in a free, easy-to-access preparedness kit available in English and Spanish.** Preparedness information should relate to extreme weather events due to climate change (like extreme heat, wildfire and smoke, and heavy precipitation and flooding) as well as other disasters like earthquakes. This action also supports Strategies 2.2 and 2.3.	STAKEHOLDERS • Community Emergency Response Team (CERT) • Washington County Emergency Management • Clackamas County Disaster Management		M A S • Connected, Informed, Engaged	+1 0 -1	
2.1.11 Promote the Energy Trust of Oregon's Landlord Provided Cooling Space Initiative program to provide support for cooling resources at or near multifamily housing properties.	STAKEHOLDER • Energy Trust of Oregon PROGRAM • Landlord Provided Cooling Space Initiative program		M A S * • Inclusive Community • Connected, Informed, Engaged	+1 0 -1	

Key

M MITIGATION ACTIONS
A ADAPTATION ACTIONS
S SEQUESTRATION ACTIONS
IMPLEMENT
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SUPPORT/ADVOCATE
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6-10 YRS
10+ YRS
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JOBS
HEALTH & SAFETY
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
2.1.12 Incentivize developers to abide by the Oregon Residential Reach Code to ensure adequate cooling in new residential developments. As of August 2021, the Oregon Residential Reach code defines a "conditioned space" as a living space that is kept between 55-85 degrees Fahrenheit.			 • Neighborhoods • Environmental		
IN PROGRESS **2.1.13 Share information about available shelters in anticipation of and during extreme weather events, including extreme heat, freezing temperatures, and hazardous air quality due to wildfire smoke.** Information should be shared through a variety of communications methods (e.g. social media, website, physical flyers, etc.) and should be available in both English and Spanish. This action supports Strategies 2.2 and 2.3.			 • Inclusive Community • Gathering Places		

Key

M MITIGATION ACTIONS

A ADAPTATION ACTIONS

S SEQUESTRATION ACTIONS

 IMPLEMENT

 CONVENE

 SUPPORT/ADVOCATE

 QUICK START, 0-5 YRS, 6-10 YRS, 10+ YRS

 YES, POLICY DECISION

 ALIGNMENT WITH COUNCIL VISION (0-7)

JOBS

HEALTH & SAFETY

ECOSYSTEM & WILDLIFE HEALTH

OPPORTUNITY FOR EQUITY

COMMUNITY ACCEPTANCE

Strategy 2.2

Increase preparedness and provide resources to help people who live, work, learn, and play in Tualatin better handle more frequent wildfire and smoke events

Wildfire smoke can have significant impacts on human health, particularly for those with respiratory issues or other pre-existing health conditions. The tiny particles and gases in smoke can penetrate deep into the lungs and cause irritation, inflammation, and other negative health effects. Exposure to wildfire smoke can exacerbate asthma and other respiratory illnesses, increase the risk of heart attacks and strokes, and cause coughing, wheezing, and shortness of breath. It can also worsen existing lung and heart conditions, and increase susceptibility to respiratory infections.

Additionally, prolonged exposure to wildfire smoke can have long-term health impacts, including reduced lung function and an increased risk of chronic respiratory diseases. It is essential for individuals living in areas impacted by wildfire smoke to take precautions, such as staying indoors and using air filters or masks, to protect their health.

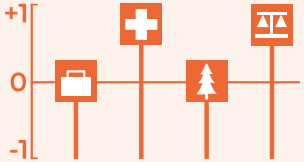
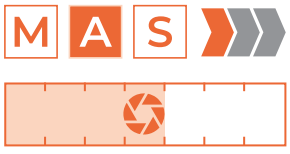
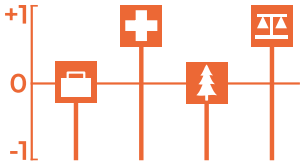
Wildfire smoke doesn't impact all populations equally, and it can exacerbate existing inequities in health outcomes. Low-income and historically overburdened communities are often disproportionately impacted by wildfires and their smoke, as they are more likely to have fewer resources to evacuate or protect themselves during a wildfire and/or work outside in unfiltered air conditions. In addition, these populations may have higher rates of pre-existing health conditions, making them more vulnerable to the health impacts of smoke.

Addressing the inequitable impacts of wildfire smoke will require a multifaceted approach that includes reducing the risk of wildfires, improving access to healthcare and other resources, and ensuring that vulnerable populations have the support they need to respond to and recover from wildfires and smoke.



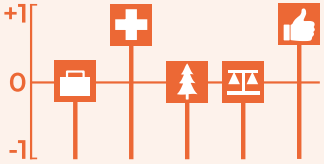
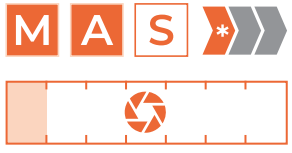
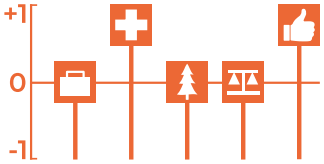
FIGURE 17: Photos from the corner of 108th Ave and Herman Rd. Left: During a wildfire smoke event in 2020. Right: On a clear day in May 2023.

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
2.2.1 **As they become available, promote programs that provide low or no-cost masks and HVAC filters and/or air filtration systems to residents in need.** Target outreach towards low-income residents, people with disabilities, elderly people, and other vulnerable populations.			 • Inclusive Community		
2.2.2 **Promote higher standards of air filtration in new builds and renovations to filter out hazardous particles during poor air quality events.** Advocate at the state level and consider regulating this through the municipal code.	STAKEHOLDERS • City of Tualatin Community Development Department		 • Inclusive Community • Connected, Informed, Engaged • Economy • Gathering Places		

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
2.2.3 Amplify existing educational materials about fire and smoke preparedness and resilience. Utilize existing resources such as TVF&R's wildfire preparedness resources and the Oregon Health Authority's recommendations on wildfire smoke and public health. Update the City's website and provide timely information via social media and other channels during fire and smoke events.	STAKEHOLDERS • Tualatin Valley Fire & Rescue • Oregon Health Authority		 • Connected, Informed, Engaged		
2.2.4 Amplify existing educational materials from IQAir and the Oregon Health Authority about which building air filters, face masks, and/or respirators are the most effective in filtering out harmful chemicals in wildfire smoke. Share educational materials through standard City Communications channels, and explore other options to get this information to the business community (e.g. include in a Chamber of Commerce newsletter or ask the Business CIO to share it with their members). This action supports Strategy 3.2.	STAKEHOLDERS • Tualatin Chamber of Commerce • Commercial Community Involvement Organization		 • Connected, Informed, Engaged		

Key



Strategy 2.3

Increase preparedness and provide resources to help people who live, work, learn, and play in Tualatin better handle the impacts of heavy precipitation events and winter storms

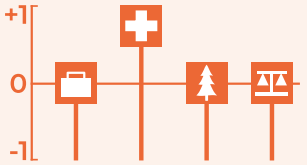
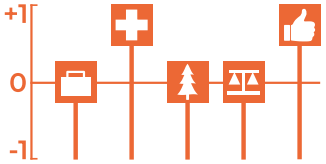
Flooding can have significant impacts on people's health and safety, particularly in the immediate aftermath of a flood. Floodwaters can carry harmful contaminants, such as bacteria, viruses, and chemicals, which can pose a health risk to those exposed to them. Exposure to contaminated floodwaters can cause skin infections, gastrointestinal illness, and respiratory issues. Additionally, floodwaters can hide hazards such as sharp objects, debris, and downed power lines, making it dangerous to walk or drive through flooded areas.

In addition to the immediate health and safety impacts of flooding, there can also be longer-term effects. Floods can lead to the growth of mold and other pathogens, which can cause respiratory issues and other health problems. Floods can also damage water and sanitation systems, leading to a lack of access to clean water and adequate sanitation facilities, which can contribute to the spread of waterborne diseases.

The disruption of daily life brought on by severe flooding can also have mental health impacts, such as stress and anxiety. Tualatin's public transit infrastructure needs to be improved to become better prepared for increased atmospheric river and flooding events. Additionally, it is important to educate and inform community members about flood preparedness, provide material or financial resources to residents, and improve coordination within and between public agencies and utilities.

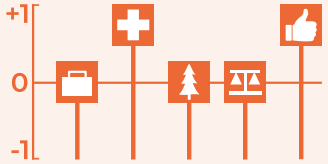
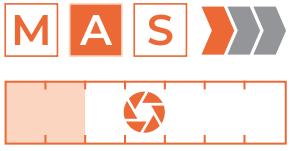
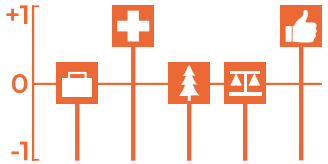
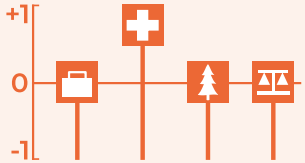


Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **2.3.1 Improve Tualatin's river level monitoring capabilities.** Currently, Public Works staff monitor river levels using data from the Farmington gauge (FRM03), located upstream, and forecast anticipated river levels. The addition of river level forecasting for the river gauge at Community Park would allow for more accurate predictions and a more timely response.	STAKEHOLDER • National Oceanic and Atmospheric Administration PLANNING/POLICY DOCUMENT • Capital Improvement Plan		 • Connected, Informed, Engaged		
2.3.2 Share information at the start of the rainy season each year about the city's free sandbag program to help protect buildings against flooding. Materials should be translated into Spanish and the information should be made available through a variety of communications channels, including but not limited to the City's e-newsletter, social media, and/or flyers in community desinations.	STAKEHOLDERS • City of Tualatin Public Works Department				

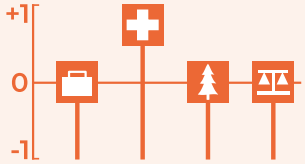
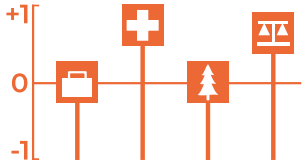
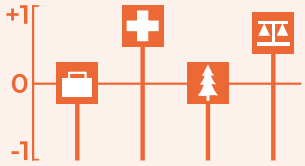
Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **2.3.3 Communicate about the City's flooding emergency response plan to inform community members about what to expect and how to prepare in the event of a major flood.** Materials should be translated into Spanish and made available through a variety of communications channels, including (but not limited to) social media, City website, and placing signs near flooded areas to alert people to dangerous areas and detour routes.			 • Connected, Informed, Engaged		
2.3.4 Communicate with community members in advance of and in response to changing conditions during winter storm or flooding events. The City already communicates about the Snow and Ice Response Plan in advance of winter storm events, and road closures due to flooding so that community members are better able to plan their commutes. Build on the work already being done and strive to make communication targeted, proactive, specific about the event taking place, bilingual, and accessible via multiple communications channels.			 • Connected, Informed, Engaged • Economy		
2.3.5 Host a evacuation/reunification planning workshop and/or share resources on how to plan for evacuation and reunification as part of the CERT preparedness fair.	STAKEHOLDER • Community Emergency Response Team (CERT)		 • Connected, Informed, Engaged		

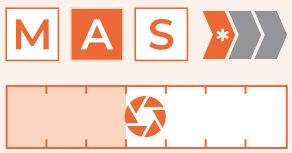
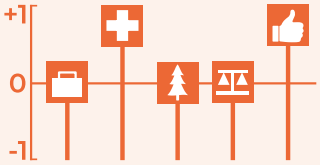
Key

M MITIGATION ACTIONS
A ADAPTATION ACTIONS
S SEQUESTRATION ACTIONS
IMPLEMENT
CONVENE
SUPPORT/ADVOCATE
QUICK START
0-5 YRS
6-10 YRS
10+ YRS
YES, POLICY DECISION
ALIGNMENT WITH COUNCIL VISION (0-7)
JOBS
HEALTH & SAFETY
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
2.3.6 Advocate for Tigard-Tualatin School District to add bus routes to pick students who live within a mile of TTSD schools up during inclement weather events. These areas are not currently served by school buses, which typically requires these students to walk to school in the cold if schools are open during inclement weather events.	STAKEHOLDER • Tigard-Tualatin School District (TTSD)		M A S • Connected, Informed, Engaged		
2.3.7 Improve access to the sandbag program by delivering bags to high equity needs areas, setting up multiple fill stations, and/or communicating about the program in multiple languages. Consider partnering with CERT to deliver sandbags.	STAKEHOLDER • Community Emergency Response Team (CERT)		M A S • Inclusive Community		
2.3.8 Host a clothing drive to provide blankets and warm winter coats to community members in need during the winter months.			M A S • Inclusive Community		

Key

M MITIGATION ACTIONS
A ADAPTATION ACTIONS
S SEQUESTRATION ACTIONS
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SUPPORT/ADVOCATE
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6-10 YRS
10+ YRS
YES, POLICY DECISION
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JOBS
HEALTH & SAFETY
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **2.3.9 Provide public education about the purpose of and benefits from stormwater facilities at water quality facility sites.** Educational strategies could include signage at water quality facilities, classroom visits and presentations, and utilizing existing City communications channels.	STAKEHOLDER • City of Tualatin Community Development and Public Works Departments		 • Connected, Informed, Engaged • Environmental		
IN PROGRESS **2.3.10 Quickly restore City services if disruptions occur during and after extreme weather events.** Services include clearing roads of snow, ice, and debris, and repairing broken water, sewer, and stormwater system components. Revisit relevant Public Works planning documents to ensure that the City's response plans prioritize restoring services for vulnerable populations, essential goods and services, and major corridors and workplaces. This action supports Strategy 3.3.	STAKEHOLDER • City of Tualatin Public Works and Parks Departments		 • Economy • Transportation • Neighborhoods		

Key





FOCUS AREA 3: ECONOMIC SHIFTS

Background

Climate change will impact the economic system, including the production of materials, supply chain, businesses, workers, and consumers. A long-term business outreach and engagement plan could build on the business engagement that was conducted during the climate action planning process. This could include an annual Climate Action Fair to highlight green career pathways or other trade programs available, while also sharing timely information about climate hazards and preparedness strategies. Affordable and centrally-located workforce housing will continue to be needed to address an on-going issue of insufficient workforce housing options.

While climate change will disrupt the economic system in many ways, it will also provide new opportunities in the region. For example, as the climate warms, the Pacific Northwest may experience increased agricultural yields and a change in the type of crops that thrive here(Figure 18). This could provide opportunities for increased food processing in Tualatin. The Pacific Northwest will experience population growth, leading to a larger available workforce.

WHAT WE HEARD

Businesses are still recovering from the impacts of the COVID-19 pandemic and labor shortages, often resulting in minimal capacity for businesses to engage on the topic of climate change as they deal with more pressing operational needs. Business leaders expressed interest in learning more about local climate hazards and convening to proactively plan for climate impacts.

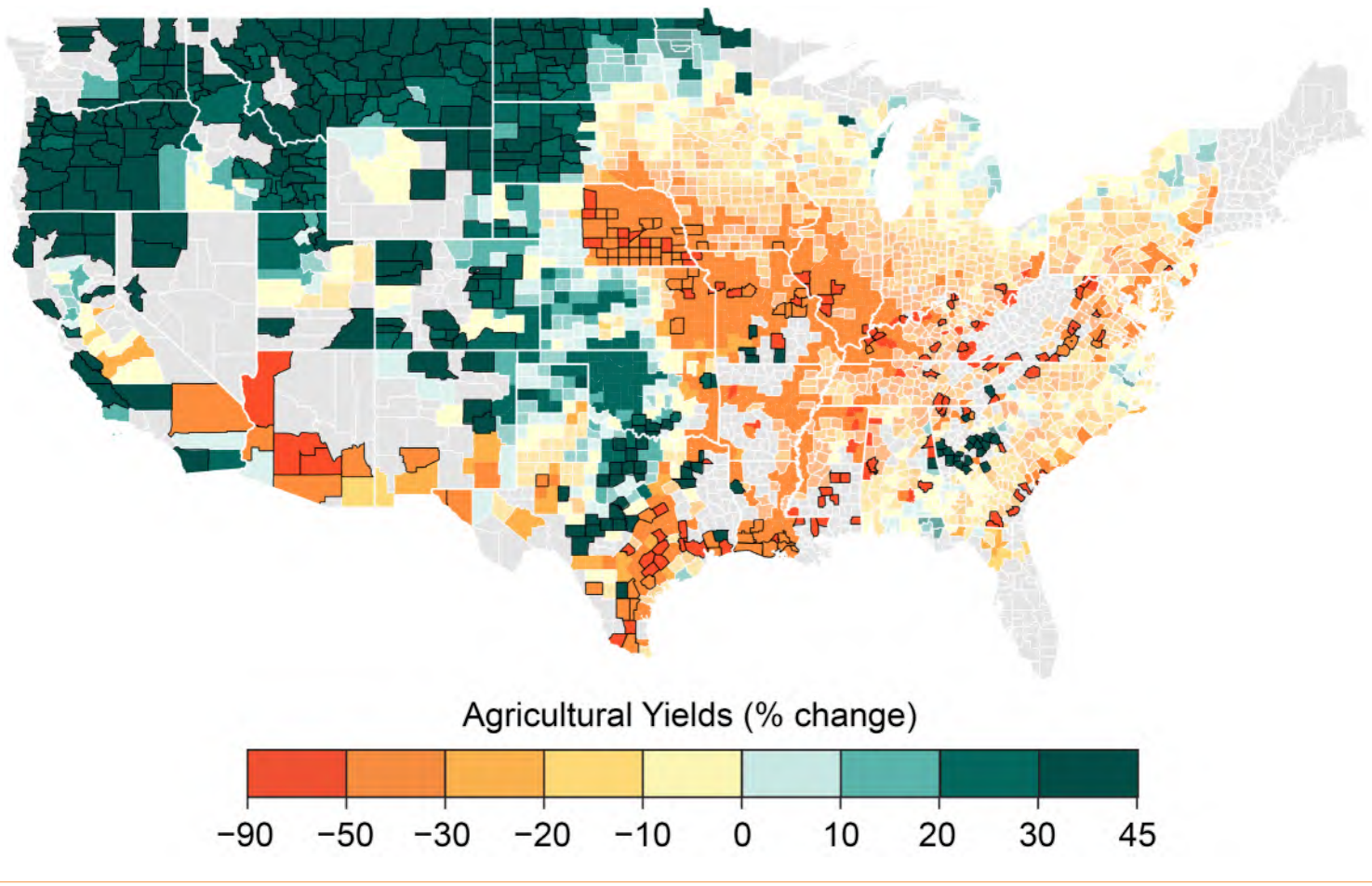


Figure 18: Projected impact of climate change on yields of corn, wheat, soybeans and cotton by the years 2080-2099. Areas where yields are projected to decline (warmer colors) include some of our current important agricultural regions, such as the Corn Belt and California's Central Valley. Agricultural yields are expected to increase in the northwest. Map source: Fourth National Climate Assessment, Figure 7.6 (Source data: Hsiang et al 2017).

Strategy 3.1 Improve the resilience of Tualatin's businesses and workers to extreme heat

Extreme heat can have various negative impacts on the economy, including damage to infrastructure and equipment that can lead to significant financial losses. More stringent worker protection rules, like OSHA's heat illness prevention rule, help to protect workers' health by requiring workers to take more breaks in certain heat conditions. Heat-related illnesses can cause absenteeism and increased healthcare costs. These factors can lead to decreased productivity and increased expenses. Moreover, industries such as manufacturing, construction, and food processing can be negatively impacted by extreme heat, leading to reduced economic activity and revenue. Taking action to prepare for extreme heat is crucial to minimizing its impacts on the economy and reducing the risk of negative heat-related impacts.

However, there are also opportunities for some sectors to benefit from hotter temperatures. In the Willamette Valley, hotter temperatures may result in increased agricultural productivity, which may provide an opportunity for more food production and distribution to occur here.

NWS HEAT INDEX

TEMPERATURE (°F)

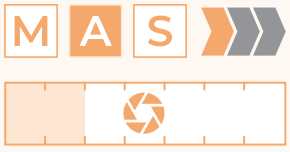
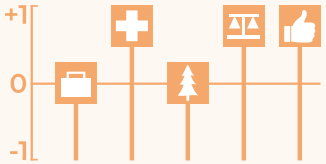
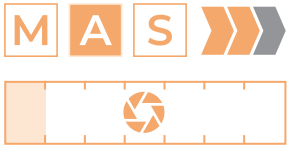
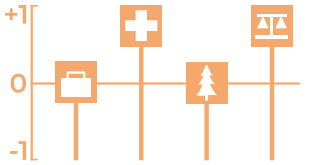
RELATIVE HUMIDITY (%)	80	82	84	86	88	90	92	94	96	98	100	102	104	106	108	110
40	80	81	83	85	88	91	94	97	101	105	109	114	119	124	130	136
40	80	82	84	87	89	93	96	100	104	109	114	119	124	130	137	
50	81	83	85	88	91	95	99	103	108	113	118	124	131	137		
55	81	84	86	89	93	97	101	106	112	117	124	130	137			
60	82	84	88	91	95	100	105	110	116	123	129	137				
65	82	85	89	93	98	103	108	114	121	128	136					
70	83	86	90	95	100	105	112	119	126	134						
75	84	88	92	97	103	109	116	124	132							
80	84	89	94	100	106	113	121	129								
85	85	90	96	102	110	117	126	135								
90	86	91	98	105	113	122	131									
95	86	93	100	108	117	127										
100	87	95	103	112	121	132										

Likelihood of Heat Disorders with Prolonged Exposure or Strenuous Activity

Caution | Extreme Caution | Danger | Extreme Danger

Figure 19: The heat index tells us how hot it might feel outside based on air temperature and humidity. This chart from the National Weather Service shows the likelihood of heat illness occurring with prolonged exposure or strenuous activity under various heat indices.

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
3.1.1 Advocate for OSHA to create educational toolkits that employers can use to easily understand and communicate about new OSHA rules related to safely working in extreme heat, poor air quality, and other hazardous climate-related conditions. The toolkit should be available in both digital and print formats to improve access. This action also supports strategy 3.2.	STAKEHOLDER • Oregon Occupational Health and Safety Administration		 • Connected, Informed, Engaged • Economy		
3.1.2 Update development code to require more stringent cooling requirements in commercial and industrial buildings that create a lot of heat, such as food processing, cooking, brewing, drying and curing. To incentivize these changes, the City could consider providing grants (like storefront matching grants) or incentives to encourage retail to have permanent cooling.			 • Economy		

Key

- M MITIGATION ACTIONS
- A ADAPTATION ACTIONS
- S SEQUESTRATION ACTIONS
- IMPLEMENT
- CONVENE
- SUPPORT/ADVOCATE
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- 0-5 YRS
- 6-10 YRS
- 10+ YRS
- YES, POLICY DECISION
- ALIGNMENT WITH COUNCIL VISION (0-7)
- JOBS
- HEALTH & SAFETY
- ECOSYSTEM & WILDLIFE HEALTH
- OPPORTUNITY FOR EQUITY
- COMMUNITY ACCEPTANCE

Strategy 3.2

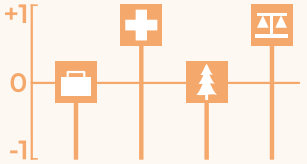
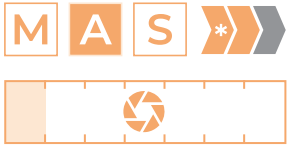
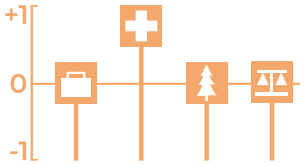
Improve the resilience of Tualatin's businesses and workers to handle an increase in fire risk and smoke events

While wildfire risk itself is quite low in most of Tualatin, we will continue to experience the impacts of fires and wildfire smoke that happen in surrounding areas and states. Wildfires and smoke can have significant impacts on businesses and the economy, particularly those that rely on outdoor activities or natural resources. The direct impacts of wildfires, such as the destruction of infrastructure and property, can result in substantial financial losses. The indirect impacts of smoke, such as reduced visibility and health concerns, can cause disruptions in transportation, tourism, and recreation industries, leading to reduced revenue and economic activity. Smoke can also impact agriculture and forestry industries, leading to reduced or damaged crop yields and timber production.

More stringent worker protection rules, like the Occupational Safety and Health Administration's wildfire smoke protection rules, can impact operations by requiring additional monitoring, and communications. Employers are required to provide high-quality masks and/or respirators under severe air quality alert conditions. In addition, the health impacts of smoke can cause absenteeism and increased healthcare costs, leading to decreased productivity and increased expenses for businesses.

The economic impacts of wildfires and smoke can be significant, underscoring the importance of effective management strategies to reduce the risk of wildfires, prepare for smoke events, and minimize impacts of these events on the economy.

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
3.2.1 Develop a financial assistance program to help businesses who are forced to reduce operating hours or close due to wildfire or smoke events.					
3.2.2 Work with the business community to better prepare for supply chain disruptions due to fire and smoke events. The business community continues to feel the impacts from the COVID-19 pandemic, labor shortages, and supply chain disruptions. Some members of the business community expressed that they were unprepared to deal with the impacts of supply chain disruptions due to wildfire and smoke events. Building awareness that these events are likely to become more frequent may help the business community to better prepare for future events.	STAKEHOLDER • Chamber of Commerce				

Key



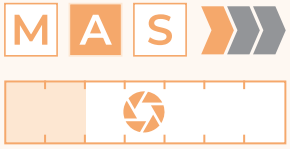
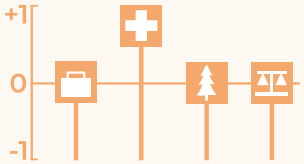
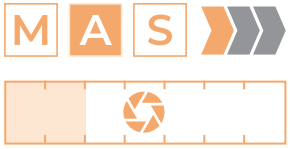
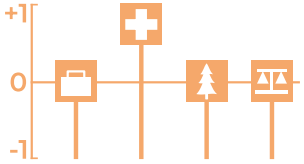
Strategy 3.3

Improve the resilience of Tualatin's businesses and workers to handle an increase in heavy precipitation events, flooding, and winter storms

Extreme precipitation and flooding can have significant impacts on businesses and the economy, particularly those that are located in flood-prone areas. The direct impacts of flooding, such as property damage, destruction of infrastructure, and losing business due to a flooding-related closure can result in substantial financial losses. Floods can also cause supply chain disruptions, impacting businesses that rely on the transportation of goods or services through affected areas. Additionally, the health impacts of flooding, such as the spread of waterborne illnesses and mold, can lead to increased healthcare costs and decreased productivity. The economic impacts of extreme precipitation and flooding can be significant, underscoring the importance of effective preparedness strategies to reduce the risk of flooding and minimize its impacts on the economy.



Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
3.3.1 **Work with businesses to determine the need for improved external communication in advance of a winter storm or flooding event** (e.g. communicate about the City's snow and ice response plan) **and in response to changing conditions during a winter storm or flooding event** (e.g. any road closures due to flooding), to increase safety and ensure that employees are better able to plan their commutes.			 • Connected, Informed, Engaged • Economy		
3.3.2 **Coordinate flood response and preparedness workshops with businesses in downtown area.**	STAKEHOLDERS • Chamber of Commerce • Business CIO • Community Emergency Response Team (CERT) • Core Area Parking District Board		 • Connected, Informed, Engaged • Economy		

Key

M MITIGATION ACTIONS

A ADAPTATION ACTIONS

S SEQUESTRATION ACTIONS

IMPLEMENT

CONVENE

SUPPORT/ADVOCATE

QUICK START

0-5 YRS

6-10 YRS

10+ YRS

YES, POLICY DECISION

ALIGNMENT WITH COUNCIL VISION (0-7)

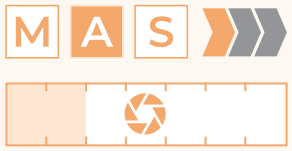
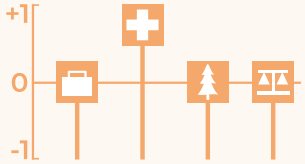
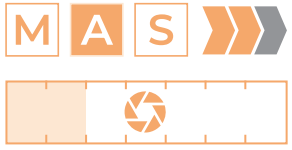
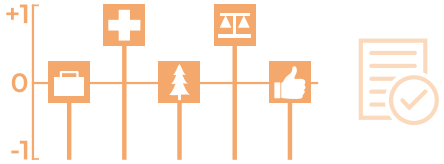
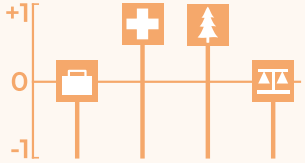
JOBS

HEALTH & SAFETY

ECOSYSTEM & WILDLIFE HEALTH

OPPORTUNITY FOR EQUITY

COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
3.3.3 Improve businesses' access to sandbag program by delivering bags to flood prone areas, setting up multiple fill stations, and/or communicating about the program in multiple languages.	STAKEHOLDER • Community Emergency Response Team (CERT)				
3.3.4 Provide Minority/Women Business Enterprise (MBE/WBE) businesses and small businesses access to alternative power sources, like generators, during power outages. Members of the business community expressed how detrimental power outages can be to their livelihoods and the success of their small businesses. The City could consider purchasing additional generators to have on hand for minority owned and small businesses to 'check out' in the event of a power outage.					
3.3.5 Enhance outreach and education through the Private Water Quality Facilities Program.	STAKEHOLDER • City of Tualatin Community Development Department				

Key





SECTION 3

REDUCING CARBON EMISSIONS

It is crucial to rapidly reduce carbon emissions to address climate change. Section 3 includes an overview of climate science, Tualatin's carbon emissions inventory results, and actions the Tualatin community can take to reduce carbon emissions across four focus areas: buildings and energy, urban form and land use, transportation, and consumption.

Some emissions reduction strategies can have bigger impacts than others. Strategies were analyzed in terms of their carbon emissions reduction potential to help decision-makers and community members identify which strategies are likely to have the most impact. Kickoff opportunity timeframes for the actions that support each strategy were also identified, and were based on the the availability of technology and resources needed to implement each action. To reach Tualatin's emissions reduction goal, it is important to prioritize strategies that have a large carbon emissions reduction impact and can be taken on quickly. Co-benefits are also identified to help decision-makers prioritize which strategies and actions to take on first given capacity and budget constraints.

CLIMATE 101 – HOW DOES CLIMATE CHANGE HAPPEN?

This section explains the basics of the science behind climate change and how human activity has altered the climate rapidly over a very short time.

The greenhouse effect

The atmosphere is a thin layer that extends about 7 miles off the surface of earth – or the cruising height of most commercial jets. If the earth were the size of a basketball, the atmosphere would be about the size of a layer of plastic wrap around the ball. Light from the sun passes through the atmosphere. Some of that light is reflected back into space. The rest of the light is trapped as heat within the atmosphere by carbon dioxide and other greenhouse gases, warming the earth and the oceans.

The more carbon dioxide and other greenhouse gases in the atmosphere, the more heat is prevented from escaping the earth and the hotter things get. It should be noted that this is not the same as the ozone layer, which filters out ultraviolet radiation, but does not interact with heat in the same way.

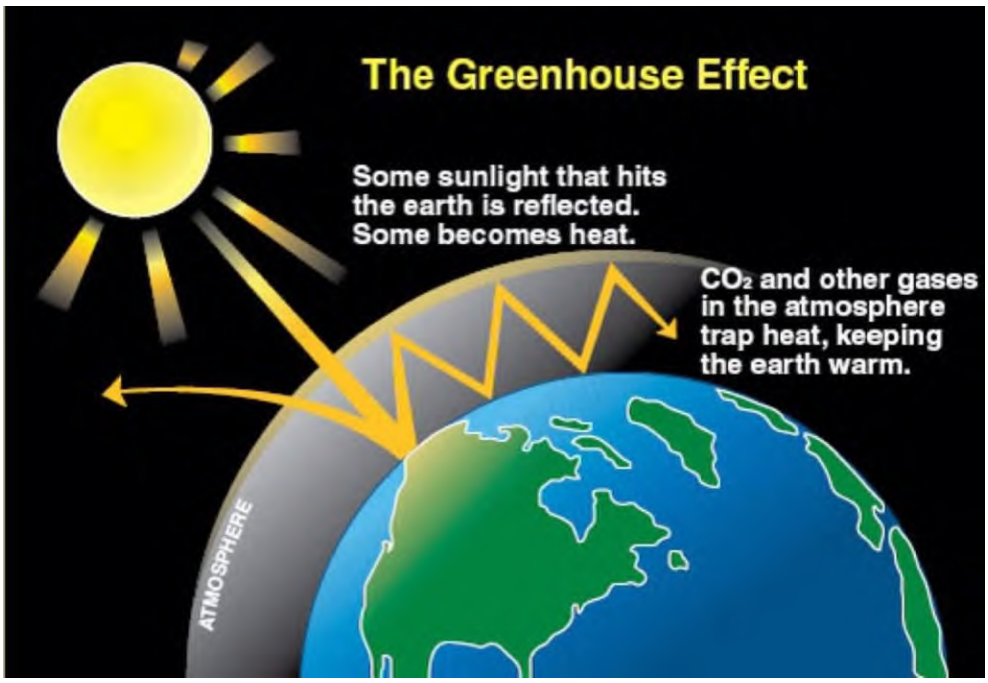


FIGURE 20: The greenhouse effect is a result of carbon dioxide (CO_2) and other greenhouse gases in the atmosphere trapping heat, which warms the earth over time (note: the atmosphere is not drawn to scale. The atmosphere is far thinner than is depicted here). Figure created by Aaman Kler.

WHAT ARE GREENHOUSE GAS EMISSIONS, CARBON EMISSIONS, AND CARBON POLLUTION?

Greenhouse gas emissions refer to the release of gases into the atmosphere that trap heat and contribute to the greenhouse effect. These gases include carbon dioxide, methane, nitrogen oxides, and fluorinated gases. Human activities such as burning fossil fuels, deforestation, and industrial processes are the primary sources of greenhouse gas emissions.

Carbon emissions specifically refer to the release of carbon molecules, typically in the form of carbon dioxide (CO_2) or methane (CH_4) into the atmosphere. Carbon emissions are a significant contributor to greenhouse gas emissions. These are different than air toxins – which are regulated under the Clean Air Act, but have a local effect.

Carbon pollution is another term used to describe the release of carbon dioxide into the atmosphere. It is often used in the context of the negative environmental impacts of carbon emissions, particularly their contribution to climate change.

This plan uses these three terms interchangeably.

Causes of climate change

When coal, oil, gas, diesel or propane are burned, they release carbon that has been trapped underground for millions of years – increasing the concentration of carbon in the atmosphere far beyond the natural balance where the vegetation and oceans can reabsorb it at the same rate. The increase in the use of fossil fuels as the primary energy source since the industrial revolution has increased the concentration of carbon dioxide in the atmosphere quickly (Figure 21), leading to climate change.

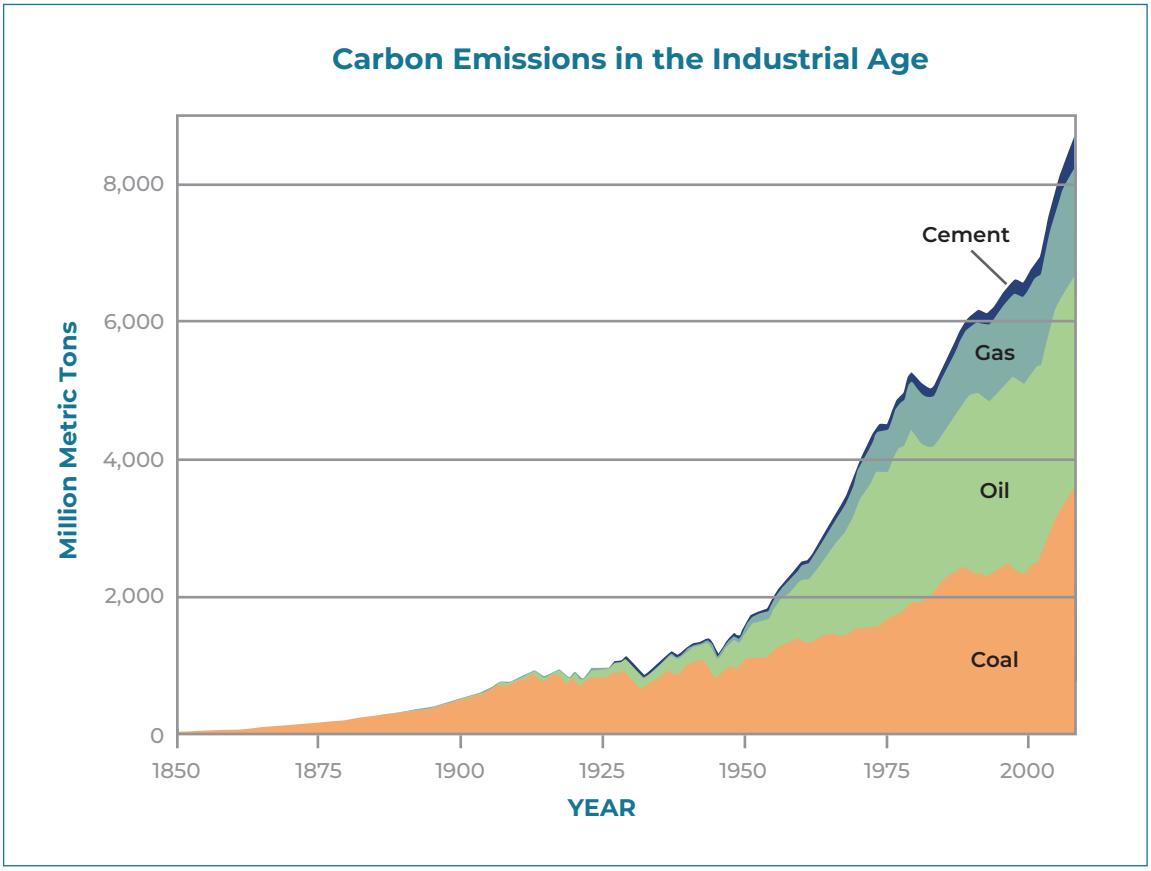


FIGURE 21: Increasing use of fossil fuels since the mid-19th century.

With dramatically more people burning fossil fuels, our atmosphere is rapidly filling with carbon pollution (Figure 22). The addition of carbon to the atmosphere is outpacing the ability of plants and trees to grow and reabsorb it. The imbalance between emissions and the natural carbon cycle is increasing the concentrations of carbon in the atmosphere and increasing the earth's temperature via the greenhouse effect. These carbon emissions are in a feedback loop with the increase in human population making climate change accelerate with population growth.

That said, per person emissions are not the same across the world. The average person in a developing nation will have a carbon footprint that is roughly 5% of an average person born and raised in a developed nation where wealth and consumption are higher, which yield more carbon emissions (Figure 23).

To learn more about the science behind climate change, see Appendix 1: Climate 101 Technical Reader.

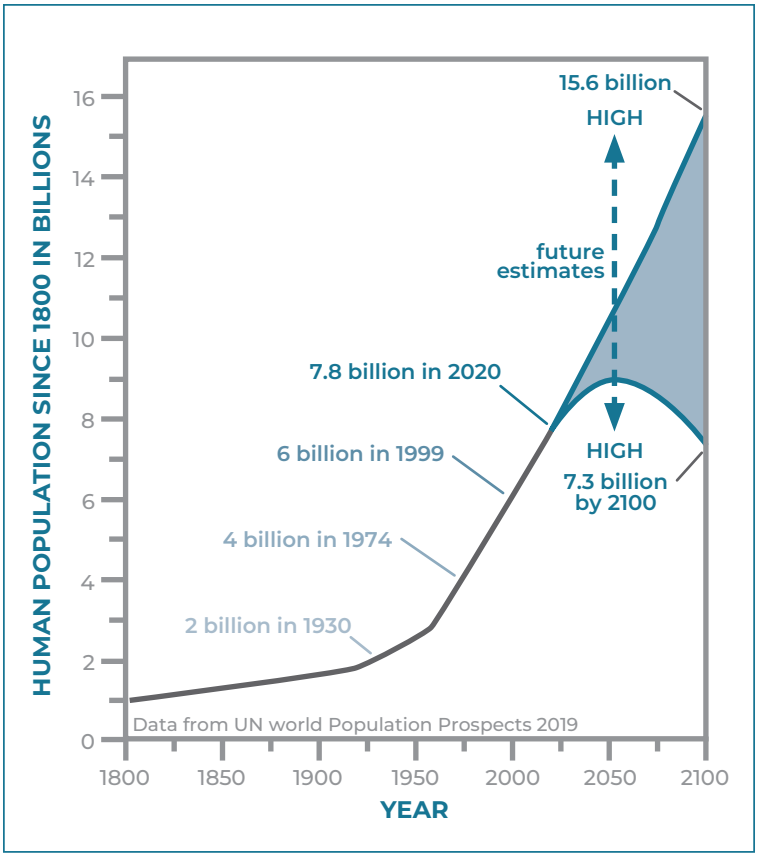


FIGURE 22: Increasing human population since the 19th century. Figure from Wikimedia Commons.

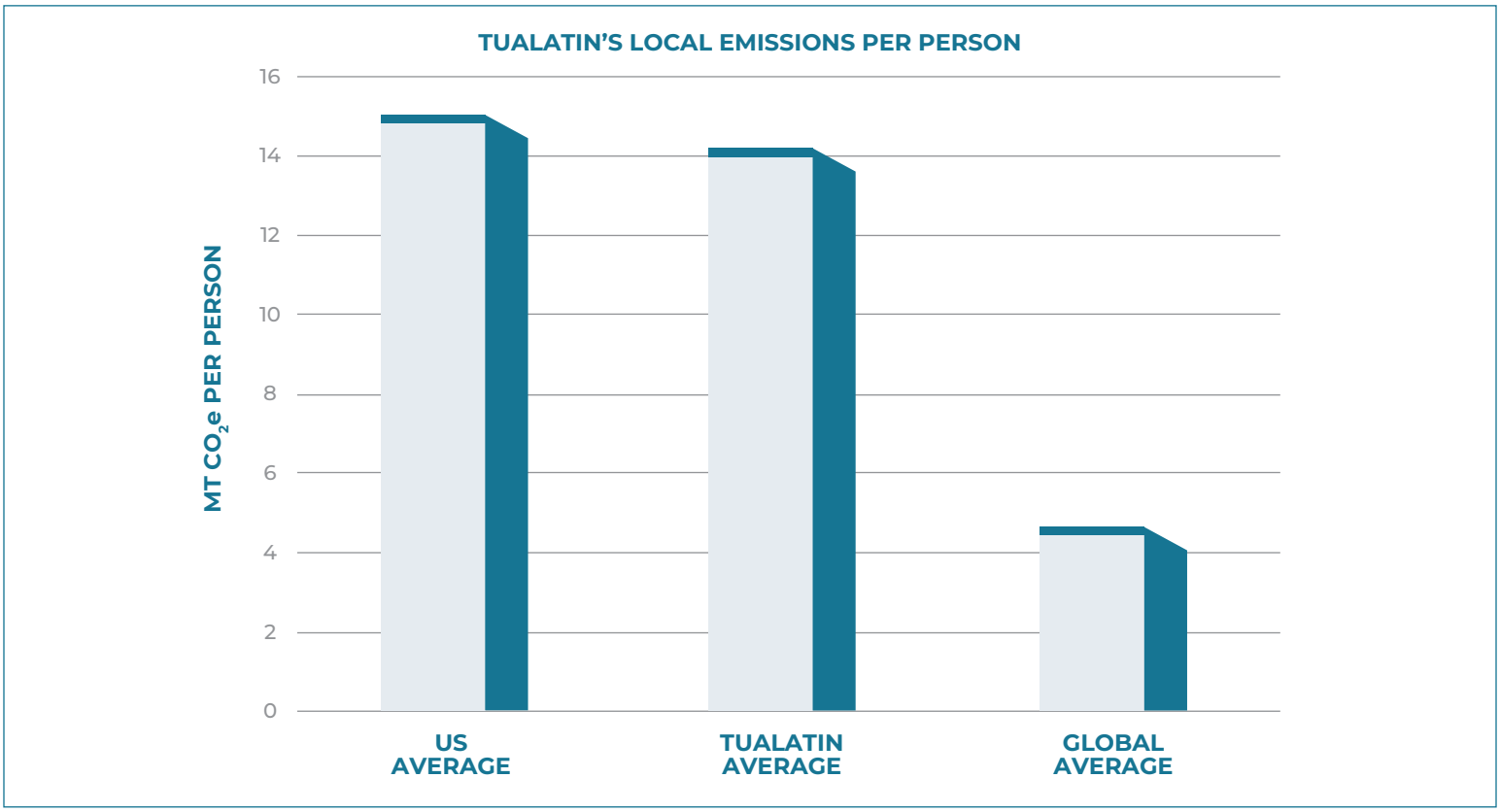


FIGURE 23: In 2019, the Tualatin community generated nearly 386,000 MT CO_2e of local emissions – about 14.2 MT CO_2e per resident. This is less than the U.S. average of 15.2 MT CO_2e per person and considerably greater than global average of 4.5 MT CO_2e per person. The term "local emissions" refers to emissions produced within the city limits from activities like heating or cooling buildings and driving cars.

Science-based goal

Tualatin knows that it is crucial to rapidly reduce carbon emissions to address climate change. Our emissions reduction goal is net zero by 2050, which is consistent with limiting planetary warming to 1.5 degrees Celsius. This goal was selected by the Climate Action Plan Steering Committee for a few reasons.

- If achieved in developed nations, this target prevents us from going over a planetary "tipping point" of no return (1.5 degrees Celsius), which will dramatically increase the impacts of climate change with potentially catastrophic consequences
- This target is the goal of the 2015 Paris Climate Agreement – the globally recognized standard for safety and well-being
- As a member of the Climate Mayors group, Mayor Bubenik signed a letter in 2017, alongside 465 other mayors from across the U.S., in support of upholding the Paris Climate Agreement target
- This target most commonly adopted by other cities who have completed climate action plans

For these reasons, this was the recommendation from the City's consultant and was agreed upon by our Climate Action Plan Steering Committee, consisting of two City Councilors and eight staff from five departments across the City that the plan set the roadmap to achieve net zero by 2050.

By switching to carbon-free electricity and fuels and employing strategies such as carbon sequestration to draw down the carbon pollution in the atmosphere, we can avoid the worst effects of climate change. If we act now, we can improve our quality of life now, and preserve our future.

TUALATIN'S CLIMATE GOAL:

Achieve net zero carbon emissions by 2050 to reduce Tualatin's contribution to climate change and limit the impacts of global warming.

A goal of "net zero" carbon emissions means that the city aims to achieve a balance between the amount of greenhouse gas emissions it produces and the amount of greenhouse gas emissions it removes from the atmosphere.

This is typically done by reducing emissions through various strategies such as transitioning to renewable energy, improving energy efficiency in buildings, promoting sustainable transportation using carbon free or human powered energy, and reducing overproduction and waste, among other measures. Any remaining emissions can then be offset by activities that remove carbon dioxide from the atmosphere, such as reforestation or carbon capture and storage.

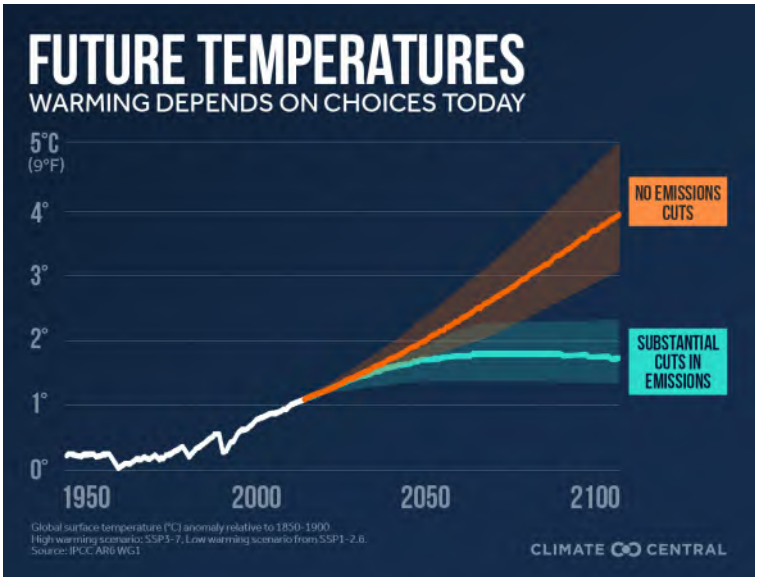


FIGURE 24: Climate action can lead to a better future. Graphic from Climate Central.

TUALATIN'S CARBON FOOTPRINT

The City of Tualatin completed a Community Greenhouse Gas Inventory to better understand sources of greenhouse gas emissions (i.e., climate pollution) to inform development of a community climate action plan. The inventory follows internationally recognized community greenhouse gas inventory protocols and accounts for all significant sources of greenhouse gas emissions driven by activities taking place within the City of Tualatin's geographic boundary (local emissions). Beyond protocol requirements, the inventory also measures consumption-based emissions (imported emissions).

Emissions inventory results

In 2019, Tualatin's local and imported emissions totaled nearly 677,000 metric tonnes of carbon dioxide equivalents (MT CO_2e).

The City of Tualatin's 2019 Community Greenhouse Gas Inventory includes the following emissions sources: building energy, transportation energy, waste and wastewater emissions, industrial processes and refrigerants, agriculture, forestry, land use, and consumption-based emissions.

Tualatin's largest source of local emissions is the building energy sector (42%), which includes emissions from electricity and natural gas, followed by transportation emissions (12%) from the burning of gasoline and traditional diesel. The largest sources of imported emissions in Tualatin are emissions from goods production (15%) like furniture and clothing, food production (13%), and fuel production (12%). Figure 25 shows Tualatin's emissions break down by sector.

LOCAL VS. IMPORTED EMISSIONS

Local emissions come from activities that take place within City limits, like heating and cooling buildings, cooking food, driving cars, disposing of waste, industrial processes like manufacturing, and leaked refrigerants from appliances that help to keep people and food cool.

Imported emissions come from things that are made outside of the city's geographic boundary but benefit the people within the geographic boundary who use those items or services. This includes things like the production of food and goods, and air travel.

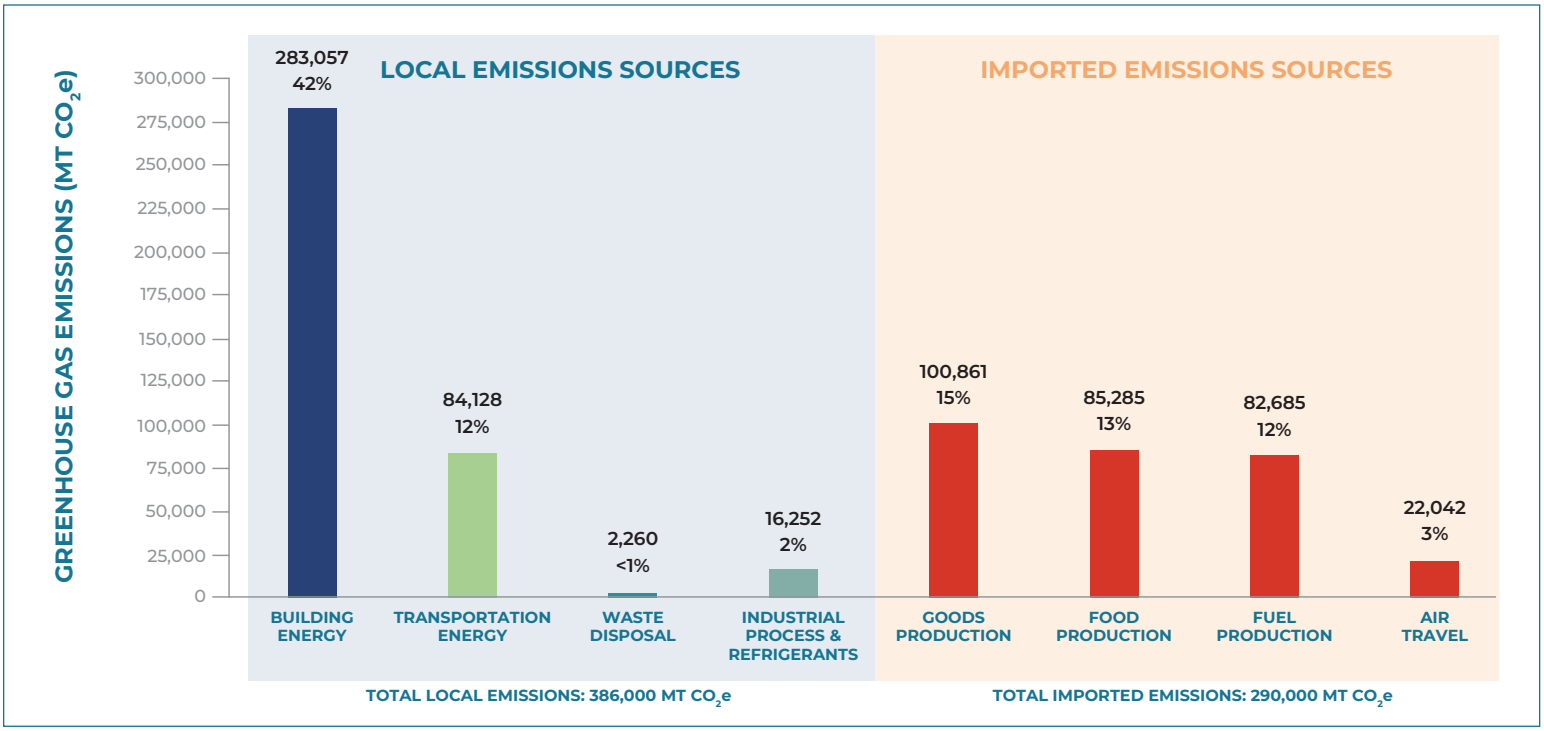


FIGURE 25: Tualatin's emissions sources

Emissions forecast

Local emissions in Tualatin are expected to decrease over time, primarily thanks to strong climate regulations from the State of Oregon in the stationary energy sector, which includes electricity generation and natural gas use. While emissions are estimated to decrease by 80% in 2050 compared to 2019 local emissions without additional mitigation actions, that is still not enough to hit our target of 100% greenhouse gas emissions mitigation to limit global warming to 1.5°C. The Climate Action Plan includes the additional strategies and actions that provide our best chance at reaching our ambitious goal of net zero by 2050.

Figure 26 shows forecasted emissions by sector (colored wedges) as compared to forecasted growth based on population growth only (solid red line) and the Paris Accord 1.5 degrees Celsius warming goal of net-zero emissions by 2050 (black dotted line). Tualatin will need to take further action to decrease emissions, primarily from transportation, but also from industrial processes and refrigerants, waste processing, and building energy to meet its goal of net zero by 2050.

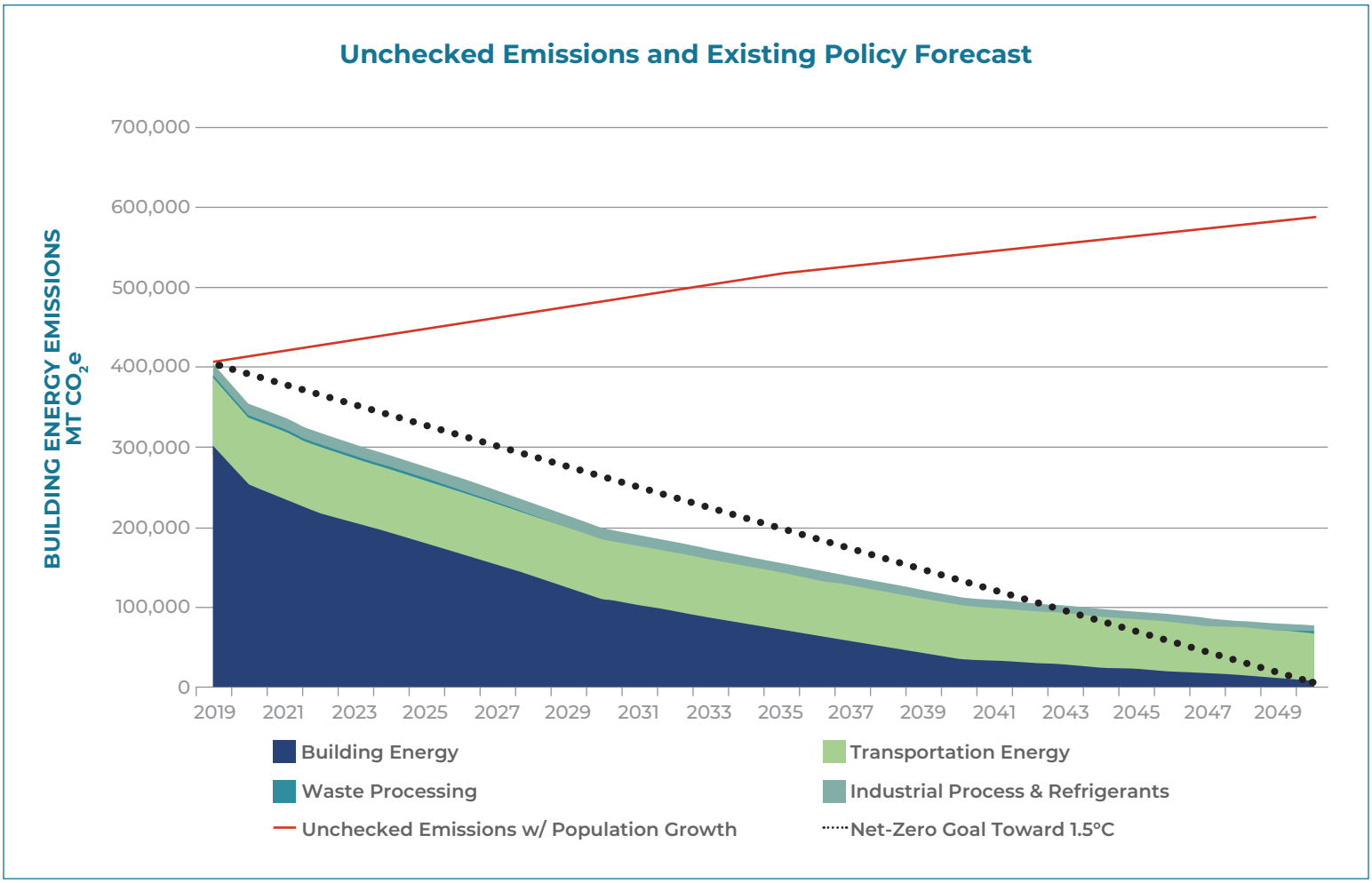


FIGURE 26: Tualatin's unchecked emissions forecast (solid red line, population growth with no policy interventions) with forecasted emissions based on existing state and federal policy, and a net-zero by 2050 trajectory (black dotted line). This graph tells us that Tualatin will need to take additional action to decrease emissions and meet its goal of net zero by 2050.

SECTION THREE: STRATEGIES AND ACTIONS

The Reducing Carbon Emissions section includes four focus areas and identifies strategies and actions the Tualatin community could pursue in order to meet its goal of reducing carbon emissions to net zero by 2050.

Some of these strategies were analyzed in terms of their emissions reduction potential (MT CO_2e) and their cost per MT CO_2e to help decision makers better understand the impacts and costs of different strategies. These strategies were analyzed because they have proven to be high-impact strategies in other communities taking climate action and/or because the data was available to complete the analysis. This is not to suggest that the strategies that were not analyzed are not important – all strategies and actions that lead to emissions reduction are valuable efforts towards reducing emissions—but with limited resources and time, it is critical to understand where to direct our efforts.



FOCUS AREA 4
BUILDINGS AND ENERGY

STRATEGY 4.1	Energy efficiency and conservation	11 Actions
STRATEGY 4.2	Transition to 100% carbon-free electricity supply	4 Actions
STRATEGY 4.3	Transition to 100% renewable natural gas (RNG) and clean hydrogen supply	4 Actions
STRATEGY 4.4	Electrification of space and water heating for new buildings	2 Actions
STRATEGY 4.5	Electrification of space and water heating for existing buildings	2 Actions
STRATEGY 4.6	Voluntary purchase of verified carbon offsets	3 Actions



FOCUS AREA 5
URBAN FORM AND LAND USE

STRATEGY 5.1	Dense future development resulting in reduced future vehicle miles traveled	7 Actions
STRATEGY 5.2	Urban/community forestry & carbon sequestration	6 Actions

FOCUS AREA 6
TRANSPORTATION – MODES AND FUEL SWITCHING

STRATEGY 6.1	Fuel switching - Electric vehicles (EVs), renewable diesel, biodiesel, ethanol and other low-emissions fuels	10 Actions
STRATEGY 6.2	Active transportation to reduce car miles and fossil fuel (gasoline) use	10 Actions
STRATEGY 6.3	Transit transportation to reduce car miles and fossil fuel (gasoline) use	4 Actions
STRATEGY 6.4	Remote and flexible work options to reduce car miles and fossil fuel (gasoline) use	3 Actions

FOCUS AREA 7
CONSUMPTION – FOOD AND GOODS

STRATEGY 7.1	Landfill diversion of organic materials (composting)	4 Actions
STRATEGY 7.2	Reduce emissions from food	4 Actions
STRATEGY 7.3	Reduce emissions from road materials	2 Actions
STRATEGY 7.4	Reduce consumption of new materials	5 Actions
STRATEGY 7.5	Responsible waste management	4 Actions
STRATEGY 7.6	Reduce emissions from landscaping	1 Actions
STRATEGY 7.7	Refrigerants Management (AIM Act)	1 Actions



FOCUS AREA 4: BUILDINGS AND ENERGY

Background

Carbon emissions from the buildings and energy sector come from the combustion of natural gas and from electricity generated from fossil fuels to heat water and power buildings. Building energy use by residential, commercial, and industrial buildings and facilities represents a large source (283,057 MT CO_2e, or 42%) of community emissions. Small quantities of combusted propane and other fuels are also included. Additionally, a fraction of natural gas is lost due to leaks during local distribution; natural gas (aka methane) is also a greenhouse gas, and is 25 times more potent than CO_2.

Electricity use in commercial buildings makes up the largest portion of carbon emissions from the buildings and energy sector. However, electricity use in residential and industrial buildings and natural gas use in all buildings also contribute to Tualatin's building emissions (Figure 27).

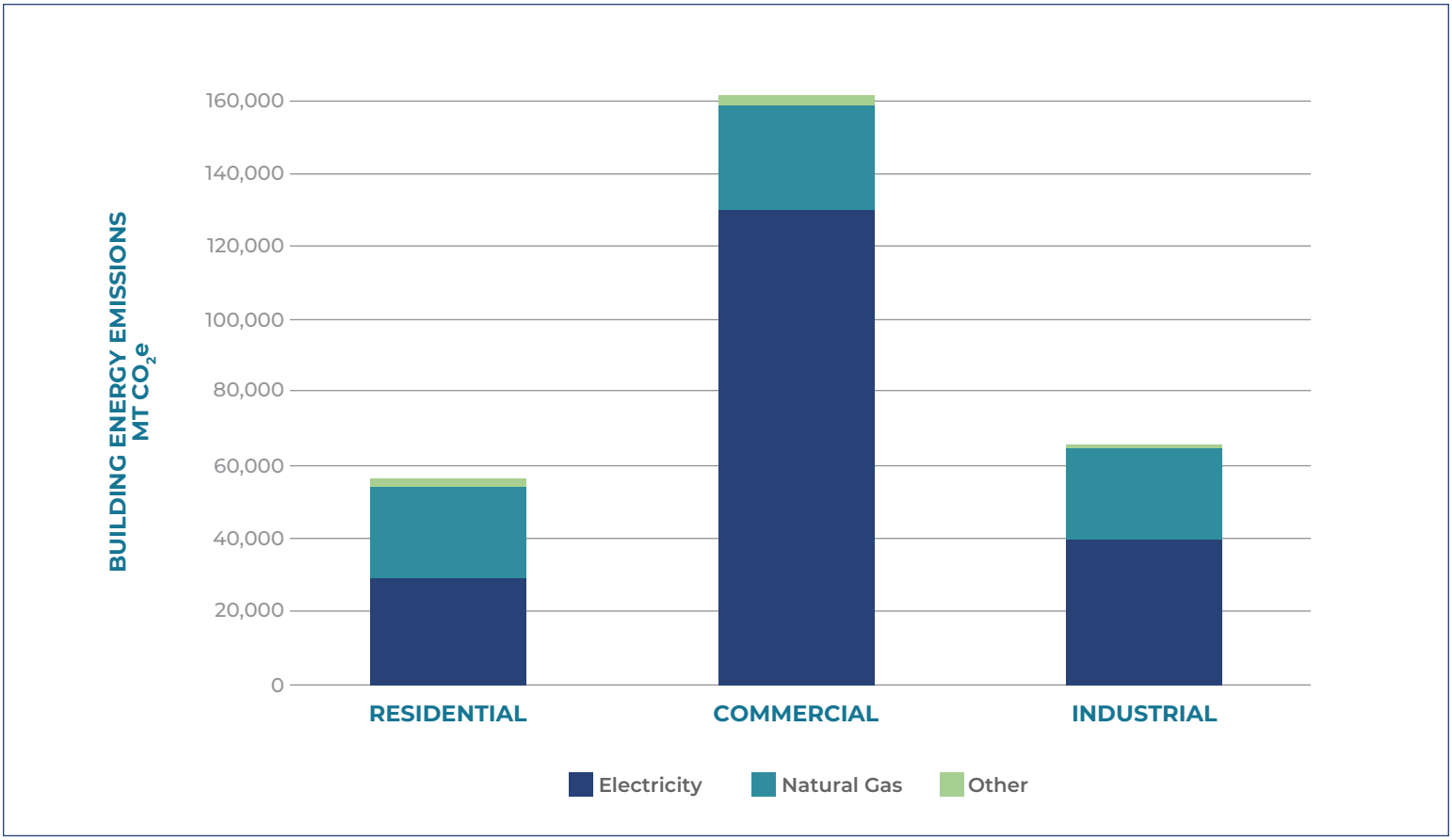


FIGURE 27: Building energy by type and energy source.

Strategies & actions

Tualatin has identified the following strategies and actions to reduce carbon emissions from the building and energy sector. Combined, these strategies could help Tualatin reduce its carbon footprint by about 9.6 million MT CO_2e, or by 78%.

Strategy 4.1 Energy efficiency and conservation

The energy efficiency and conservation strategy is estimated to avoid 1,530,000 MT CO_2e. It is a cost neutral strategy since up-front investments in energy efficiency and conservation tend to result in energy savings over time.

STRATEGY	GHG BENEFIT (MT CO_2e AVOIDED)	COST PER MT CO_2e REDUCED
4.1	LOW MED HIGH	$ cost neutral (-$10 to $10/MT)

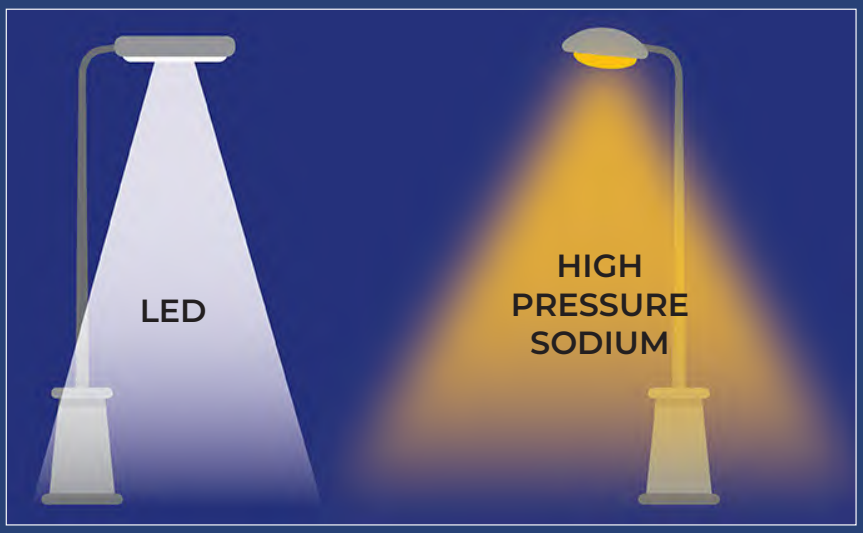
Energy efficiency and conservation refer to practices that reduce the amount of energy needed to perform a specific task or function. Energy efficiency refers to using less energy to perform the same task or produce the same result, while conservation involves reducing overall energy use by avoiding unnecessary energy consumption. Energy efficiency and conservation are important because they help to reduce greenhouse gas emissions by reducing the amount of energy needed – especially if it is fossil energy. In addition to reducing emissions, energy efficiency and conservation can also help to save money and improve air quality.

As Tualatin continues to experience more extreme weather, energy efficiency measures can provide the added benefit of helping people stay comfortable indoors by using less energy to heat or cool buildings.

The Energy Trust of Oregon estimates that 71% of residential customers, 49% of commercial customers, and 62% of industrial customers in Tualatin have participated in an energy efficiency program that has resulted in savings.

TUALATIN'S LED STREETLIGHT CONVERSION PROGRAM

The City of Tualatin is upgrading its streetlights to more energy-efficient, dark sky friendly lights. The project, in coordination with Portland General Electric (PGE), is converting all of the City's streetlights from High-Pressure Sodium (HPS) to Light Emitting Diode (LED) lights. The project began in late 2019 and has resulted in a 58% reduction in average monthly street light energy use and associated costs, saving the city thousands of dollars by significantly reducing its energy use.

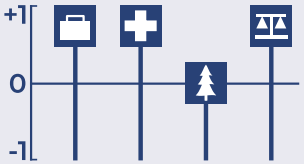
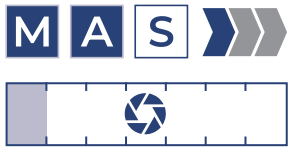
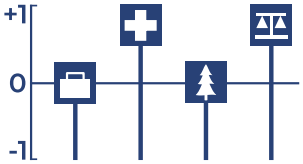


Key

Low (0-399,999 $MTCO_2e$) | Medium (400,000-1,799,999 $MTCO_2e$) | High (1,800,000-8,000,000 $MTCO_2e$)

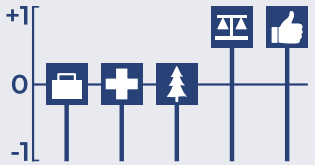
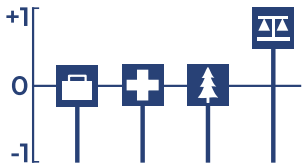
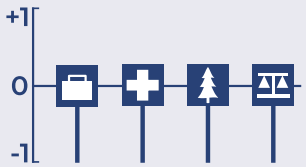
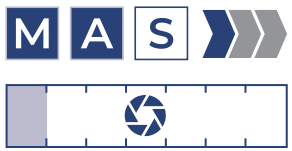
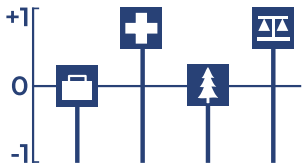
$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.1.1 Upgrade building envelopes, including roofs, walls, windows, doors, and foundations, to improve barriers between exterior and internal environments in buildings and increase efficiency. Examples of building envelope upgrades could include adding insulation, installing draft protection for doors and windows, or installing white or green roofs.	**STAKEHOLDERS** • City of Tualatin Community Development Department • Energy Trust of Oregon (ETO) • Community Action **PROGRAMS** • ETO Residential Incentives program • ETO Oregon Cash Incentives for businesses program • ETO Strategic Energy Management program		 • Environmental		
4.1.2 Incentivize builders, consumers, and contractors to build to the Oregon Building Codes Division's "Built Energy Smart" residential and commercial reach codes. State Executive Order 20-04 directs state agencies to reduce emissions by at least 45 percent below 1990 emissions levels by 2035 and at least 80 percent below 1990 levels by 2050. As a result, the Oregon Building Codes Division updated the residential and commercial reach codes to provide guidelines on improving energy efficiency, upgrading building envelopes, and supporting electrification.	**STAKEHOLDER** • City of Tualatin Community Development Department **POLICY DOCUMENTS** • Municipal code • Development code		 • Environmental		

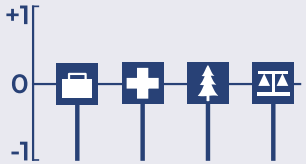
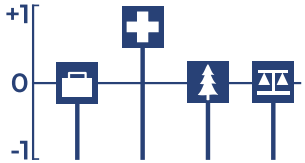
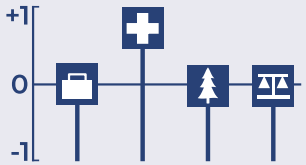
Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.1.3 Replace high-pressure sodium (HPS) lightbulbs with light-emitting diode (LED) bulbs. LED bulbs last longer and are significantly more energy efficient than HPS bulbs.	STAKEHOLDER • Energy Trust of Oregon (ETO) PROGRAMS • ETO Lighting Incentives for residents • ETO Business Lighting trade ally program for businesses		 • Environmental		
4.1.4 Replace appliances and electronics with certified energy efficient appliances and electronics, such as EnergyStar-certified appliances.	STAKEHOLDER • Energy Trust of Oregon (ETO) PROGRAMS • ETO DIY Resources + Cash Incentives for residents • ETO Oregon Cash Incentives for businesses		 • Environmental		
4.1.5 Require home energy scores to be completed at point of sale for homes.	STAKEHOLDERS • Energy Trust of Oregon (ETO)		 • Connected, Informed, Engaged • Environmental		
4.1.6 Partner with the Community Energy Project to make the Home Energy Score program available for free to lower income home sellers in Tualatin. This program offers free home energy scores to home sellers at or below 80% median income.	STAKEHOLDER • Community Energy Project PROGRAM • Home Energy Score Program		 • Environmental		

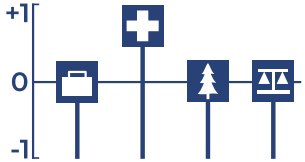
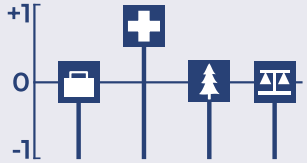
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ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.1.7 Establish citywide water conservation program. This program could inlcude incentives for reducing indoor and outdoor water use and community education. Lower water use results in less energy used to pump water throughout the system.	STAKEHOLDER • City of Tualatin Public Works and Finance Departments		 • Environmental		
4.1.8 Enroll in the Strategic Energy Management (SEM) program. SEM provides the tools and education to start saving energy today and continue saving over time. SEM participants learn how their businesses use energy and identify where waste is happening. Program participants have the opportunity to share best practices with a cohort of peers, learn to increase employee engagement and monitor the progress of their energy savings work.	STAKEHOLDER • Energy Trust of Oregon (ETO) PROGRAM • Strategic Energy Management program		 • Environmental		
4.1.9 Advocate that the State adopt stronger building codes to require upgraded building envelopes, energy efficiency measures, and other factors needed to support electrification. Oregon Department Of Energy will work with the Building Codes Division to adopt building efficiency goals for 2030 for new residential and commercial construction. Municipalities are required to adopt the Oregon Structural Specialty Code (OSSC) at a minimum.	STAKEHOLDERS • City of Tualatin Community Development Department • Oregon Department of Energy (ODOE) • Oregon Building Codes Division		 • Environmental • Neighborhoods		

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.1.10 Complete a voluntary home energy assessment or obtain a Home Energy Score to identify ways to improve the energy efficiency, comfort, and health and safety of your home. Home Energy Score systems help homeowners, homebuyers, and renters better understand a home's energy use, and how even small improvements can make a big difference in energy savings.	**STAKEHOLDERS** • Energy Trust of Oregon (ETO) **PROGRAM** • Home Assessment program		 • Environmental		
4.1.11 Install smart heating, ventilation, and air conditioning (HVAC) controls, such as smart thermostats, in buildings to optimize energy efficiency.	**STAKEHOLDER** • Energy Trust of Oregon (ETO) **PROGRAMS** • ETO Residential Incentives • PGE Smart Thermostat Program and Rebates		 • Environmental		

Key



Strategy 4.2 // Transition to 100% carbon-free electricity supply

The transition to 100% carbon-free electricity supply strategy is the most impactful from an emissions reduction standpoint. It is estimated to avoid 7,881,000 MT CO_2e. This strategy is predicted to result in a cost of $10-35/MT CO_2e reduced because this strategy relies on investment into increasing renewable energy generation from energy sources like wind and solar.

STRATEGY	GHG BENEFIT (MT CO_2e AVOIDED)	COST PER MT CO_2e REDUCED
4.2	 LOW MED HIGH	$$ cost ($10-100/MT)

Even though the State of Oregon's Climate Protection Act requires that Portland General Electric (PGE) decrease its emissions to zero by 2040, the Tualatin community can still take meaningful, immediate action to reduce its largest source of emissions: electricity. Residents and businesses in Tualatin can help to support carbon-free energy projects that would not otherwise have funding to get built by purchasing renewable energy credits (RECs). Portland General Electric offers two programs for its customers to purchase RECs and support renewable energy generation in the Pacific Northwest.

- The Green Future Choice Renewable Power program is available to households and small businesses that choose to enroll for an additional $7-12 per month
- The Green Future Enterprise program is available to large commercial and industrial business customers who choose to enroll

WHAT ARE RENEWABLE ENERGY CREDITS (RECS)?

With the purchase of renewable energy credits, you will not have electricity from a specific generation facility delivered directly to your home, but the amount of electricity you consume will be replaced in the Northwest power grid by renewable resources.

Portland General Electric (PGE) offers renewable energy credits through its Green Future Choice program. This program allows PGE customers to purchase 100% renewable energy that is validated by a third party for $7-12 extra per month.

Key



Low (0-399,999 $MTCO_2e$)



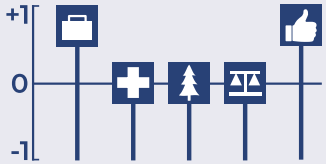
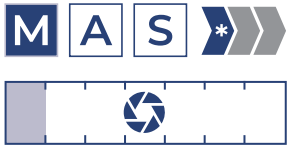
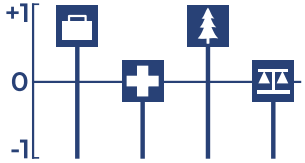
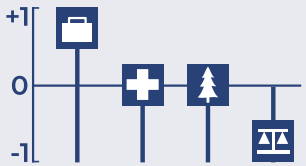
Medium (400,000-1,799,999 $MTCO_2e$)



High (1,800,000-8,000,000 $MTCO_2e$)

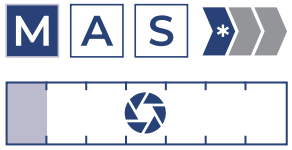
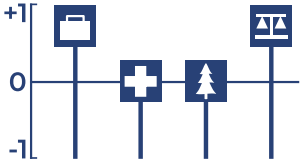
$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.2.1 Participate in the SolSmart program. SolSmart is a free program that provides technical assistance to local governments to reduce barriers to installing solar in their communities. The City can earn bronze, silver, or gold designation by meeting a set of criteria.	**STAKEHOLDER** • City of Tualatin Community Development Department **PROGRAM** • SolSmart		 • Neighborhoods • Environmental		
4.2.2 Enroll in PGE's Green Future Choice or Green Future Enterprise Renewable Power program(s) to match 100% of electricity use with renewable energy and help build more renewable energy projects in Oregon.	**STAKEHOLDER** • Portland General Electric (PGE) **PROGRAMS** • Green Future Choice (for individual and small business customers) • Green Future Enterprise (for commercial/industrial customers)		 • Environmental		
4.2.3 Install rooftop solar. Solar panels typically provide cost savings over time, reduce emissions, and increase grid resiliency. Rebate programs exist to help property owners offset the upfront costs of installing rooftop solar. Request a free quote through Energy Trust of Oregon's Solar Program.	**STAKEHOLDERS** • Oregon Department of Energy (ODOE) **PROGRAM** • Oregon Solar and Storage Rebate Program		 • Environmental		

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.2.4 Enroll in the Oregon Community Solar Program. The Oregon Community Solar Program gives thousands of Oregonians new opportunities to go solar without needing to own a home, have a sunny roof, or make upfront payments. Community Energy Project connects income qualified customers to the program.	STAKEHOLDER • **Community Energy Project** PROGRAM • **Oregon Community Solar program**		 • Environmental		

Key



Strategy 4.3 Transition to 100% renewable natural gas (RNG) and clean hydrogen supply

The transition to 100% renewable natural gas (RNG) and clean hydrogen supply strategy is estimated to avoid 1,704,750 MT CO_2e. This strategy is estimated to cost $15-75/MT CO_2e reduced, in part because supplies of renewable natural gas and clean hydrogen are still limited.

STRATEGY	GHG BENEFIT (MT CO_2e AVOIDED)	COST PER MT CO_2e REDUCED
4.3	LOW MED HIGH	$$ cost ($10-100/MT)

Unlike standard natural gas, which is gathered by drilling and hydraulic fracturing (or "fracking), renewable natural gas is a carbon-neutral resource produced from local, organic materials like food, dairy, forestry waste, wastewater, or landfills. As these materials decompose, they produce methane. That methane can be captured, conditioned to pipeline quality, and delivered in the existing pipeline system to homes and businesses where it can be used in existing appliances and equipment. This process closes the loop on waste and provides a renewable energy option for the natural gas system, in the same way that wind and solar are used to generate renewable electricity. This gas is currently available in limited quantities, but should be encouraged for use as it becomes more accessible.

Hydrogen fuel holds promise as a climate solution due to its potential to provide clean energy in various sectors. Hydrogen can be produced through a variety of methods, as reflected by the hydrogen "colors" shown in Figure 28. When produced using renewable sources like wind, nuclear, or solar power through a process called electrolysis, hydrogen generates zero greenhouse gas emissions. Green, yellow, and pink hydrogen are produced from renewable sources. The hydrogen can then be used as a versatile energy carrier for applications such as fuel cell vehicles, industrial processes, and energy storage. This can help to reduce reliance on fossil fuels and mitigate climate change by decreasing carbon emissions across multiple sectors of the economy.

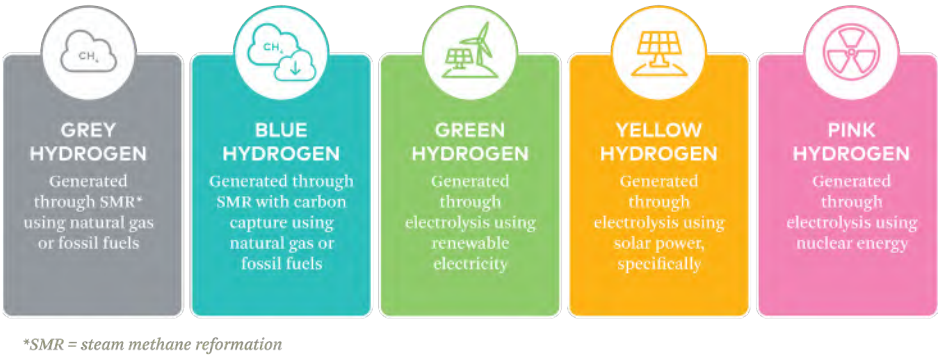


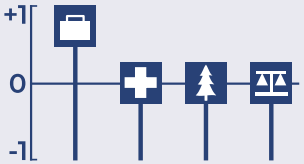
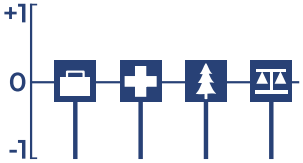
FIGURE 28: Green, yellow, and pink hydrogen are climate-friendly options produced from renewable resources like wind, solar, and nuclear power. Grey and blue hydrogen are less climate-friendly options as they are produced using fossil fuels.

Key

Low (0-399,999 MTCO$_2$e) | Medium (400,000-1,799,999 MTCO$_2$e) | High (1,800,000-8,000,000 MTCO$_2$e)

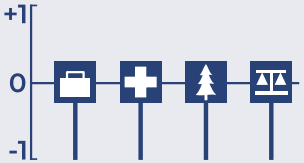
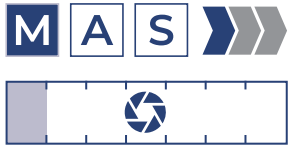
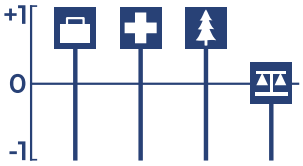
$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.3.1 Purchase renewable natural gas (RNG) directly from Northwest Natural if available. Senate Bill 98 (SB 98) passed the Oregon legislature in 2019. SB 98 allows for RNG to be distributed system-wide. As of spring 2023, 2-3% of Northwest Natural's natural gas supply comes from RNG sources and SB 98 allows Northwest Natural to increase their purchase of RNG sources by 5% every 5 years. Northwest Natural filed with the Public Utility Commission, and is awaiting a docket date for a RNG tariff that would allow customers to opt-in to purchase additional RNG to cover all or a portion of their usage.	**STAKEHOLDER** • Northwest Natural **PROGRAM** • Northwest Natural is developing a program				
4.3.2 Advocate for state and federal level financial and political support to increase clean hydrogen production and use. Electrolysis of hydrogen is a promising option for carbon-free hydrogen production from renewable and nuclear resources. Electrolysis is the process of using electricity to split water into hydrogen and oxygen.	**STAKEHOLDER** • City of Tualatin City Manager's Office, Economic Development				

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.3.3 Advocate for increased production of renewable natural gas (RNG). Existing supplies of RNG are limited. Advocating for increased supply of RNG will help Tualatin offset its emissions from natural gas use.	STAKEHOLDERS • City of Tualatin City Manager's Office • Northwest Natural		 • Environmental		
4.3.4 Advocate for increased production and use of clean hydrogen. Clean hydrogen has the potential to reduce emissions in hard-to-decarbonize sectors, increase the reliability of renewable energy, foster innovation, create jobs, and contribute to a sustainable and resilient energy future.	STAKEHOLDERS • City of Tualatin City Manager's Office • Northwest Natural		 • Environmental		

Key



Strategy 4.4 Electrification of space and water heating for new buildings

The electrification of space and water heating for new buildings strategy is estimated to be relatively low, avoiding 76,700 MT CO_2e. This is in part because much of Tualatin is already built out, with minimal space available for new development in 2023. However, this strategy would likely result in cost savings of $50/MT CO_2e reduced since it is cheaper to electrify space and water heating from the outset than to retrofit existing systems.

STRATEGY	GHG BENEFIT (MT CO_2e AVOIDED)	COST PER MT CO_2e REDUCED
4.4	LOW MED HIGH	$$ savings ($10-100/MT)

Electrification refers to the process of replacing non-electric power sources with electricity as the primary source of energy. It involves transitioning from traditional fuel-based systems, such as coal, oil, and gas, to electric power for various applications, including transportation, heating, and industrial processes. By embracing electrification, societies can reduce greenhouse gas emissions, improve energy efficiency, and foster sustainable development.

For new builds, electric appliances save costs compared to natural gas heating and separate air conditioning, especially in residential buildings. Electric heat pumps are all-in-one, energy efficient climate control units that are capable of both heating and cooling buildings and can be powered from renewable electricity. As our peak energy demand slowly shifts from a winter and heat demanding load to a summer and cooling demanding load, heat pumps manage the transition without needing to be replaced.

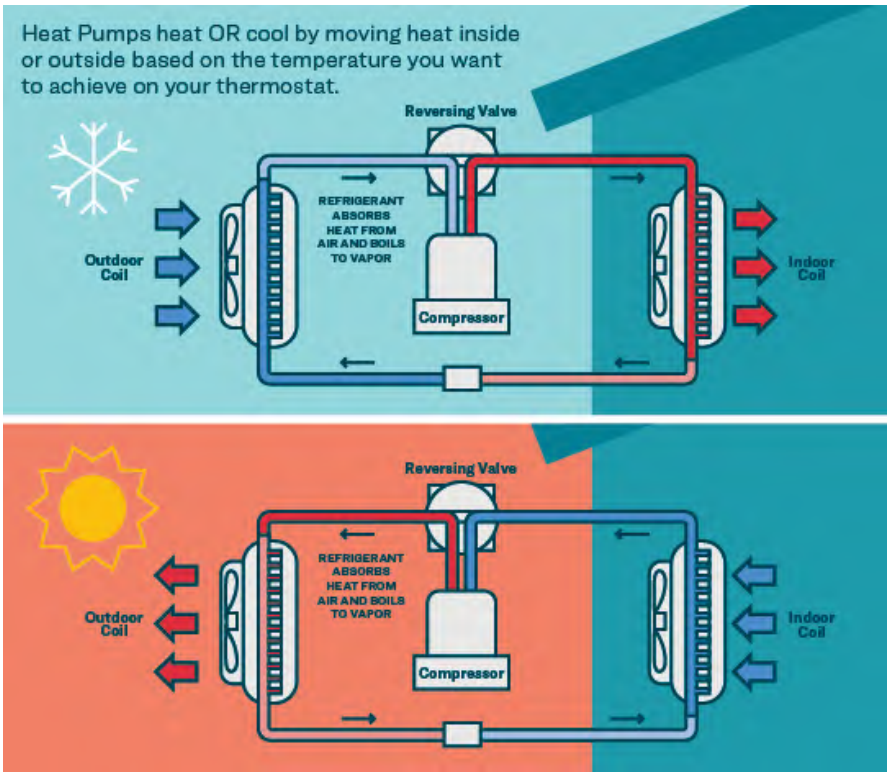


FIGURE 29: Heat pumps are an energy efficient way to heat or cool buildings. Image from the Sierra Club.

Key

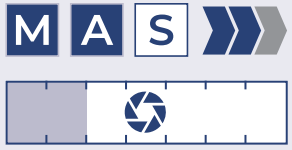
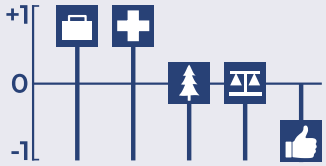
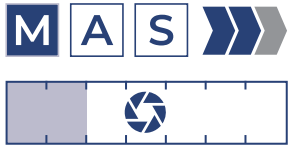
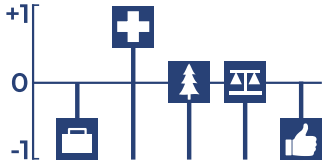
Low (0-399,999 $MTCO_2e$)

Medium (400,000-1,799,999 $MTCO_2e$)

High (1,800,000-8,000,000 $MTCO_2e$)

$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.4.1 Require electric water heaters and electric heat pumps in new buildings. Electric water heaters and heat pumps are more efficient than gas-powered water heaters and furnaces and can be powered by renewable energy sources instead of fossil fuels.	**STAKEHOLDERS** • City of Tualatin Community Development Department • Energy Trust of Oregon (ETO) • Oregon Department of Energy (ODOE) **PROGRAMS** • ETO residential and commercial water heater incentives • ODOE Rental Home Heat Pump program		 • Neighborhoods • Environmental		
4.4.2 Ban natural gas hookups in new single family and commercial buildings. This action only impacts new buildings. Potential benefits of this action include reducing carbon emissions, increasing the energy efficiency of buildings, promoting clean energy sources, and reducing the indoor air quality hazards associated with natural gas stoves. Potential drawbacks of this action include concerns about electrical grid capacity, short-term energy affordability, and reducing energy choice.	**STAKEHOLDERS** • City of Tualatin Community Development Department • Northwest Natural		 • Neighborhoods • Environmental		

Key



Strategy 4.5 Electrification of space and water heating for existing buildings

The electrification of space and water heating for existing buildings strategy is estimated to result in a medium emissions reduction benefit at 708,350 MT CO_2e. This strategy is estimated to cost up to $50/MT CO_2e, due to the fact that it is typically more expensive to retrofit existing systems than it is to electrify from the outset.

STRATEGY	GHG BENEFIT (MT CO_2e AVOIDED)	COST PER MT CO_2e REDUCED
4.5	LOW MED HIGH	$$ cost ($10-100/MT)

Electrification for existing buildings may be cost prohibitive in the short term. However, substantial savings are expected in the longer-term as equipment prices decrease, natural gas supply costs increase, and additional financial incentives become available through the Oregon Department of Energy (the Community Heat Pump Deployment Program and the Oregon Rental Home Heat Pump Program) and the IRS (the Energy Efficient Home Improvement Credit and the Residential Clean Energy Property Credit). This is especially likely given the additional need for air conditioning due to hotter summers in the future.

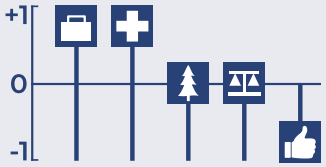
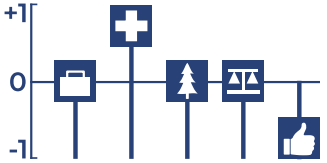


Key

Low (0-399,999 MTCO$_2$e) | Medium (400,000-1,799,999 MTCO$_2$e) | High (1,800,000-8,000,000 MTCO$_2$e)

$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)

Actions

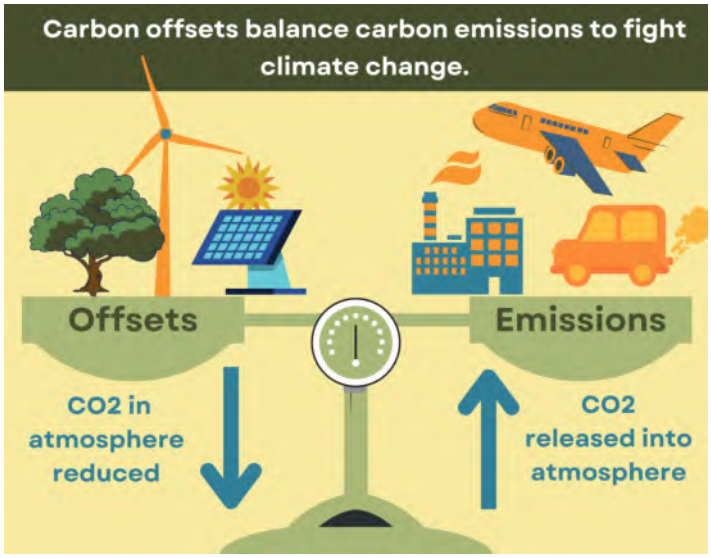
ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.5.1 Replace existing gas furnaces and water heaters with electric heat pumps and electric water heaters when they fail. Financial incentives may be available through the Oregon Department of Energy's Community Heat Pump Deployment Program and through the IRS's Energy Efficient Home Improvement Credit and Residential Clean Energy Property Credit.	**STAKEHOLDERS** • Northwest Natural • Oregon Department of Energy (ODOE) • Energy Trust of Oregon (ETO) **PROGRAMS** • ODOE Community Heat Pump Deployment Program • ODOE Rental Home Heat Pump program • IRS Energy Efficient Home Improvement Credit • IRS Residential Clean Energy Property Credit		 • Environmental		
4.5.2 Require replacing gas furnaces and gas water heaters with heat pumps and electric water heaters when they fail. Heat pumps and electric water heaters are versatile and efficient temperature control options.	**STAKEHOLDERS** • City of Tualatin Community Development Department • Northwest Natural • Energy Trust of Oregon (ETO) • Oregon Department of Energy (ODOE) **PROGRAMS** • ETO Heating Solutions Incentives • ODOE Rental Home Heat Pump program • ETO Water Heater Incentives		 • Environmental		

Key

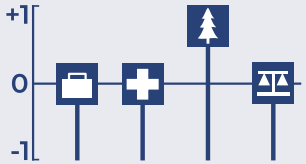
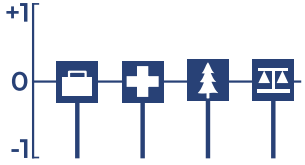
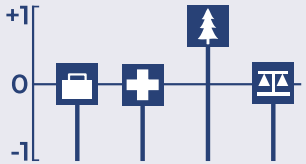


Strategy 4.6 Voluntary purchase of verified carbon offsets

Not all activities have an available decarbonization option at the pace required to reach science-based emissions reduction targets. Some activities face technological limitations, and others may be cost-prohibitive. For those activities that cannot be decarbonized or entirely avoided in the near term (like air travel), the purchase of carbon offsets can help to reach decarbonization goals. With sound vetting, carbon offsets can be an important tool to decrease global carbon emissions while providing useful co-benefits such as job programs, poverty alleviation, and habitat conservation.



Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
4.6.1 Enroll in Northwest Natural's Smart Energy program to offset emissions from natural gas use in homes and commercial and industrial buildings that use natural gas. Carbon offsets are financial instruments that represent the reduction, avoidance, or removal of greenhouse gas emissions from one source to compensate for emissions occurring elsewhere.	STAKEHOLDERS • Northwest Natural PROGRAM • Northwest Natural's Smart Energy program		 • Environmental		
4.6.2 Educate the community about high-quality, reliable carbon offsets. It is important to identify and promote high-quality and reliable offset options because carbon offsets can be difficult to accurately measure and verify, run the risk of being double-counted, and may have negative social and environmental impacts.	STAKEHOLDERS • City Communications Team		 • Connected, Informed, Engaged • Environmental		
4.6.3 Purchase verified carbon offsets for unavoidable emissions, such as air travel and industrial processes. Carbon offsets can help to balance out unavoidable emissions by removing carbon dioxide from the atmosphere.			 • Environmental		

Key





FOCUS AREA 5: URBAN FORM AND LAND USE

Background

Urban form refers to the physical structure of a city, including its layout, building density, transportation networks, and public spaces. Land use refers to the way in which a piece of land is used, including residential, commercial, industrial, and agricultural uses. Together, urban form and land use shape the built environment of a city and influence its social, economic, and environmental outcomes. The relationship between urban form and land use determines the accessibility, livability, and sustainability of a city, and is a key consideration in urban planning and design.

Changes to Tualatin's development code that affect urban form and land use can help to create a more climate-friendly Tualatin by increasing density, making alternative transportation modes more accessible, and allowing mixed-use development so that residents can access goods and services closer to home.

Strategies & actions

Tualatin has identified the following strategies and actions focused on decreasing carbon emissions by addressing urban form and land use in Tualatin.

Strategy 5.1 // Dense future development resulting in reduced future vehicle miles traveled

The dense future development resulting in reduced vehicle miles traveled strategy is estimated to result in a relatively low emissions reduction benefit at 33,100 MT CO_2e. Cost savings of $500/MT CO_2e reduced are associated with this strategy because fewer vehicle miles traveled should result in savings on gasoline and car maintenance.

STRATEGY	GHG BENEFIT (MT CO_2e AVOIDED)	COST PER MT CO_2e REDUCED
5.1	LOW MED HIGH	$$ savings ($10-100/MT)

Increased population density can reduce vehicle miles traveled (VMT) by fostering shorter commute distances. In denser areas, people often live closer to work, schools, and amenities, reducing the need for long car journeys. Additionally, improved public transportation and infrastructure for walking and biking in densely populated regions encourage alternative modes of travel, further diminishing VMT. This synergy of proximity and accessible transportation options can lead to a more sustainable and less car-dependent urban environment.

In addition to the climate benefits associated with reducing vehicle miles traveled, there are several benefits of increased density in cities. These benefits include efficient use of land and resources, smaller environmental impacts in terms of lower carbon emissions, less air pollution, and less damage to ecosystems, better public health outcomes as community members rely more heavily on active transportation instead of cars, and greater social cohesion, resiliency, and mental health outcomes.



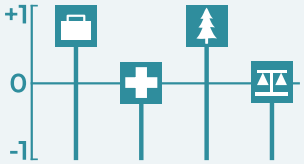
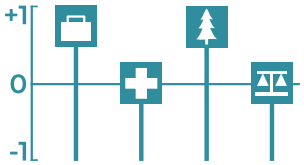
While Section 5.1 focuses on emission reductions from reduced vehicle miles traveled (VMT) increased density also reduces emissions from building energy use. Emission reductions from building energy use was not scaled due to the complexity of analysis and number of variables related to implementation. Instead, we looked at a small section of the City, The Central Urban Renewal Zone, to use as an example to analyze the potential benefits under a three scenarios of varying densification. The findings show a large reduction of building energy use from increased density beyond what is currently allowed in the area. In addition to the reduction of emissions, increased density also strongly supports the co-benefits examined in this plan and the City Council's 2030 Vision. That information can be found in Appendix 7.

Key

Low (0-399,999 $MTCO_2e$) | Medium (400,000-1,799,999 $MTCO_2e$) | High (1,800,000-8,000,000 $MTCO_2e$)

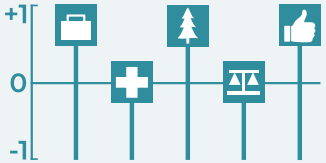
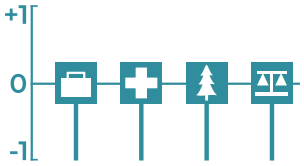
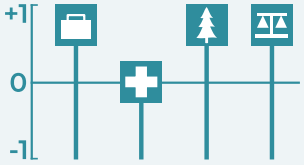
$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
5.1.1 Reduce barriers to compact urban development in the downtown/ town center(s), transit corridors. This could include identifying and reducing regulatory barriers, flexible uses within industrial and commercial zones, reducing financial obstacles, restructuring System Development Charges (SDCs) for smaller additional incentives, offering flexible land use codes, and ensuring the transportation system can support planned densities.	STAKEHOLDERS • City of Tualatin Community Development and Public Works Departments		 • Economy • Gathering Places • Transportation • Neighborhoods • Environmental		
IN PROGRESS **5.1.2 Expand housing variety and choice by incentivizing and/or prioritizing the building of smaller, clustered, and attached housing, accessory dwelling units (ADUs), and other multifamily housing.** Actions includes strategies like providing flexibility in land use, removing land use code and permitting process barriers, supporting affordable housing developments, and offering new incentives like eliminating or reducing SDCs and attached housing loans. Increased housing variety may help reduce the number of residents who commute from out of town (currently 93%) to work in Tualatin.	STAKEHOLDERS • City of Tualatin Community Development, Public Works, Finance, and Parks Departments		 • Economy • Gathering Places • Transportation • Neighborhoods • Environmental		

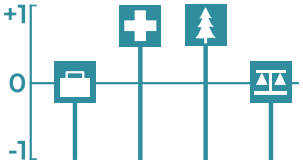
Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
5.1.3 Build walkable neighborhoods where residents can meet most of their daily needs without the use of a car. This includes identifying opportunity areas to apply flexible zoning practices to enable nonconforming land uses, improving transportation infrastructure to promote active transit, pursuing transit-orientated development, increasing access to parks and open space, and providing incentives for mixed-use development.	STAKEHOLDERS • City of Tualatin Community Development and Parks Departments		 • Economy • Gathering Places • Transportation • Neighborhoods • Environmental		
5.1.4 Identify opportunities for increased density. Identify areas in town that would support higher density, including community support and political will to densify, barriers to densification, and geographic opportunities that could support density.	STAKEHOLDER • City of Tualatin Community Development Department		 • Inclusive Community • Neighborhoods • Environmental		
5.1.5 Increase dense development in areas identified in action 5.1.4. To accomplish this, reduce barriers and provide incentives to encourage more high density development near downtown, transit, and other areas identified in 5.1.4. This could include removing or reducing parking minimums, reviewing current parking use, acquiring property for development, and financial incentives. This action should also align with and support housing types and densities identified in the Housing Needs Analysis.	STAKEHOLDER • City of Tualatin Community Development Department		 • Inclusive Community • Neighborhoods • Environmental		

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
5.1.6 Develop a decision matrix to consider alternatives to roadway widening to ease traffic congestion. Road widening is not always the best solution to reducing traffic congestion. Reducing traffic congestion will require a multi-pronged approach including things like investing in bicycle and pedestrian infrastructure and public transit or supporting more complimentary land use types that result in shorter travel distances. These alternatives and their likely outcomes and climate impact should be evaluated.	**STAKEHOLDERS** • City of Tualatin Community Development and Public Works Departments **PLANNING/POLICY DOCUMENT** • Transportation System Plan		 • Transportation • Environmental		
5.1.7 Reduce traffic speeds in neighborhoods, the downtown and Bridgeport areas, and in other high bike/pedestrian traffic areas to increase safety. Reduced vehicle speeds decrease the likelihood of a pedestrians severe injury or death. Lower speeds also make streets more welcoming to non-car users, helping increase alternative modes of transportation by being designed to be and feel safe. Measures such as restriping streets, reducing speed limits, improved street design and streetscaping, road diets, and other traffic calming measures are ways to accomplish this. Implementation of a Safe Systems Approach is an excellent tool to help advance this action.	**STAKEHOLDERS** • City of Tualatin Community Development and Public Works Departments		 • Transportation • Environmental		

Key

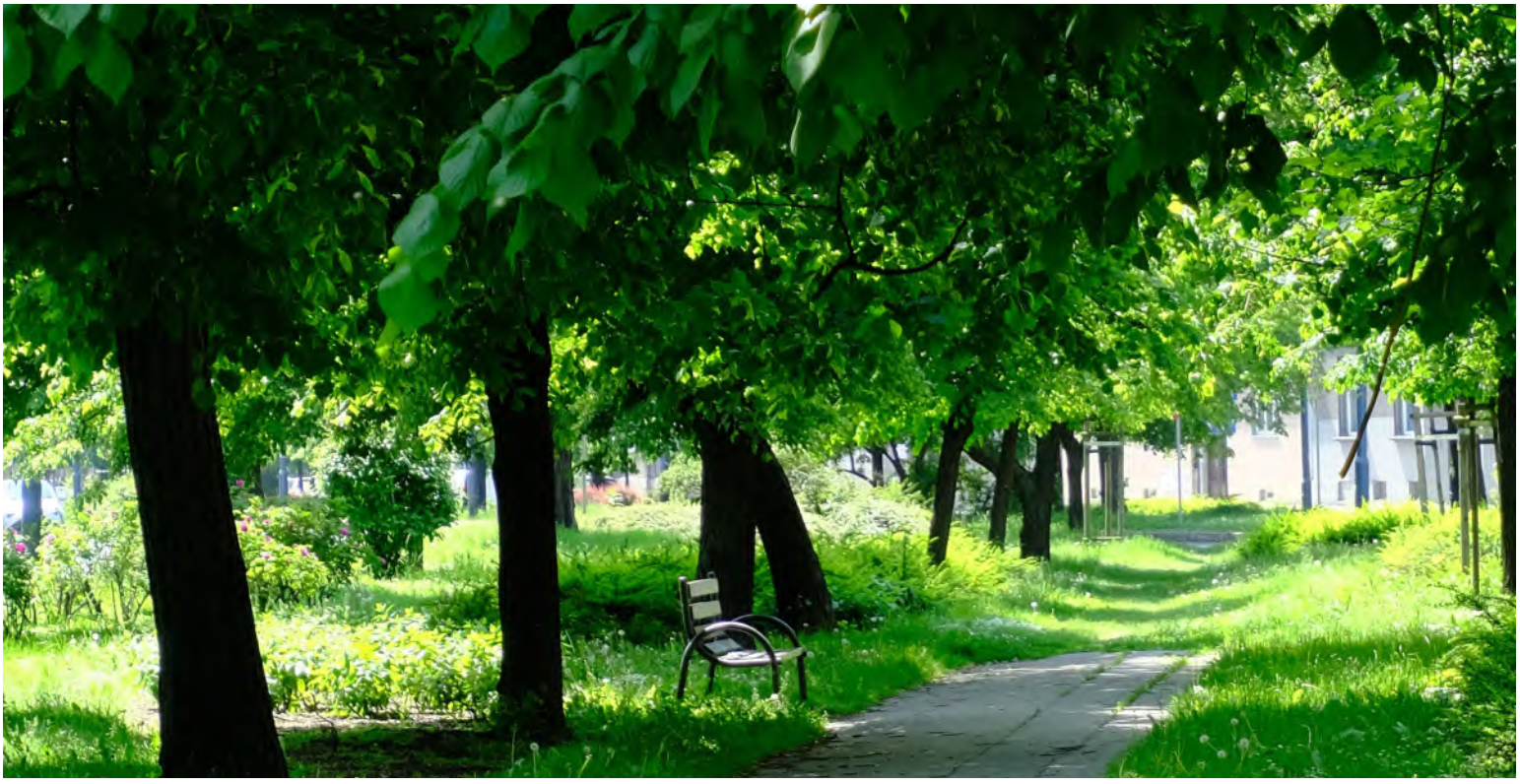


Strategy 5.2 Urban/community forestry & carbon sequestration

The urban/community forestry & carbon sequestration strategy is estimated to have a relatively low emissions reduction benefit at 171,700 MT CO_2. However, there are additional adaptation benefits from shade and cooling that are not captured in this number. This strategy is estimated to cost $15-100/MT CO_2e reduced since it can be costly to plant and maintain trees.

STRATEGY	GHG BENEFIT (MT CO_2e AVOIDED)	COST PER MT CO_2e REDUCED
5.2	LOW MED HIGH	$$ cost ($10-100/MT)

Given that Tualatin is a relatively small municipality, the opportunity for large-scale carbon sequestration is low. While trees and plants do help to sequester carbon, maintaining existing trees, and planting new ones, provides an abundance of community benefits by removing climate pollution from the atmosphere and providing shade to provide natural cooling and reduce energy needs. The City of Tualatin manages trees in the planter strip and maintains list of approved street tree species for different width strips and proximity to powerlines.



Key

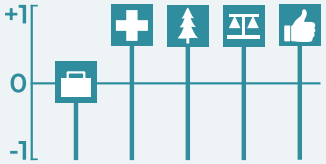
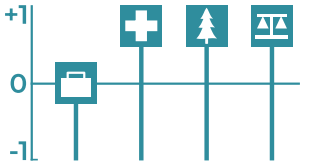
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Medium (400,000-1,799,999 $MTCO_2e$)

High (1,800,000-8,000,000 $MTCO_2e$)

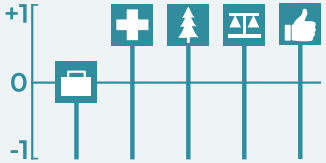
$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
5.2.1 Maintain and increase canopy cover on public and private property in response to tree canopy study from action 1.1.2 to equitably increase shade in Tualatin. Consider education and incentives to help achieve this action. Prioritize high equity needs areas (such as low-income residential neighborhoods and areas near child and/or elder care facilities) and active transportation routes. This action supports Strategy 1.1.	STAKEHOLDERS • City of Tualatin Parks and Public Works Departments		 • Gathering Places • Transportation • Environmental		
5.2.2 Update Tualatin's approved street tree list with climate adapted and/or drought resistant tree options to better withstand climate change. Trees should be selected based on their ability to withstand local changes in climate, growth rate, and resiliency to pests and disease. Consider including large shrubs to increase biodiversity and reduce impacts on infrastructure. The street tree list was last updated in 2019 – consider revisiting this list every 5 years to ensure the list is responsive to changes in climate. This action supports Strategy 1.1 and should be completed prior to action 1.1.1.	STAKEHOLDERS • City of Tualatin Parks and Public Works Departments PROGRAM • Sidewalk/Street Tree program		 • Environmental		

Key

- M MITIGATION ACTIONS
- A ADAPTATION ACTIONS
- S SEQUESTRATION ACTIONS
- IMPLEMENT
- CONVENE
- SUPPORT/ADVOCATE
- QUICK START
- 0-5 YRS
- 6-10 YRS
- 10+ YRS
- YES, POLICY DECISION
- ALIGNMENT WITH COUNCIL VISION (0-7)
- JOBS
- HEALTH & SAFETY
- ECOSYSTEM & WILDLIFE HEALTH
- OPPORTUNITY FOR EQUITY
- COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **5.2.3 Continue to partner with Friends of Trees to plant trees in Tualatin.** The City of Tualatin has partnered with Friends of Trees for 25 years and currently offers three tree planting events per year. These events focus on stream shading. The City could explore options to partner with Friends of Trees to plant street trees and/or trees in stormwater treatment facilities.	**STAKEHOLDERS** • City of Tualatin Volunteer Services staff and Parks Department • Friends of Trees **PROGRAMS** • Friends of Trees volunteer program • City of Tualatin Volunteer Services		 • Connected, Informed, Engaged • Gathering Places • Environmental		
5.2.4 Strengthen tree removal regulations (TDC Ch. 33) to encourage tree preservation during development, redevelopment, and landscaping on private property. Evaluate establishing and enforcing replanting requirements. Provide guidance to ensure the right trees are planted in the right places. This action supports Strategy 1.1.	**STAKEHOLDER** • City of Tualatin Community Development Department **POLICY DOCUMENTS** • City of Tualatin Development Code		 • Neighborhoods • Environmental		
5.2.5 Actively enforce the City's tree codes. Private trees are subject to TDC Ch. 33 and street trees are subject to TDC Ch. 74. The City could educate and communicate about tree code requirements and/or "fix it tickets" to encourage retaining and replanting trees. A "fix it ticket" refers to a correctable violation of the code where the fee would be waived once the citation is fixed. This action supports Strategy 2.1.	**STAKEHOLDER** • City of Tualatin Police, Community Development, and Parks Departments • Portland General Electric (PGE) **POLICY DOCUMENTS** • City of Tualatin Development Code		 • Transportation • Neighborhoods • Environmental		

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
5.2.6 Update code to increase the planter width to a minimum of 5 feet wide for street trees. Wider planter strips can help prevent damage to underground infrastructure, resulting in less tree removal.	STAKEHOLDERS • City of Tualatin Community Development, Public Works, and Parks Departments PLANNING/POLICY DOCUMENTS • City of Tualatin Development Code • Transportation System Plan		 • Transportation • Neighborhoods • Environmental		

Key





FOCUS AREA 6: TRANSPORTATION – MODES & FUEL SWITCHING

Background

Transportation energy, particularly on-road vehicle transportation of passengers and freight, also represents a large portion of community carbon emissions (84,128 MT CO_2e, or 12%). Transportation emissions are generated at the tailpipe by combustion of gasoline, diesel, other liquid and gas fuels, or from non-renewable electricity generation for electric vehicles.

The majority of Tualatin's transportation emissions come from passenger cars. Air travel, freight, and commercial vehicles also contribute significantly to Tualatin's transportation-related emissions (Figure 30).

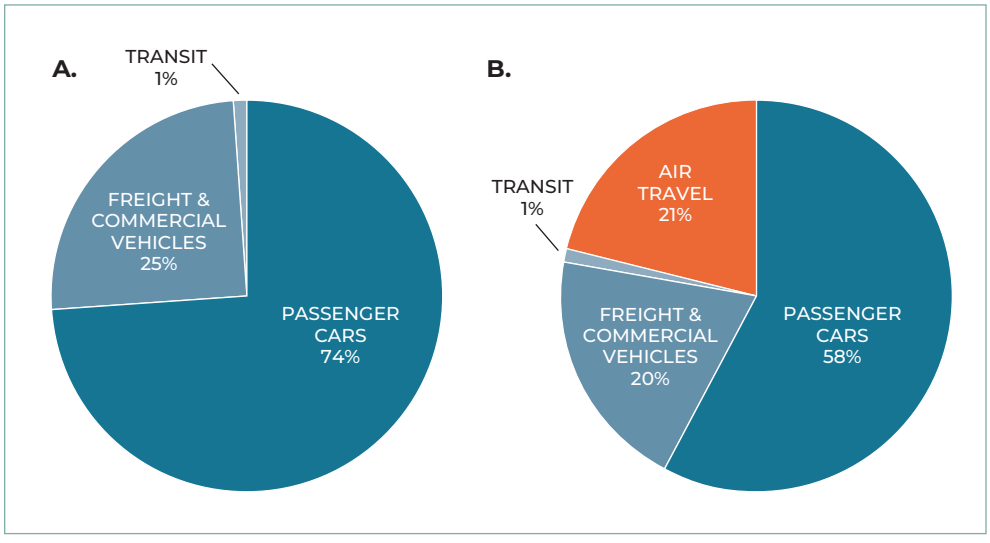


FIGURE 30: Tualatin's transportation emissions breakdown: A: excluding air travel, B: including air travel.

Strategies & actions

Tualatin has identified the following strategies and actions to reduce carbon emissions from the transportation sector. Together, these strategies can help Tualatin reduce its carbon footprint by nearly 120,000 MT CO_2e in a single year, or 20% of the emissions reductions needed to meet the goal of net zero in 2050. Between now and 2050, this is expected to add up to 1.7 million MT CO_2e.

Strategy 6.1 // Fuel switching - Electric vehicles (EVs), renewable diesel, biodiesel, ethanol, and other low-emissions fuels

The fuel switching strategy is estimated to result in a medium emissions reduction benefit at 2,184,685 MT CO_2e. This strategy is likely to result in cost savings or be cost-neutral over time because, while there are upfront costs to purchase EVs and install charging infrastructure, savings in fuel and maintenance costs even out over time. Additionally, renewable diesel costs roughly the same as fossil fuel-based diesel due to rules under Oregon's Clean Fuel Program.

STRATEGY	GHG BENEFIT (MT CO_2e AVOIDED)	COST PER MT CO_2e REDUCED
6.1	 LOW MED HIGH	$$ savings ($10-100/MT)

Increasing adoption of electric vehicles or another low-greenhouse gas fossil gasoline substitute could help reduce Tualatin's carbon emissions by about 1.6 million MT CO_2e by 2050, about 12% of the emissions reductions needed to meet Tualatin's goal of net zero by 2050.

As of late 2022, the Oregon Department of Environmental Quality's Advanced Clean Cars II rulemaking prohibits the sale of new gasoline powered passenger vehicles after 2035 and requires 10% sales of EV's each year stepped from 2025-2035. This, along with recent federal legislation and pledges by car manufacturers, is predicted to lower prices and increase supply of electric vehicles across the spectrum of automotive consumers. Prices for electric vehicles vary across models, but in general, new EVs can be bought at roughly similar price to new conventional cars.

EVs shift the ongoing cost burden from gasoline to electricity. A recent study analyzed the cost burden for EVs versus gasoline cars for each US census tract. The study found that on average, EV owners in Oregon would pay significantly less for their EV fueling than for a conventional car's gasoline. The study noted a decrease of between 50% and 85% in fueling costs for EV owners in Oregon.

EVs have drawbacks such as limited driving range on a single charge, longer recharging times compared to traditional vehicles, and variable charging infrastructure availability. Environmental concerns include the environmental impacts of battery production, including habitat disruption and resource depletion, as well as challenges related to battery disposal and recycling. Additionally, EVs' environmental benefits can be reduced if they rely on electricity from fossil fuels instead of renewable energy sources.

Key



Low (0-399,999 MTCO$_2$e)



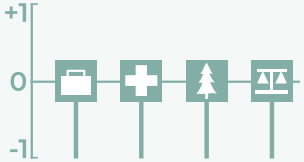
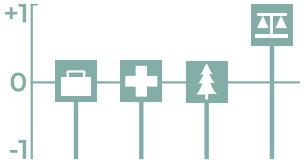
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High (1,800,000-8,000,000 MTCO$_2$e)

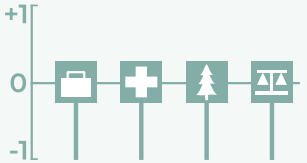
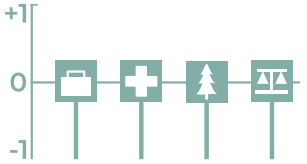
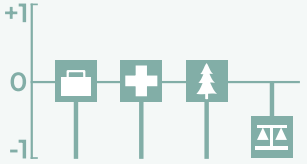
$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
6.1.1 Establish parking and charging infrastructure requirements for electric vehicles (EVs) at new developments. Oregon Senate Bill 1044 sets zero emission vehicle (ZEV) targets for the state of Oregon. Under SB 1044, at least 90% of new vehicles sold annually will be EVs by 2035. Establishing EV parking and infrastructure requirements for new developments will make EV charging more available now while paving the way for the near future when EVs become more common.	STAKEHOLDERS • City of Tualatin Community Development Department • Oregon Department of Land Conservation and Development PROGRAMS • City municipal code update POLICY DOCUMENTS • City of Tualatin Municipal Code • Climate Friendly and Equitable Communities rulemaking • DLCD - Climate Friendly and Equitable Communities rulemaking		 • Transportation • Neighborhoods • Environmental		
6.1.2 Promote programs to help fund installation of EV chargers at new and existing affordable housing and multifamily complexes. Prioritize multifamily housing and workplaces.	STAKEHOLDERS • City of Tualatin Finance Department and City Manager's Office • Portland General Electric (PGE) PROGRAMS • PGE Transportation Matching Fund Program • PGE Drive Change Fund		 • Inclusive Community • Transportation • Neighborhoods • Environmental		

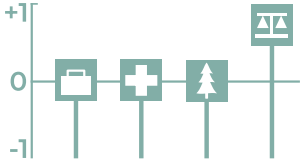
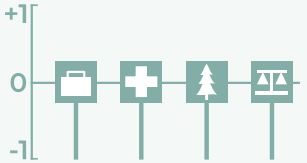
Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
6.1.3 Develop policies and priorities around installation of publicly accessible charging stations in the right-of-way, including electric vehicle charging. Perform a study to determine needs and preferred locations for charging infrastructure.	STAKEHOLDERS • City of Tualatin Public Works and Community Development Departments, and the City Manager's Office PLANNING DOCUMENTS • Transportation System Plan (TSP)		M A S • Transportation • Neighborhoods • Environmental		
6.1.4 Increase the number of events promoting electric vehicles. For example, 'EV Rodeos' can help increase community members' familiarity and comfortability with EVs.	STAKEHOLDER • Portland General Electric (PGE) • Forth Mobility		M A S • Connected, Informed, Engaged • Transportation • Environmental		
6.1.5 Set targets for community electric vehicle (EV) adoption to encourage community usage of electric vehicles. In 2019, Oregon Senate Bill 1044 outlined new Zero Emission Vehicle (ZEV) adoption targets through 2035. Tualatin will set targets to support the wider statewide EV adoption goals and periodically report on progress.			M A S • Connected, Informed, Engaged • Transportation • Environmental		

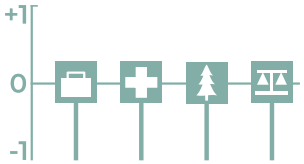
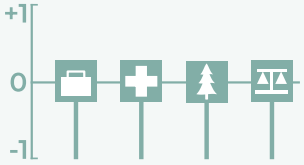
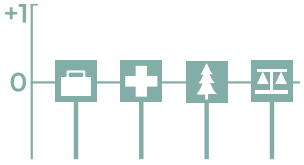
Key

M MITIGATION ACTIONS
A ADAPTATION ACTIONS
S SEQUESTRATION ACTIONS
IMPLEMENT
CONVENE
SUPPORT/ADVOCATE
QUICK START
0-5 YRS
6-10 YRS
10+ YRS
YES, POLICY DECISION
ALIGNMENT WITH COUNCIL VISION (0-7)
JOBS
HEALTH & SAFETY
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
6.1.6 Conduct an electric car share pilot program at low income or high equity needs residential areas in Tualatin. EV car share pilot programs can help increase community members' familiarity and comfortability with EVs while providing a low-cost, low emissions way for community members to get around town.					
6.1.7 Advocate to ODOT, Metro, and/or other regional partners to bring *corridor* chargers to Tualatin. EV corridor charging involves installing charging stations along highways to create a network for long-distance travel, reducing range anxiety and providing convenient charging infrastructure for EVs on major routes. It aims to facilitate intercity and interstate travel by allowing EV drivers to charge their vehicles at regular intervals during long trips.	STAKEHOLDERS • City of Tualatin Community Development and Economic Development Departments • Oregon Department of Transportation (ODOT) PROGRAM • ODOT's state National Electric Vehicle Infrastructure (NEVI) plan				

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
6.1.8 Install publicly-accessible community EV chargers in Tualatin. Community charging focuses on installing charging infrastructure in local areas like residential neighborhoods and commercial districts, typically in parking lots, shopping centers, or other public spaces, to provide convenient charging options for EV owners who primarily use their vehicles for daily commuting or short-distance travel within the community. As of June 2023, the City of Tualatin is partnering with Forth Mobility to pursue a Charging and Fueling Infrastructure (CFI) grant.	STAKEHOLDERS • City of Tualatin Community Development and Economic Development Departments • US Department of Transportation (US DOT) • Oregon Department of Transportation (ODOT) • Forth Mobility PROGRAM • US DOT's Charging and Fueling Infrastructure (CFI) grant program				
6.1.9 Provide community education around the benefits of R99 diesel. Identify and prioritize reaching out to employers with large vehicle fleets in Tualatin.					
6.1.10 Require gas stations within City limits to transition to R99 diesel. See Chapter 16.60 of the City of Portland's code for a local example of a similar policy.	STAKEHOLDERS • Gas stations located in Tualatin				

Key



Strategy 6.2 // Active transportation to reduce car miles and fossil fuel (gasoline) use

Active transportation, including walking, biking, and rolling, can help to reduce carbon emissions by reducing the number of cars on the road. Research suggests that use of active transportation modes is dependent on individual factors like demographics and medical conditions, social factors like coworker or spouse beliefs and behaviors or community support for bicyclists and pedestrians, and physical factors like bicycle lanes or the speed and volume of traffic along a route. Offering safe and enjoyable routes for pedestrians and cyclists can help to make active transportation options more appealing. Fewer cars on the road also improves air quality and can result in positive health outcomes due to increased physical activity, safety, social connections, and more time spent outside.



MICROMOBILITY IN TUALATIN

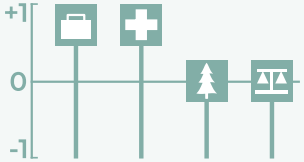
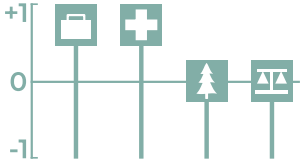
Micromobility refers to transportation using lightweight vehicles such as bicycles or scooters, and electric micromobility refers to things like electric bicycles (e-bikes) or scooters (e-scooters). Typically, micromobility options can be borrowed as part of a self-service rental program in which people rent vehicles for short-term use within a town or city.

Tualatin's e-scooter pilot program kicked off in August 2022 and became permanent a year later. As of September 2023, over 3,000 community members have used the scooters to make over 14,900 trips totaling over 17,000 miles and saving over 14,900 pounds of carbon dioxide. That's equivalent to taking 3,315 gasoline-powered cars off the road for one year!



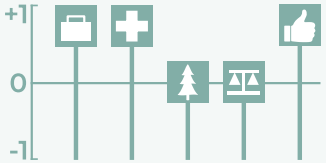
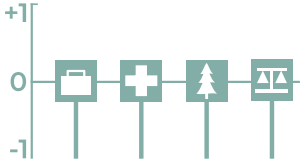
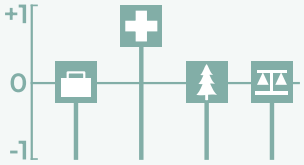
FIGURE 31: Heat map showing Lime scooter rides in Tualatin.

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **6.2.1 Update the Transportation System Plan (TSP) to increase the use of active transportation options,** including any human-powered transportation such as walking, cycling, or using non-motorized modes of transportation. Embed active transportation modes throughout the entire plan and focus on making walking or rolling an easy and accessible option to move throughout the City.	STAKEHOLDERS • City of Tualatin Community Development Department POLICY DOCUMENT • Transportation System Plan		 • Economy • Transportation • Neighborhoods • Environmental		
IN PROGRESS **6.2.2 Update the Transportation System Plan (TSP) to increase the use of electric micromobility options** such as e-bikes, e-scooters, and electric skateboards. Embed electric micromobility modes throughout the plan and focus on making these options a viable option to move throughout the City. Electric micromobility modes offer many of the same benefits as active transportation but are worthy of independent consideration given charging needs, potential safety concerns and conflicts with non-motorized active transit users.	STAKEHOLDER • City of Tualatin Community Development Department POLICY DOCUMENT • Transportation System Plan		 • Economy • Transportation • Neighborhoods • Environmental		

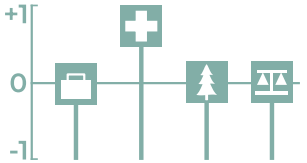
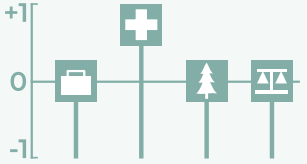
Key

- M MITIGATION ACTIONS
- A ADAPTATION ACTIONS
- S SEQUESTRATION ACTIONS
- IMPLEMENT
- CONVENE
- SUPPORT/ADVOCATE
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- 0-5 YRS
- 6-10 YRS
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- ALIGNMENT WITH COUNCIL VISION (0-7)
- JOBS
- HEALTH & SAFETY
- ECOSYSTEM & WILDLIFE HEALTH
- OPPORTUNITY FOR EQUITY
- COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
6.2.3 Prioritize building and completing transportation projects that enhance bicycle, pedestrian, and transit access in Tualatin included in the updated Transportation System Plan.	STAKEHOLDERS • City of Tualatin Community Development and Public Works Departments POLICY DOCUMENT • Transportation System Plan		 • Economy • Transportation • Neighborhoods • Environmental		
6.2.4 Promote transportation options programs like Get There Oregon to help commuters and employers shift commute habits and work practices. Get There Connect allows users to compare commute options, find a carpool, participate in challenges, and track statistics like reduced carbon emissions, money saved, and more.	STAKEHOLDER • Oregon Department of Transportation (ODOT) PROGRAM • Get There Oregon		 • Transportation • Environmental		
6.2.5 Provide education and support programs to encourage the use of active transportation.	STAKEHOLDERS • Oregon Department of Transportation (ODOT) • Tigard Tualatin School District (TTSD) PROGRAMS • ODOT's Get There Oregon program • TTSD's Safe Routes to School program • Safe Routes to Parks		 • Connected, Informed, Engaged • Transportation • Environmental		

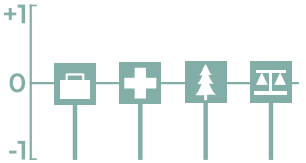
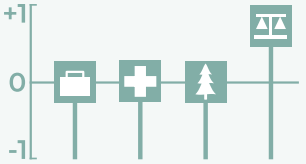
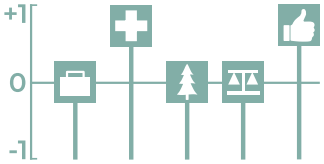
Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
6.2.6 Develop a Complete Streets Policy. This policy informs future public improvements on streets and shared paths. Complete Streets are an approach to planning, designing, building, operating, and maintaining streets that are designed to be safe and feel safe for everyone. They are designed for speeds that reduce the chance of death or serious injury and give priority to the needs of those who are most vulnerable, including pedestrians, bicyclists, and transit riders, making it easier and safer for people to move along and across the street. This policy can guide future Transportation System Plan (TSP) updates and future transportation projects.	STAKEHOLDERS • City of Tualatin Community Development and Public Works Departments POLICY DOCUMENT • Transportation System Plan (TSP)		 • Economy • Gathering Places • Transportation • Neighborhoods • Environmental		
6.2.7 Increase funding for Neighborhood Transportation Safety Program (NTSP) for sidewalk and bike infrastructure infill, improving connectivity to schools, parks, shopping, and important community resources to make roads streets safer for non-car users. Programs such as Safe Routes to School, Safe Routes to Parks, and other programs that aim to reduce serious crashes are excellent tools to help advance this action.	STAKEHOLDERS • City of Tualatin Community Development, Public Works, and Finance Departments PROGRAM • City of Tualatin's Neighborhood Transportation Safety program		 • Transportation • Neighborhoods • Environmental		

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
6.2.8 Explore public electric micromobility charging options. Perform a study to determine needs and preferred locations for charging infrastructure.	STAKEHOLDER • City of Tualatin Public Works Department		 • Transportation • Environmental		
6.2.9 Provide financial incentives for electric micromobility options like e-bikes and/or e-scooters, especially for low-income people and people with disabilities.	STAKEHOLDER • Portland General Electric (PGE) POTENTIAL PROGRAM • PGE Drive Change Fund		 • Inclusive Community • Transportation • Environmental		
6.2.10 Increase Safe Routes to School programming for Tualatin schools by partnering with TTSD's Safe Routes to School coordinator. Prioritize schools in higher equity need and/or high traffic areas in Tualatin.	STAKEHOLDERS • City of Tualatin Community Development Department • Tigard-Tualatin School School District (TTSD) PROGRAM • TTSD's Safe Routes to School program		 • Transportation • Neighborhoods • Environmental		

Key



Strategy 6.3 // Transit transportation to reduce car miles and fossil fuel (gasoline) use

Transit transportation through Ride Connection and TriMet bus and WES services can help to reduce carbon emissions by reducing the number of cars on the road.

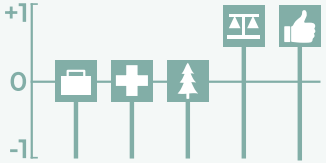
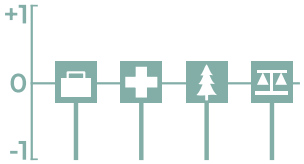
Tualatin currently lacks frequent and reliable transit service that connects community members to the places where they live, work, and have fun. Many transit stops in Tualatin are unsheltered, making travel by transit less appealing during times of extreme weather. Additionally, many community members indicated that taking transit feels unsafe to them. Increasing efforts to ensure safety on transit service is an important step to increasing ridership.

WHAT WE HEARD

Stakeholders, particularly large employers, shared that transit service in Tualatin is underutilized by employees because it does not take them where they need to go, it does not run frequently enough to be considered reliable, and/or the hours of transit operation do not match up with employee commuting hours.

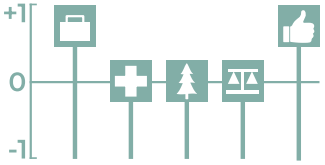


Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **6.3.1 Advocate for increased transit service coverage, frequency, and safety.** Robust, reliable, and comfortable transit service can increase the appeal of taking transit over driving and create greater mobility for the entire community. This action supports strategy 2.3.	STAKEHOLDERS • City of Tualatin City Manager's Office, Community Development Department • TriMet • Ride Connection		 • Inclusive Community • Transportation • Environmental		
6.3.2 Educate employers about opportunities to supply employees with transit passes or incentives. TriMet offers flexible transportation programs like the Universal Annual Pass Program, Annual Pass Program, and Monthly Pass Program.	STAKEHOLDERS • City of Tualatin Economic Development • TriMet PROGRAMS • TriMet Universal Annual Pass program • TriMet Annual Pass program • TriMet Monthly Pass program		 • Economy • Transportation • Environmental		

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
6.3.3 Convene large businesses in Tualatin to lobby TriMet to expand transit service to destinations with large employee populations.	STAKEHOLDERS • Large employers in Tualatin • TriMet • Chamber of Commerce		 • Economy • Transportation • Environmental		
IN PROGRESS **6.3.4 Increase micromobility access through programs like the e-scooter program in Tualatin.** Micromobility options like e-scooters and e-bikes help to support low-carbon transportation, particularly for first and last-mile travel.	STAKEHOLDER • City of Tualatin Public Works PROGRAM • E-Scooter program		 • Economy • Transportation • Environmental		

Key

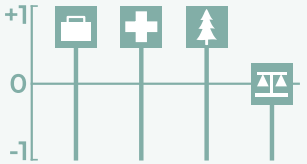
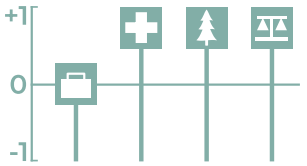
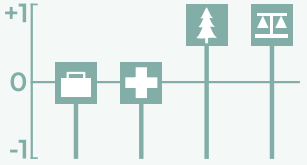
- M MITIGATION ACTIONS
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- QUICK START
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- YES, POLICY DECISION
- ALIGNMENT WITH COUNCIL VISION (0-7)
- JOBS
- HEALTH & SAFETY
- ECOSYSTEM & WILDLIFE HEALTH
- OPPORTUNITY FOR EQUITY
- COMMUNITY ACCEPTANCE

Strategy 6.4 // Remote and flexible work options to reduce car miles and fossil fuel (gasoline) use

Remote work can significantly reduce car miles and emissions by allowing employees to work from home when feasible. This reduces the need for daily commutes, leading to fewer cars on the road and decreased traffic congestion. This lowers the overall carbon footprint associated with transportation, benefiting both the environment and air quality.



Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **6.4.1 When possible and appropriate, provide remote work options to employees.** Reducing commuter trips results in fewer emissions and contributes to improved air quality.			 • Inclusive Community • Economy • Transportation • Environmental		
IN PROGRESS **6.4.2 Provide virtual meeting options.** Reducing travel for meetings results in fewer emissions and contributes to improved air quality. Providing virtual meeting options also increases access for people who are unable to join meetings in person.			 • Inclusive Community • Connected, Informed, Engaged • Economy • Transportation • Environmental		
6.4.3 When possible and appropriate, provide flexible work schedules to employees. This could include moving from a fixed 5/8/40 work schedule (five 8-hour workdays/ week) to a 9/8/80 or 4/10/40 work schedule to reduce the number of days employees must commute to work. It could also include allowing employees to alter their stop and start times to align with transit schedules.			 • Inclusive Community • Transportation • Economy • Environmental		

Key





FOCUS AREA 7: CONSUMPTION – FOOD & GOODS

Background

Consumption-based emissions are generated outside of the community during the production of goods, food, fuels, and service products consumed by residents, like air travel. Consumption-based emissions presented here are estimated (see Appendix 2 for more information) and therefore the results have a greater level of uncertainty compared to other sources of emissions.

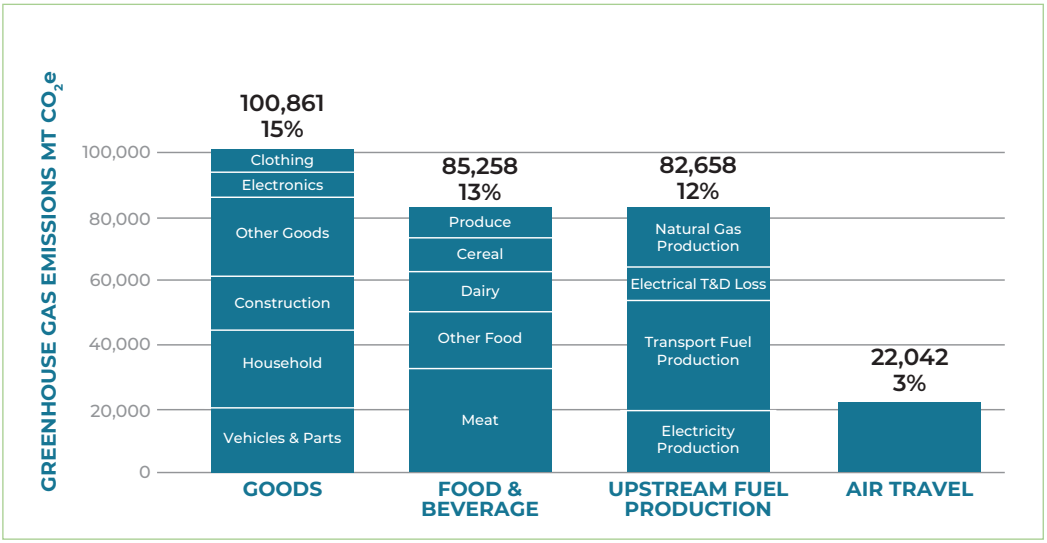


FIGURE 32: Breakdown of Tualatin's consumption-based emissions.

Goods, like household goods, clothing, and electronics, make up 100,861 MT CO_2e (or 15%) of Tualatin's emissions. Food and beverage production accounts for 85,258 MT CO_2e (13%) of Tualatin's emissions. It is worth noting that some foods produce more carbon emissions than others. For example, within the meat category, beef and lamb contribute significantly more to climate change than chicken or fish.

Producing the fuels that people consume also result in carbon emissions. In Tualatin, upstream fuel production, including the production of electricity, natural gas, and transportation fuels, accounts for 82,658 MT CO_2e (12% of Tualatin's carbon emissions). Air travel accounts for 22,042 MT CO_2e, or 3% of Tualatin's overall emissions.

Strategies & actions

Tualatin has identified the following strategies and actions to reduce carbon emissions from the consumption of food and goods in Tualatin. According to the Oregon Department of Environmental Quality, "Since the late 1980s, recycling and composting have captivated the public's attention as a solution to environmental problems associated with solid waste. But the State of Oregon and many other organizations recognize that there's an even higher priority than recycling and composting: waste prevention. In fact, Oregon law defines waste prevention as the number one priority method for managing solid waste in Oregon.

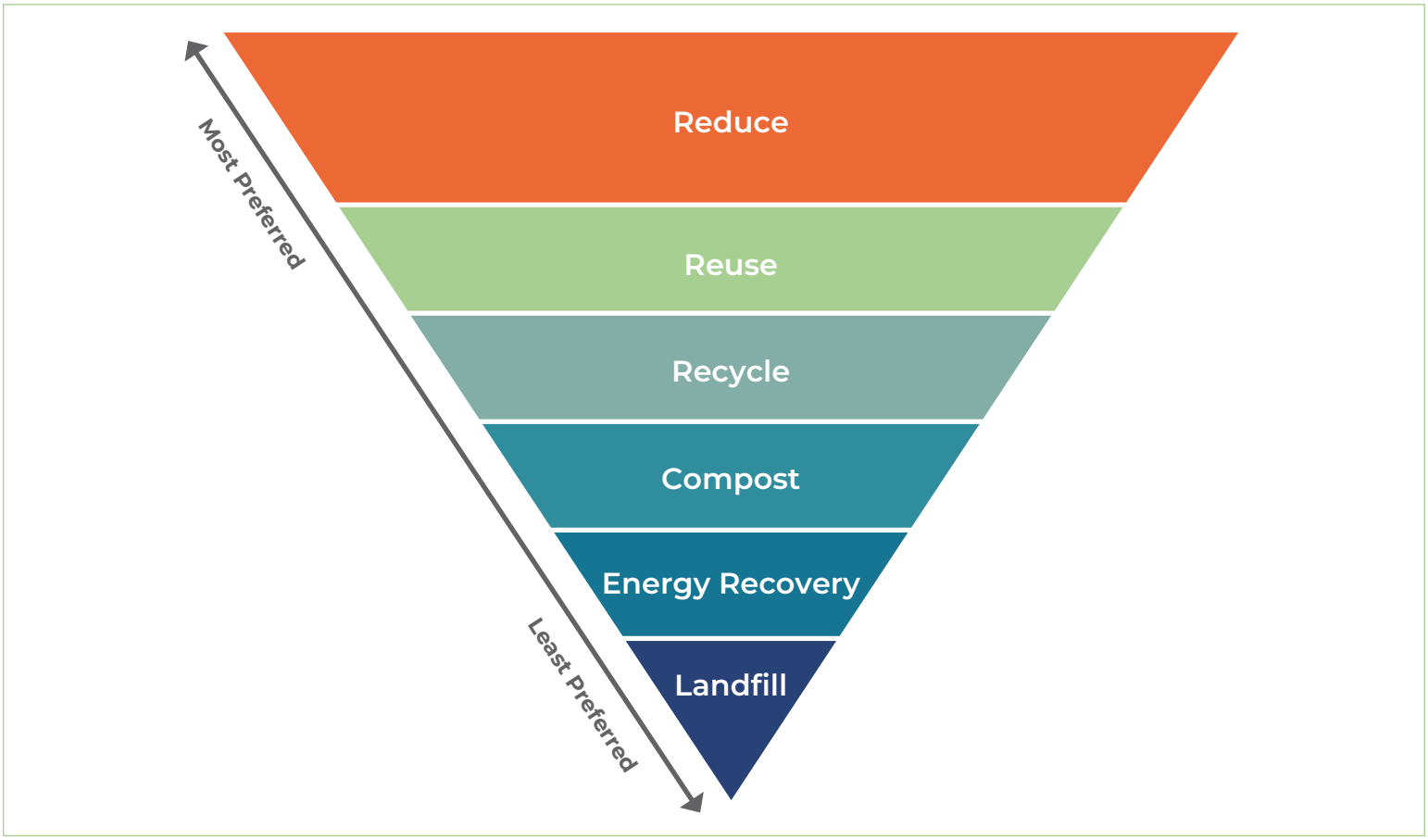


FIGURE 33: Materials management pyramid from Oregon DEQ.

Strategy 7.1 // Landfill diversion of organic materials (composting)

The landfill diversion of organic materials (composting) strategy is estimated to have a low emissions reduction benefit at 21,140 MT CO_2e. There are far more emissions associated with producing food than there are with disposing of kitchen scraps, the most impactful way to reduce landfill emissions is to reduce unnecessary consumption. This strategy is categorized as cost neutral.

STRATEGY	GHG BENEFIT (MT CO_2e AVOIDED)	COST PER MT CO_2e REDUCED
7.1	LOW MED HIGH	$ cost neutral (-$10 to $10/MT)

In communities across the state, the local waste utility picks up kitchen scraps along with the yard waste in the curbside bin. These scraps are then composted along with the yard waste. The inclusion of kitchen scraps in the yard waste bin decreases the need for landfill-bound garbage collection, allowing some customers to downsize their garbage collection bins, possibly saving money over all.

Tualatin will offer a curbside composting (also known as residential organics) pilot program so residents can put food waste into yard debris bins. The pilot program will run from July 1, 2023 to December 2023. After that, the City Council will decide whether or not to add this additional service into the regular garbage rates.

Increasing the rate of landfill diversion of organic materials (composting) could help reduce Tualatin's carbon emissions by about 21,000 MT CO_2e by 2050, representing about 0.002% of the emissions reductions needed to meet Tualatin's goal of net zero by 2050.

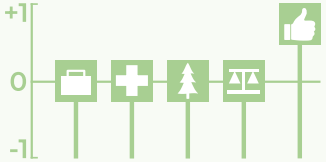


Key

Low (0-399,999 MTCO$_2$e) | Medium (400,000-1,799,999 MTCO$_2$e) | High (1,800,000-8,000,000 MTCO$_2$e)

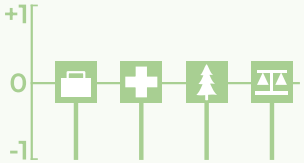
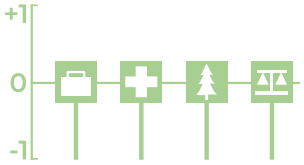
$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
7.1.1 Require curbside composting at multifamily housing sites. The City of Tualatin is conducting a residential organics (curbside composting) pilot program with Republic Services from July to December 2023. Tualatin residents who live in in single-family, duplex, triplex, or fourplex homes will be able to include food scraps in their green yard debris curbside carts.	STAKEHOLDERS • City of Tualatin Public Works Department • Republic Services PROGRAM • Residential Organics (Curbside Composting) pilot program				
IN PROGRESS **7.1.2 Educate community members about best practices for curbside composting to support the curbside composting programs.** The City of Tualatin is conducting a residential organics (curbside composting) pilot program with Republic Services from July to December 2023. Tualatin residents who live in in single-family, duplex, triplex, or fourplex homes will be able to include food scraps in their green yard debris curbside carts.	STAKEHOLDERS • City of Tualatin Public Works Department • Republic Services PROGRAM • Residential Organics (Curbside Composting) pilot program				

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **7.1.3 Support Washington County's commercial and industrial composting program.** Currently, the City supports the program by sharing information and assisting with compliance, if needed. In 2019, the City adopted Ordinance 1420-19 to reinforce the goals of the program.	STAKEHOLDERS • City of Tualatin Public Works Department • Washington County • Republic Services PROGRAM • Commercial Compost Collection program		 • Environmental		
7.1.4 Work with Republic Services to incentivize reduced food waste. Look to Eugene's "Love Food Not Waste" program as a model.	STAKEHOLDERS • City of Tualatin Public Works Department • Republic Services		 • Environmental		

Key

- M MITIGATION ACTIONS
- A ADAPTATION ACTIONS
- S SEQUESTRATION ACTIONS
- IMPLEMENT
- CONVENE
- SUPPORT/ADVOCATE
- * QUICK START
- 0-5 YRS
- 6-10 YRS
- 10+ YRS
- YES, POLICY DECISION
- ALIGNMENT WITH COUNCIL VISION (0-7)
- JOBS
- HEALTH & SAFETY
- ECOSYSTEM & WILDLIFE HEALTH
- OPPORTUNITY FOR EQUITY
- COMMUNITY ACCEPTANCE

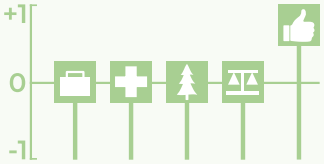
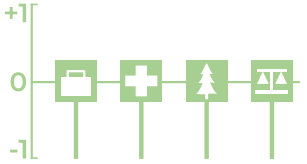
Strategy 7.2 // Reduce emissions from food

Producing food produces emissions, but not all foods are produced equally. Reducing emissions from food will require changes in dietary choices, as well as reducing food waste. Some foods, like meat and dairy, result in more emissions than others, like produce and cereals. For example, beef and lamb products are particularly high in emissions compared to other protein sources. The choices we make about what foods to buy and how much food to buy matter.

It is estimated that about 40% of all food in the United States is wasted. Growing and raising food sources is a resource-intensive process that requires inputs like water, fertilizer, labor, use of tools and machinery, and ultimately transportation to deliver food products from where they are grown or processed to where they will be bought and sold. All of these inputs result in some carbon emissions and contribute to climate change.

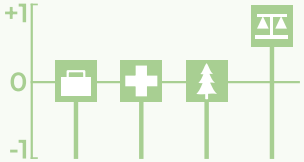
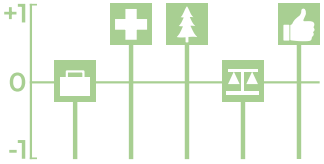


Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
7.2.1 Participate in annual Food Waste Prevention Week educational campaign. This campaign aims to educate and inspire real cultural change around food waste in order to help families save money, reduce the negative impact of food waste on the environment, and address hunger in our communities. Oregon DEQ convenes a group of sponsors and partners to coordinate this campaign each spring. IN PROGRESS	STAKEHOLDERS • City of Tualatin Public Works Department • Oregon Department of Environmental Quality (ODEQ) PROGRAM • ODEQ's Don't Let Good Food Go Bad campaign		 • Connected, Informed, Engaged • Environmental		
7.2.2 Provide education about climate impacts related to food consumption. Food consumption has significant climate impacts. The production and transportation of food contribute to greenhouse gas emissions, deforestation, and water scarcity. Shifting towards sustainable and plant-based diets can help reduce these climate impacts and promote a more environmentally friendly food system.			 • Connected, Informed, Engaged • Environmental		

Key



ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
7.2.3 Reduce food waste from food processors. Edible food waste can be donated to food banks. Inedible food waste like food scraps can be turned into compost, animal feed, etc.					
7.2.4 Buy locally-sourced food. Locally-produced food travels fewer miles from the farm to your table, reducing emissions from transporting food (also known as "food miles traveled").					

Key

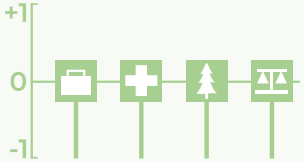
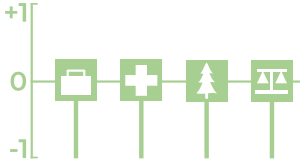
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ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE

Strategy 7.3 // Road materials management

Road construction can result in a lot of carbon emissions. There are low-emission concrete and asphalt mixes available on the market to use in road construction. Additionally, Environmental Product Declarations (EPDs) and other certifications provide credible environmental performance data for a variety of products on the market. There are also opportunities to increase the reuse and recycling of materials following the demolition of roads and other public infrastructure.



Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
7.3.1 Update Public Works construction code to require low emission concrete and asphalt materials. These could include warm mix asphalt (WMA), supplementary cementitious materials (SCMs) for portland cement, etc	STAKEHOLDERS • City of Tualatin Public Works and Community Development Departments				
7.3.2 Determine the most effective policy and program pathway(s) to require construction and demolition waste materials to be sorted for reusable or recyclable materials. Sorting materials out for reuse and recycling can help to reduce demand for raw materials. This helps to reduce the carbon intensity of construction materials.	STAKEHOLDER • City of Tualatin Public Works Department • Republic Services				

Key



Strategy 7.4 Reduce consumption of new materials

According to DEQ's materials management pyramid, reducing consumption, particularly of new materials, is the most preferred way to reduce waste. Reducing consumption of new materials can be achieved through prioritizing the repair of broken items instead of buying new and sharing materials with family, friends, and neighbors.

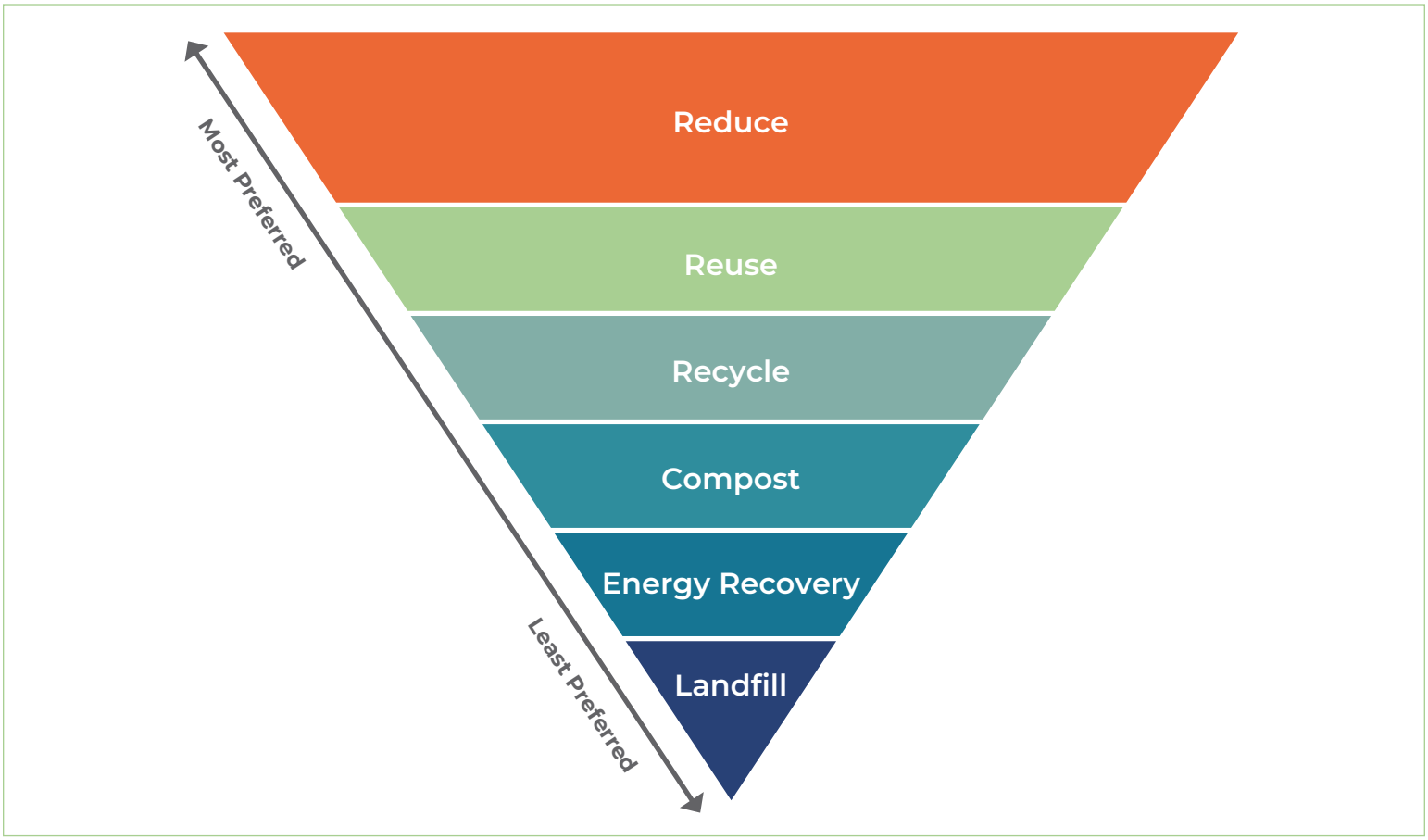
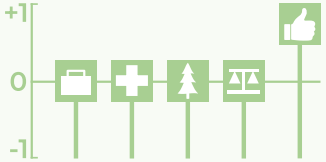
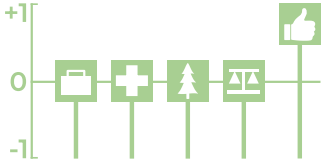


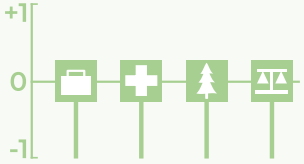
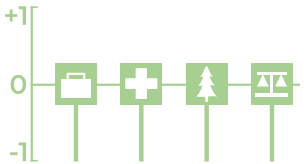
FIGURE 34: Materials management pyramid from Oregon DEQ.

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
7.4.1 IN PROGRESS **Host and promote Repair Fairs to help consumers repair goods and instruct participants how to make their own repairs.** Repair Fairs help consumers avoid purchasing more goods. Repair services are available for a variety of products, including small appliances such as lamps and toasters, tools, clothing and textiles, small electronics, home and garden tools, furniture, and toys.	STAKEHOLDERS • City of Tualatin Public Library • Washington County Health & Human Services (HHS)		 • Connected, Informed, Engaged • Environmental		
7.4.2 IN PROGRESS **Expand Library of Things offerings to increase community access to minimal-use items (such as power tools, home appliances, entertainment, etc.).** Communicate about Library of Things offerings to increase public awareness of this resource. Consider expanding to a "tool library" model to increase access to useful tools.	STAKEHOLDER • City of Tualatin Public Library PROGRAM • Library of Things		 • Environmental		

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- COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
IN PROGRESS **7.4.3 Join Tualatin's "Buy Nothing" group on Facebook.** The Buy Nothing project aims to "empower each of us to keep even more items in use, while we build strong communities and sustainable livelihoods for the makers, fixers, and others who transform old into new, over and over again."	PROGRAM • **Buy Nothing Tualatin**		 • Connected, Informed, Engaged • Environmental		
7.4.4 Conduct an educational campaign to increase awareness about the impacts of consumer choices on emissions. Consumer goods can have large or small carbon footprints depending on where and how they are made, and what they are made out of.			 • Connected, Informed, Engaged • Environmental		
7.4.5 Create a directory of repair services near Tualatin. Repairing broken items instead of buying new can help community members save money and reduce their emissions from new goods.			 • Connected, Informed, Engaged • Environmental		

Key

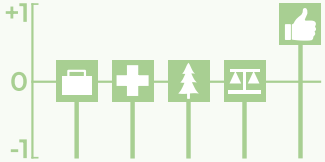
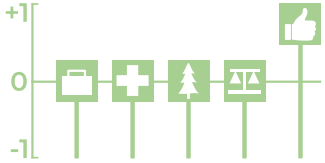


Strategy 7.5 // Responsible waste management

Does this go in the trash, the recycling, or the compost bin? The responsible waste management strategy seeks to empower community members to understand how to manage waste appropriately to reduce their environmental impact.

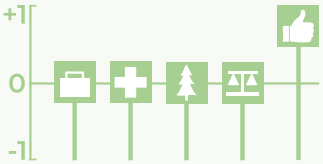


Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
7.5.1 Develop a simple and comprehensive waste and consumption public educational campaign touching on topics such as recycling, food waste, and low-impact consumption practices. Simplifying the information into a one-stop-shop for waste prevention and management can help community members think about the life cycle of the goods they buy and empower them to make informed consumer decisions.	STAKEHOLDERS • Washington County Solid Waste & Recycling • Metro		 • Connected, Informed, Engaged • Environmental		
7.5.2 Educate students about recycling and composting best practices. If students learn about how to recycle and compost at school, they are more likely to share that information with their families and practice those habits at home.	STAKEHOLDERS • Tigard-Tualatin School District (TTSD) • Metro PROGRAM • Metro resource conservation and recycling education classroom presentations		 • Environmental		

Key

M MITIGATION ACTIONS
A ADAPTATION ACTIONS
S SEQUESTRATION ACTIONS
IMPLEMENT
CONVENE
SUPPORT/ADVOCATE
QUICK START
0-5 YRS
6-10 YRS
10+ YRS
YES, POLICY DECISION
ALIGNMENT WITH COUNCIL VISION (0-7)
JOBS
HEALTH & SAFETY
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
7.5.3 Share educational information about the Recycling Modernization Act. This law updates Oregon's outdated recycling system by building on local community programs and leveraging the resources of producers to create an innovative system that works for everyone. The Oregon legislature passed the Recycling Modernization Act (SB 582) during the 2021 legislative session. The new law became effective Jan. 1, 2022 and recycling program changes will start in July 2025.	STAKEHOLDER • Oregon Department of Environmental Quality (ODEQ) PROGRAM • ODEQ Recycling Modernization Act educational videos		 • Connected, Informed, Engaged • Environmental		
7.5.4 Increase recycling options at multifamily housing. State and regional agencies are reviewing refuse service standards to better serve multifamily housing communities in all areas of solid waste, recycling, and organics disposal. The City may need to consider code updates to increase the size of containment areas.	STAKEHOLDERS • City of Tualatin Public Works and Community Development Departments • Republic Services • Oregon Department of Environmental Quality • Oregon Metro		 • Environmental		

Key

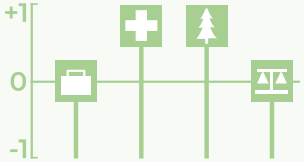
M MITIGATION ACTIONS
A ADAPTATION ACTIONS
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IMPLEMENT
CONVENE
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YES, POLICY DECISION
ALIGNMENT WITH COUNCIL VISION (0-7)
JOBS
HEALTH & SAFETY
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE

Strategy 7.6 // Reduce emissions from landscaping

Gas-powered landscaping tools, like mowers and leaf blowers, are sources of carbon emissions. Switching to electric or battery-powered tools can reduce emissions and have the added bonus of operating more quietly than their gas-powered counterparts.



Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
7.6.1 Ban small-motor, gasoline-powered landscaping equipment, like leaf blowers, lawn mowers, etc. According to the Environmental Protection Agency, gasoline-powered lawn and garden equipment accounts for a major portion of nonroad gasoline emissions. They also emit pollutants that are harmful to human health.					

Key

- M MITIGATION ACTIONS
- A ADAPTATION ACTIONS
- S SEQUESTRATION ACTIONS
- IMPLEMENT
- CONVENE
- SUPPORT/ADVOCATE
- QUICK START
- 0-5 YRS
- 6-10 YRS
- 10+ YRS
- YES, POLICY DECISION
- ALIGNMENT WITH COUNCIL VISION (0-7)
- JOBS
- HEALTH & SAFETY
- ECOSYSTEM & WILDLIFE HEALTH
- OPPORTUNITY FOR EQUITY
- COMMUNITY ACCEPTANCE

Strategy 7.7 Refrigerants Management (AIM Act)

The refrigerants management strategy is estimated to have a relatively low emissions reduction benefit at 323,800 MT CO_2e. It is categorized as cost neutral and refrigerants will be regulated by the EPA.

STRATEGY	GHG BENEFIT (MT CO_2e AVOIDED)	COST PER MT CO_2e REDUCED
7.7	LOW MED HIGH	$ cost neutral (-$10 to $10/MT)

Refrigerants are extremely potent greenhouse gases that are used in appliances, like refrigerators, and systems, like air conditioning, that we use every day. The American Innovation and Manufacturing (AIM) Act was enacted by Congress on December 27, 2020 to reduce emissions from refrigerants. The AIM Act directs EPA to address hydrofluorocarbons (HFCs) by phasing down production and consumption, maximizing reclamation and minimizing releases from equipment, and facilitating the transition to next-generation technologies through sector-based restrictions.

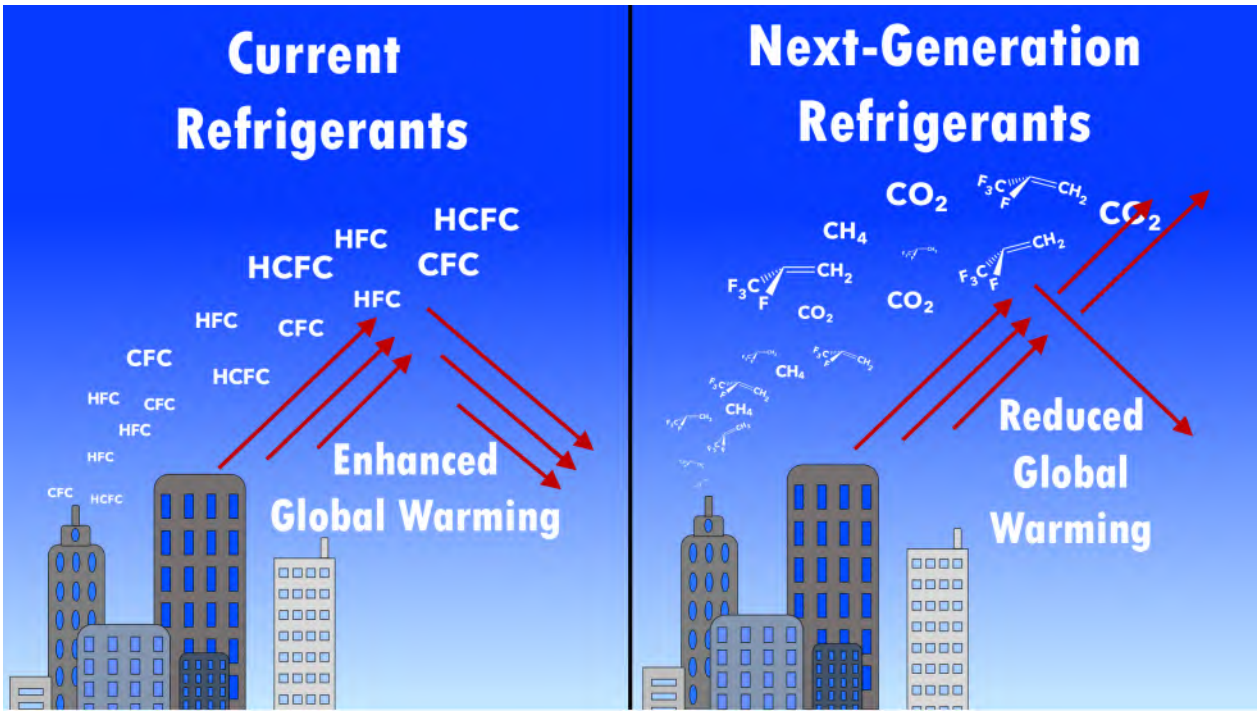


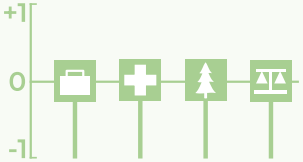
FIGURE 35: Current refrigerants are made up of greenhouse gases, like HFCs, that are highly effective at trapping heat in the atmosphere. Next-generation refrigerants will be engineered to trap less heat, contributing less to global warming.

Key

Low (0-399,999 $MTCO_2e$) | Medium (400,000-1,799,999 $MTCO_2e$) | High (1,800,000-8,000,000 $MTCO_2e$)

$$$	$$	$	$$	$$$
significant savings (>$100/MT)	savings ($10-100/MT)	cost neutral (-$10 to $10/MT)	cost ($10-100/MT)	significant cost (>$100/MT)

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
7.7.1 Incentivize smaller supermarkets and restaurants to upgrade their refrigeration systems as low-carbon refrigerants become standard and high-carbon refrigerants are phased out. The American Innovation and Manufacturing (AIM) Act authorizes the Environmental Protection Agency to address carbon emissions from refrigerants by phasing down their production and consumption, maximizing reclamation and minimizing releases from equipment, and facilitating the transition to next-generation technologies through sector-based restrictions.	STAKEHOLDER • Small supermarkets and restaurants		 • Economy • Environmental		

Key

- M MITIGATION ACTIONS
- A ADAPTATION ACTIONS
- S SEQUESTRATION ACTIONS
- IMPLEMENT
- CONVENE
- SUPPORT/ADVOCATE
- QUICK START
- 0-5 YRS
- 6-10 YRS
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- JOBS
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- OPPORTUNITY FOR EQUITY
- COMMUNITY ACCEPTANCE



SECTION 4

NEXT STEPS

ONGOING CLIMATE ACTION EFFORTS

We know that achieving our goal of net zero carbon emissions by 2050 won't be easy and we can't do it alone. We also know that it's not too late to take action to ensure that our community is a healthy and thriving place to live now and for generations to come. The community Climate Action Plan was created to provide a comprehensive framework to reduce carbon emissions and prepare the Tualatin community for the local impacts of climate change that we have already begun to experience.

To achieve Tualatin's climate goals, the city aims to prioritize actions that enhance equity, provide benefits to the community, and build on partnerships with other agencies, community organizations, and the business community. Climate mitigation and resilience work is already happening, and will continue, at multiple levels, including at the local, state, and federal levels.

Community

No individual action, city effort, or statewide program will ultimately be the sole reason for success in reducing carbon emissions and adapting to a changing global climate. However, the cumulative actions that we take together can, and will, make a difference for Tualatin residents, Oregonians, Americans, and people around the globe.

Community engagement doesn't stop with the adoption of this plan. The City will continue to engage with community members as we move towards implementing the actions in this plan to ensure that the community has a voice in how change is made. Additionally, our What You Can Do factsheets provide information on how you can begin to reduce your carbon footprint today.

Locally

The energy and water utilities that serve the Tualatin community, parks and government agencies, transportation and waste service providers, as well as housing and sustainability professionals have all been important partners developing the climate action plan and will play key roles in its implementation.

Many of our partners are working towards their own climate goals. Two key utility providers in Tualatin have established carbon pollution reduction targets. PGE's goal is to achieve "at least an 80% reduction in greenhouse gas emissions from power served to customers" by 2030 and "zero greenhouse gas emissions from power served to customers" by 2040. Under Portland's Climate Emergency Declaration, the City of Portland aims to "achieve a 50% reduction in carbon emissions from 1990 levels by 2030, and reach net-zero carbon emissions before 2050."

We look forward to building on these relationships and making change together.

Regionally

Tualatin is a member of the Partners for a Sustainable Washington County Community and USDN Cascadia Network groups. These groups share best practices and collaborate on regionally-applicable projects. The City is also partnering with Metro on the development of a regional climate action plan funded by the EPA's Climate Pollution Reduction Grant (CPRG).

Statewide

In 2007, Oregon legislators adopted a policy to achieve a goal of reducing Oregon's climate pollution by 75% by 2050. As of 2020, the state was not on track to meet this goal.

In 2021, the Environmental Quality Commission adopted rules which establish a new Climate Protection Program to reduce greenhouse gas emissions and address the effects of climate change. This rulemaking established a new program to set limits on greenhouse gas emissions from significant sources in Oregon, including large stationary sources (like buildings), transportation fuels, and other liquid and gaseous fuels; defined regulatory applicability and program requirements; and prioritized equity by promoting benefits and alleviating burdens for environmental justice and impacted communities.

The Land Conservation and Development Commission launched the Climate-Friendly and Equitable Communities (CFEC) rulemaking in September 2020 to address emissions from transportation. The Commission adopted rules to implement the CFEC program in July 2022 and later amended the program with temporary rules in April 2023. CFEC rules require the eight most populated communities in Oregon (including the Portland Metro Region) to change their local transportation and land use plans to do more to ensure Oregonians have more safe, comfortable ways to get around, and don't have to drive long distances just to meet their daily needs.

In April 2023, the Oregon Global Warming Commission published a Roadmap to 2030 to guide climate action at the state level. The roadmap includes six overarching strategies for maintaining and increasing Oregon's climate action ambition.

Federally

Tualatin is a member of the Urban Sustainability Directors Network (USDN), an organization that focuses on creating equitable, resilient, and sustainable communities by advancing the field of local government sustainability and equipping practitioners across the U.S. to be catalysts of transformative change.

The City is a member of the Climate Mayors Network, a group of over 500 cities across the U.S. who have committed to emissions reduction and upholding the Paris Climate Agreement through significant climate action and policy.

There is an abundance of federal funding opportunities for climate pollution reduction projects through the Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law) of 2021 and the Inflation Reduction Act (IRA) of 2022. The City is partnering with Forth Mobility and other nearby municipalities to pursue $15 million in funding for electric vehicle charging and fueling infrastructure. This funding is one of many opportunities made available through the IIJA.

PUTTING THE PLAN INTO ACTION

What's next?

Creating a Climate Action Plan is a meaningful first step towards addressing climate change in Tualatin. Implementation of the actions in this plan can begin once the plan is adopted by the City Council. However, we will only achieve our ambitious goal if we invest time, energy, and resources in taking action. Here are 12 actions the City could implement in the next 5 years to help Tualatin institutionalize climate action and achieve its climate goals.

Actions

ACTION	
8.1.1	**Create a climate action advisory group to prioritize actions, increase buy-in, and support implementation.** The advisory group could be made up of community members and/or City staff.
8.1.2	**Develop a climate action engagement strategy to be used during plan implementation.** Engagement efforts should focus on information sharing, gathering feedback on the implementation of specific actions, and celebrating the climate action work already being completed by community members.
8.1.3	**Hire a professional facilitator (consultant) to facilitate climate action-focused project ideation workshops to better prepare for outside funding opportunities.**
8.1.4	**Dedicate employee resources to manage implementation of the Climate Action Plan.** Implementation of the CAP will require ongoing stakeholder coordination, project management, identifying and obtaining external funding.
8.1.5	**Add a 'Climate Impacts' section to staff reports for City Council and the Planning Commission.** Similar to the 'Financial Implications' section on the existing staff report template, including a dedicated section will require staff and elected officials to consider how a given recommendation impacts Tualatin's climate goals.
8.1.6	**Include 'Climate Impacts' as a scoring criteria in Requests for Proposals (RFPs) for City projects.** Including climate impacts as a scoring criteria could be a good tool to help reduce emissions from City projects.
8.1.7	**Increase communication and education around climate change for community members and City staff.** This action acknowledges that it is important to keep the conversation about climate going after the plan is adopted. Focus on highlighting 'climate wins' that are taking place in the community to inspire action, and provide information on actions that folks can take at the individual or household level. For example, the City could build a climate hub website with resources and climate action updates to be a one-stop-shop for community climate action information and updates.
8.1.8	**Evaluate potential funding sources to support climate action efforts.** Sustainable, long-term funding will help to ensure the City can take meaningful climate action.
8.1.9	**Annual progress reports.** Create annual reports on progress of actions and outcomes achieved to increase public accountability.

ACTION	
8.1.10	**Update plan every 5 years.** Every 5 years the CAP and emissions inventory should be updated. This will help measure progress of emissions reductions and allow the plan to capture new policies, programs, partnerships, and technologies that become available over time.
8.1.11	**Identify an ongoing funding source.** By identifying a consistent funding source the City can better plan and carry out actions that have a monetary cost or rely on consultant support. This could also be used to fund the full time employee recommended in another implementation action.
8.1.12	**Create a 5 year work plan.** The CAP includes a large number and variety of actions. Creating a rolling 5 year work plan will make the plan more manageable and help focus recourses and measure progress.

Completion of the community Climate Action Plan is just the start. The City is also considering undertaking an operational climate action plan to address emissions from City operations, as well as a Sustainability Plan to address broader issues that impact the environment. Those future phases may be picked up once the community Climate Action Plan is adopted and implementation has begun. In the meantime, the City is constantly seeking ways to reduce operational emissions as opportunities arise.

Together, we can create a more resilient and thriving Tualatin.

APPENDICES

Appendix 1: Climate 101 & Future Physical Conditions Technical Reader..... 161

Appendix 2: Tualatin Greenhouse Gas Emissions Inventory..... 165

Appendix 3: Public Involvement and Communications Plan..... 197

Appendix 4: Stakeholder Workshops Summary..... 203

Appendix 5: Fall 2022 Public Engagement Summary (Creating the plan) 211

Appendix 6: Fall 2023 Engagement Summary (Review draft plan) 203

Appendix 7: Densification Benefits Memo..... 211

APPENDIX 1: CLIMATE 101 - FUTURE PHYSICAL CONDITIONS TECHNICAL READER

Future Physical Conditions and Climate 101 – Technical Reader

June 2022



Report produced by Good Company
for the City of Tualatin

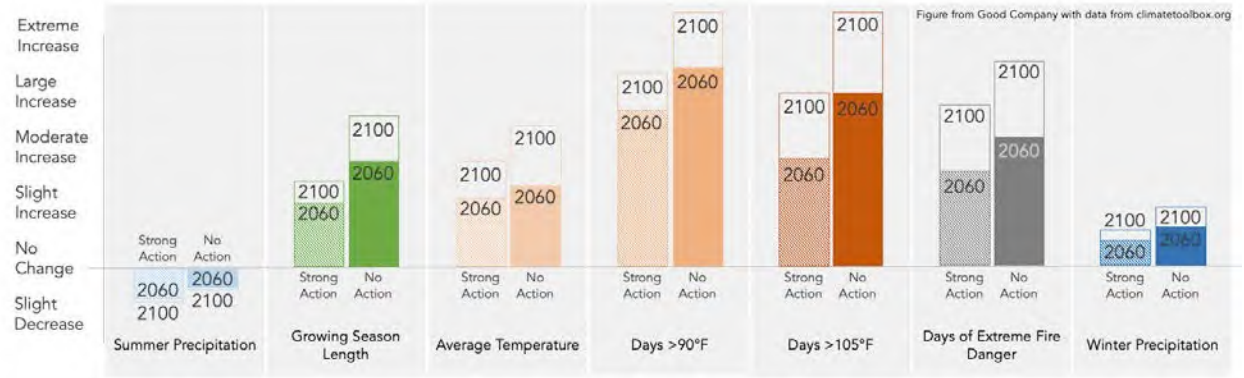
Future Physical Conditions – How Will Climate Change Affect Tualatin?

The intention of this document is to help the people of Tualatin understand the local impacts of climate change and the impact that our actions (or inactions) can have to ensure that Tualatin can continue to be a prosperous, just, and beautiful place to live. Where possible, we share what the differences in future physical conditions will be if we and the rest of the world take action to reduce emissions (Strong Climate Action scenario) compared to if we do not take action (No Climate Action scenario). Figure 1 shows a summary of the expected changes from 2060 to 2100 with and without climate action. Tualatin acknowledges that climate change will impact historically underserved communities first and worst, and is committed to devoting resources to engage with, listen to, and better serve these communities moving forward.

Snapshot: It's Going to Get Hotter with More Intense Rain Events

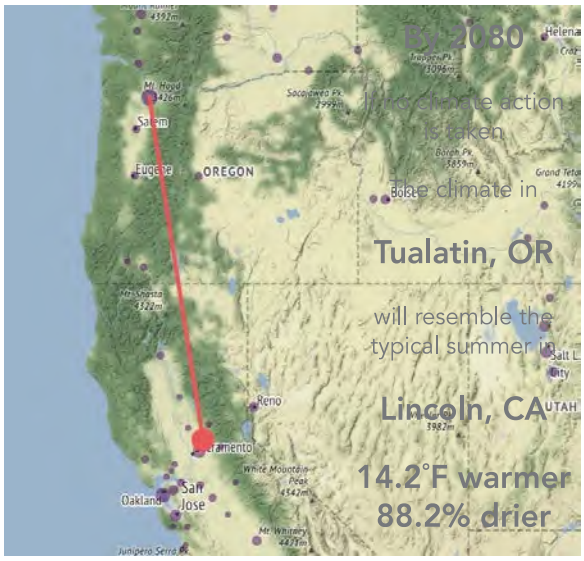
Figure 1 compares the scale of change in key factors by mid-century and by the end of the century under strong climate action and no climate action scenarios. In both scenarios, we will feel the impacts of climate change and will need to adapt but if we act quickly, we can avoid the worst of the impacts.

Figure 1: Climate change depending on global climate action (Good Company figure, Climate Toolbox data)



By the end of the century, without climate action, Tualatin is likely to ***experience a summer climate much like California's Sacramento Valley[1].*** (Figure 2) The number of days over 90 degrees every summer are expected to increase dramatically: ***from a historical average of 6 to nearly 60 by the end of the century.*** In contrast, if we take strong climate action, ***we can constrain the number of hot days to under 30.***

Figure 2: Tualatin will be like Central California



In terms of water, Tualatin will have *mostly unchanged total rainfall with an increase in big storm events ("atmospheric rivers") resulting in more rainfall over shorter periods of time.* The Tualatin River watershed is in the coast range and does not rely on snowpack for year-round flow and so flow through Tualatin will remain largely unchanged. The Willamette River, on the other hand, relies on disappearing winter snows for its summer flow and will experience drastically decreased flows in the summer.

Wet Season

Precipitation

Overall rainfall quantities will remain nearly unchanged for Tualatin. The most noticeable change will be an increase in "atmospheric rivers", weather systems that bring large storms with heavy precipitation. Maybe Oregonians will finally start carrying umbrellas.

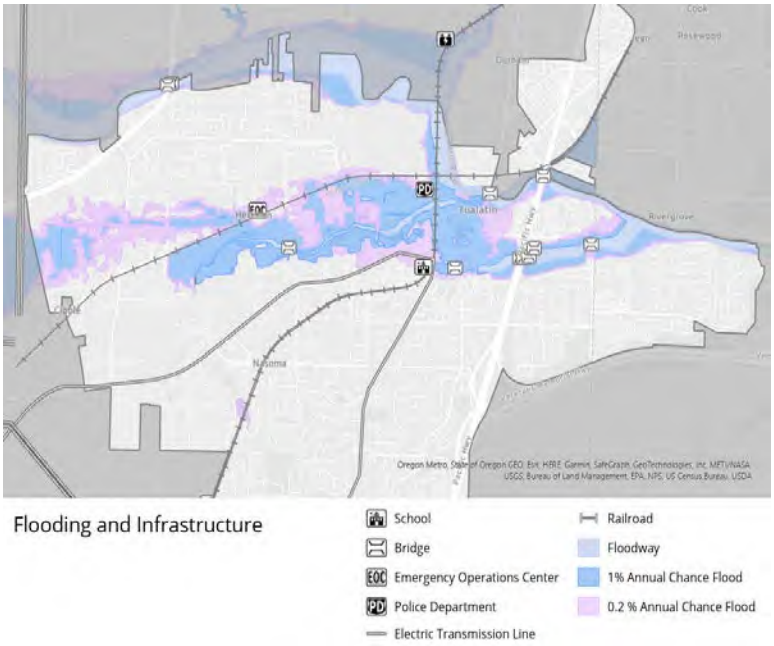
Flooding

Flooding is extremely location-specific and dependent on the local topography. Figure 3 shows the current flood map for Tualatin. The darker blue areas show where historically there has been a 1% chance of a flood occurring in a year (1 in 100 chance). This is sometimes known as the hundred-year flood. The pink area shows where the has been a 0.2% chance of flooding in a given year (known as a 500 year flood). As of the time this

[1] From University of Maryland Center for Environmental Science. https://fitzlab.shinyapps.io/cityapp/

document was written (spring 2022) FEMA had not yet released the most recent flood maps, so this map only reflects historical conditions. In the future, however, increased severity of rain events is likely to increase the likelihood and severity of flooding. The increased chance means the blue area may come to represent a 2-5% chance per year (50 to 20 year flood), and the pink areas may expect flooding every hundred instead of five-hundred years. In short, larger flooding events are becoming increasingly likely.

Figure 3: Current Flood Map

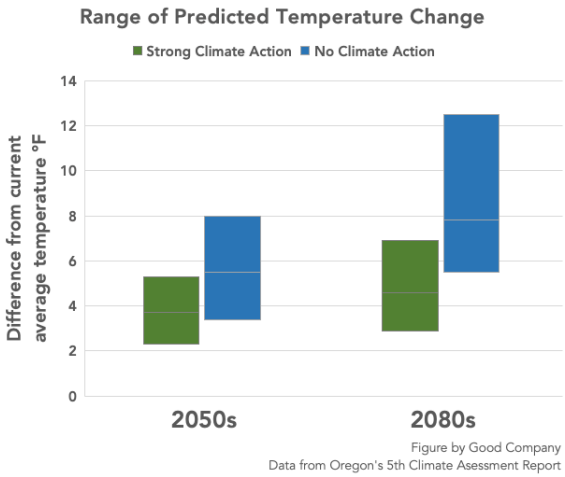


Dry Season

Heat

As mentioned before, an increase in average temperatures is expected whether we take action on climate or not, but we can avoid the worst of it (Figure 4). While rising temperatures create risk for plants and animals (including humans), higher temperatures will expand the growing season, creating an opportunity for agriculture. Under a strong climate action scenario, ***Tualatin can expect an increase in growing season from 239 days a year to 289 days a year. Under a "no change" scenario, the growing season will be nearly the whole year at 330 days.*** This change in growing season presents an opportunity for agricultural production as an increase in growing season can lead to an increase in production with appropriate crop choices. Increased

Figure 4: Expected range of temperature change by mid and late century

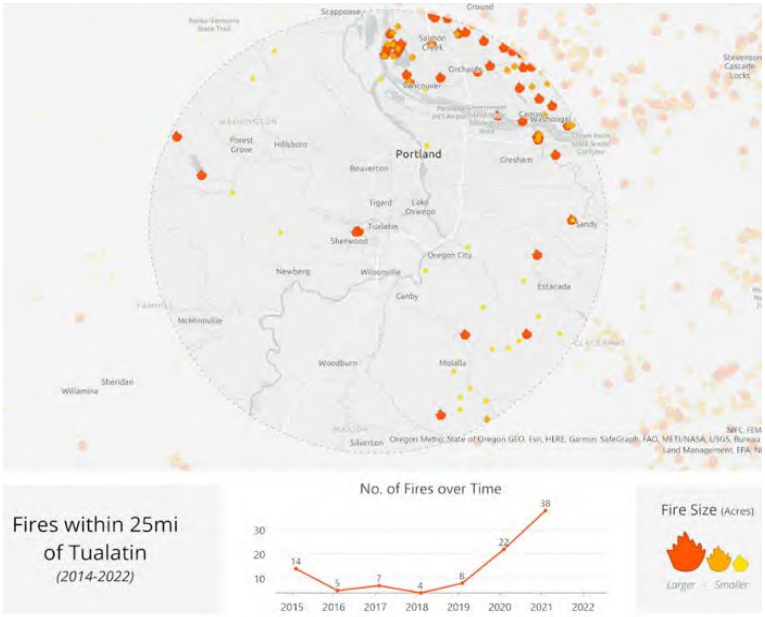


heat and decreased snow will likely lead to drought, and so increasing water storage in the Willamette basin will be critical to utilizing the expanded growing season.

Fire

The fire pattern of the forests of the Coast Range to the west of Tualatin is characterized by infrequent, high severity fires. The combination of dense Douglas fir regrowth after logging combined with an increase in summer heat is likely to intensify the fires, leading to more severe fires that will leave mostly-dead forest and increase burned areas. We are already seeing the devastating effects, as shown in Figure 5, with fires around Tualatin increasing steadily in the last few years. Without climate action, the current average of 10 days of extreme fire danger will double to 20 by the end of the century. Strong climate action can decrease the number of extreme fire danger days to 17.

Figure 5: Recent fire conditions around Tualatin



Air Pollution

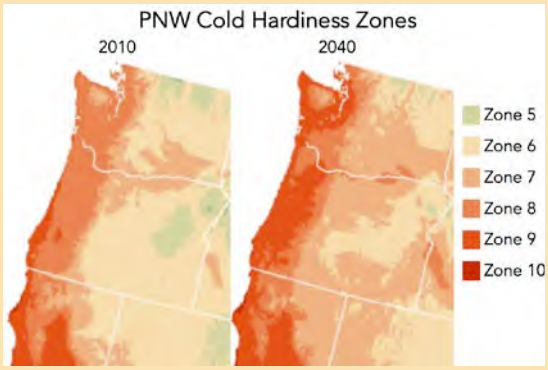
Pollen levels are expected to increase with the increase in growing season, worsening seasonal allergies. Ozone levels are also expected to climb as temperatures increase, worsening asthma, emphysema, and other respiratory disorders. Wildfire smoke is expected to increase with wildfires, not just in nearby forests, but across the West. Smoke can cause and exacerbate numerous health conditions including acute respiratory disorders like asthma, but also cardiovascular disease.

Year-Round

Plant and Animal Ranges Change

Figure 6

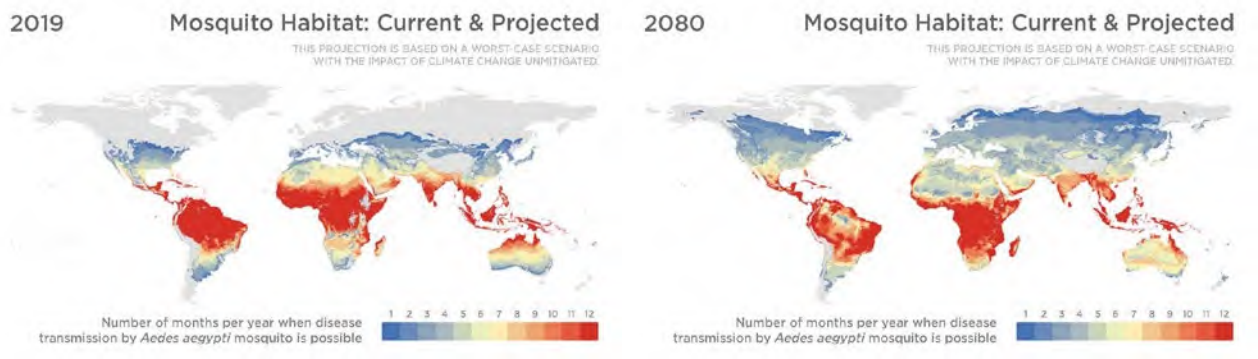
Make lemonade? The USDA defines cold hardiness zones to tell gardeners which plants will be able to survive the winter. Tualatin's zone will shift from 8b to 9a (Chico, CA) under strong climate action and to 9b (Napa, CA) under no climate action. This means more citrus trees and passion fruit but fewer apples and pears.



The ability of plants and animals to survive is affected by a combination of water availability and temperature. Changing either of those factors will result in a change in which plants and animals that can live around Tualatin. Although living things have some capacity to adapt to changes in their environment, the rate of climate change generally exceeds the rate of adaptation observed in the wild or in fossil records.

Many of the species that currently inhabit our forests and streams will not be able to survive in the changing conditions. For example, native trout and salmon are expected to decrease by 60%. Other plants and animals, on the other hand, may thrive under the new conditions. warming waters are also expected to increase the frequency of harmful algal blooms. In addition, changing conditions can also change

Figure 7: Expanding malaria mosquito habitat

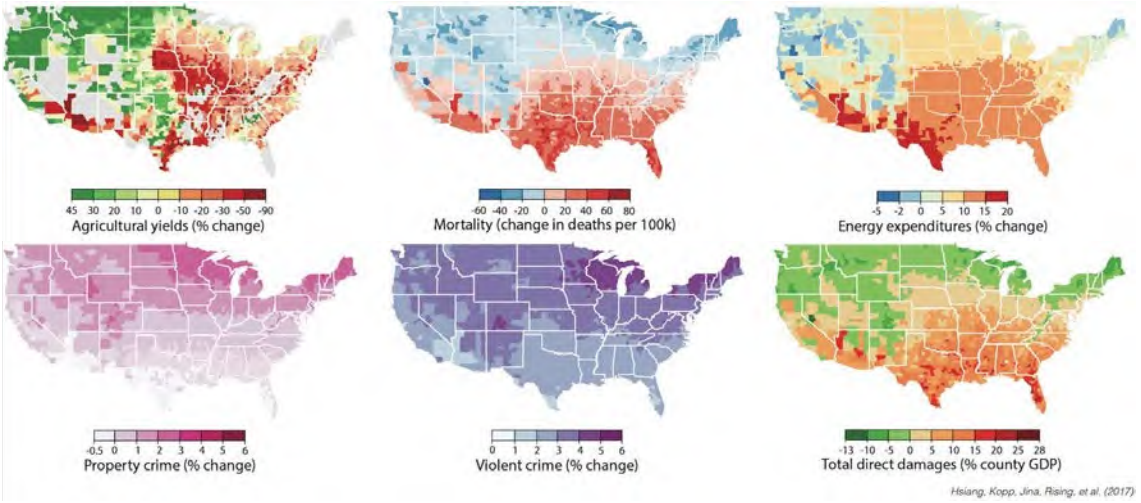


the range of diseases. The range of the mosquito that carries malaria is predicted to shift all the way up to Alaska without climate action (Figure 76[2]).

Increasing Population

The United States will experience changes across an array of sectors. Overall, the Pacific Northwest will remain one of the best places to live in the country. Figure 8[3] shows decreasing affordability and comfort in the southern and midwestern states and more moderate changes in the northwest. This will likely lead to people moving to more comfortable conditions in the northern states. As other parts of the country suffer through droughts, hurricanes, and intolerable heat waves, it is likely that the increasing population trend in the Willamette Valley will continue, resulting in higher demand for homes and resources in our area.

Figure 8: Quality of Life Changes Across the U.S.



[2] Figure adapted from Ryan, S.J. et al, 2019. Global expansion and redistribution of Aedes-borne virus transmission risk with climate change. PLOS Negl Trop Dis. 13(3): e0007213

[3] Figure adapted from *Estimating economic damage from climate change in the United States*, Hsaing et al, Science 2017

Health Effects

The Oregon Health authority put together a comprehensive assessment of how climate change will affect Oregonians' health[4]. We can expect many of the above-mentioned effects along with an increase in heat-related conditions, such as heat exhaustion and infectious diseases such as West Nile, Lyme, and fungal diseases. Furthermore, heat affects human health through increased stress and has been linked to increased violence[5] in some populations. Pregnant people, people who work outdoors, the elderly, and people without access to air conditioning are at particularly increased risk for heat stroke and other heat related conditions.

<table>
<tr><th>Climate-related drivers of health: environmental hazards</th><th>Stress factors: inequities in social, physical environment, cultural, and economic supports</th></tr>
<tr><td>Heat</td><td rowspan="2">Systemic inequities in policies</td></tr>
<tr><td>Infectious disease vectors</td></tr>
<tr><td>Wildfire</td><td rowspan="3">Inequities and unequal investment in social determinants of health (e.g., housing, education, income, wealth, transportation access, food security, income security, access to health care)</td></tr>
<tr><td>Air quality (e.g., pollen, wildfire smoke, smog, ozone)</td></tr>
<tr><td>Storms, floods, landslides</td></tr>
<tr><td rowspan="2">Sea level rise</td><td rowspan="2">Capacity and adaptive capacity of infrastructure, institutions, and systems to support human health (e.g., culturally specific services, surge capacity of hospitals)</td></tr>
<tr><td>Drought, water insecurity</td></tr>
<tr><td colspan="2">Effects on human health</td></tr>
<tr><td colspan="2">Hazard-related acute conditions (e.g., heat stroke, asthma attack)</td></tr>
<tr><td colspan="2">Hazard-related chronic conditions (e.g., heart disease, diabetes, respiratory illness)</td></tr>
<tr><td colspan="2">Infectious diseases (e.g., Lyme disease)</td></tr>
<tr><td colspan="2">Mental health conditions</td></tr>
<tr><td colspan="2">Adverse pregnancy outcomes</td></tr>
</table>

[4] Table from OHA Climate assessment report

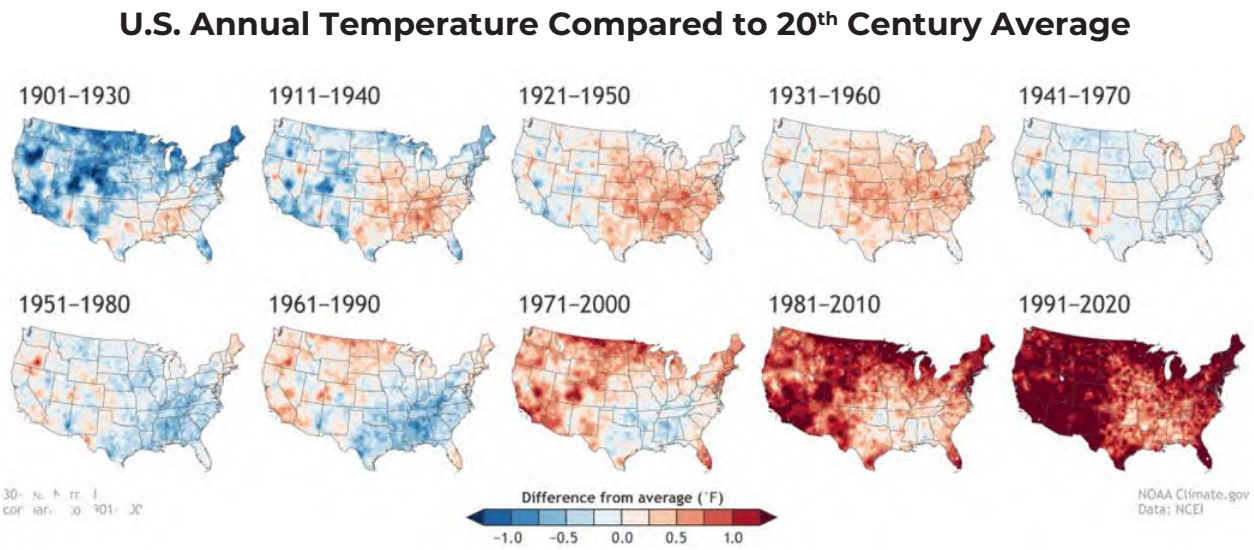
[5] "The Causal Effect of Heat on Violence: Social Implication of Unmitigated Heat Among the Incarcerated" Anita Mukherjee and Nicholas J Saunders, National Bureau of Economic Research Working Paper 2021

Climate 101

How Do We Know Climate Change Is Actually Happening?

The average temperature has unmistakably been going up over the last century, way beyond what we have seen before. This is supported by a wide range of evidence from melting glaciers[6] and polar ice caps[7] to earlier bird migrations[8].

Figure 9: Increasing temperatures across the U.S.



What is a Greenhouse Gas (GHG)? Greenhouse gasses are any of a number of gasses that trap heat in the atmosphere, causing the greenhouse effect. Some are naturally produced: we breathe out carbon dioxide (CO_2) and cow burps contain methane (CH_4). These can also be released through human activity: burning wood or coal releases CO_2 and decomposition in landfills releases CH_4. Burning fossil fuels such as coal and natural gas accounts for 85% of the human caused CO_2 emissions. Some GHGs are synthetic: hydroflourocarbons and other fluoridated gasses are used in industrial processes and refrigerants. CO_2 makes up most of the GHGs in the atmosphere but CH_4 and the synthetic gasses have a much greater ability to trap heat. Higher concentrations of these gasses in the atmosphere leads to more heat trapped on earth.

[6] https://www.climate.gov/news-features/understanding-climate/climate-change-glacier-mass-balance
[7] https://e360.yale.edu/digest/theres-been-a-six-fold-increase-in-polar-ice-cap-melting-since-the-1990s
[8] https://www.scientificamerican.com/article/millions-of-birds-are-migrating-earlier-because-of-warming/

What is Causing Climate Change?

Climate change is caused by increased carbon dioxide (CO2) and other greenhouse gas emissions since the industrial revolution[9]. When coal, oil, or gas are burned, they release into the atmosphere CO2 that has been trapped underground for millions of years – increasing the concentration of carbon in the atmosphere far beyond the natural balance. The massive increase in the use of fossil fuels since the industrial revolution (Figure 10[10]) has increased the concentration quickly.

Figure 10: Increasing use of fossil fuels

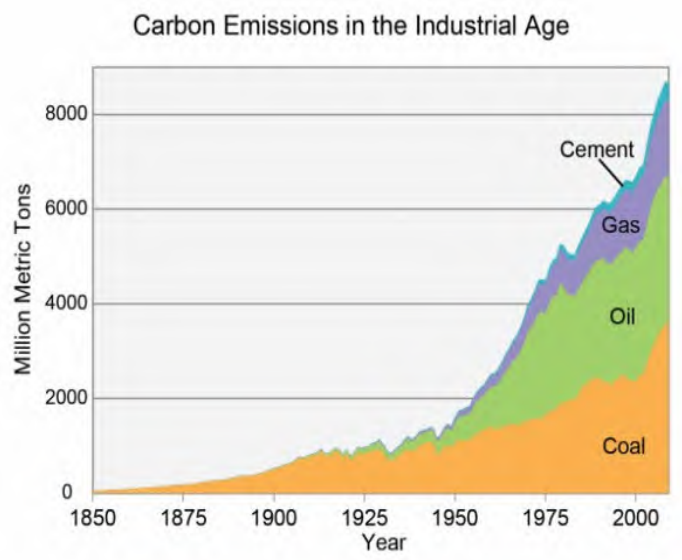
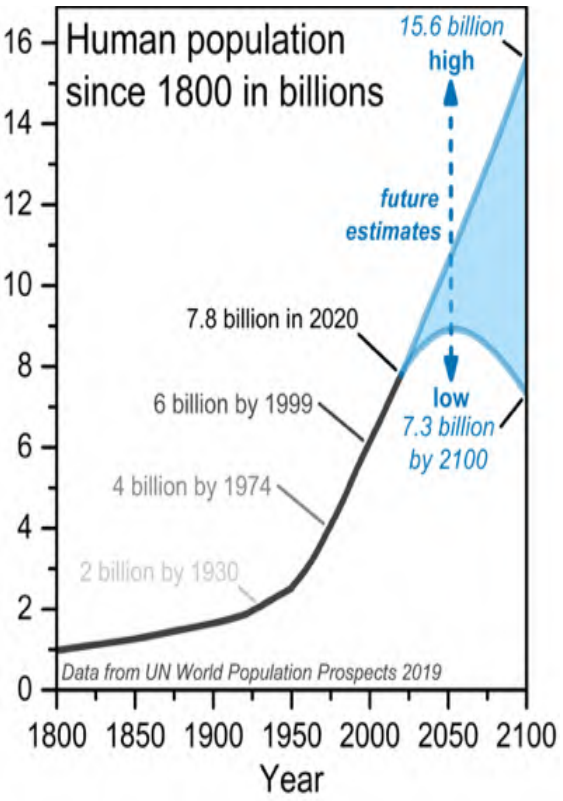


Figure 11: Increasing human population

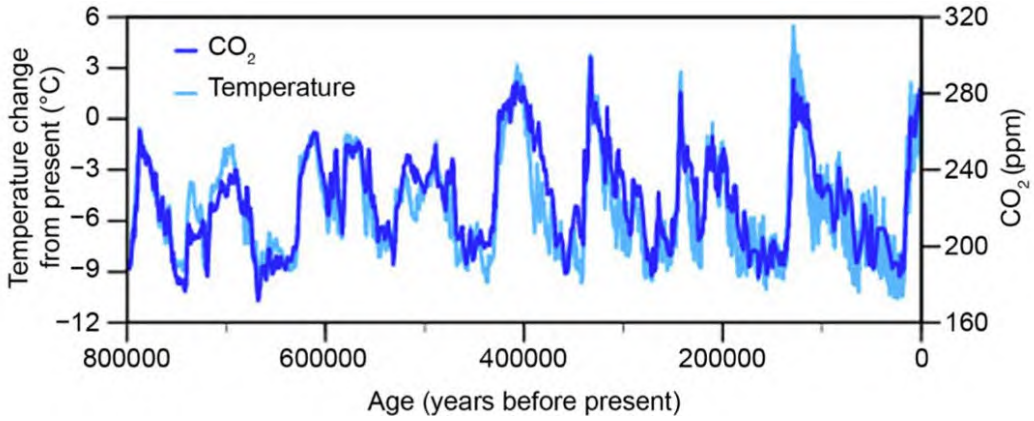


Dramatically more people on earth (Figure 11[11]) and more people burning fossil fuels is filling our atmosphere rapidly and causing the change in climate to occur. When you add widespread burning of fossil fuels to the carbon cycle, plants cannot reabsorb the amount of carbon generated quickly enough. Increased concentrations of CO2 and other greenhouse gases increase the earth's temperature via the greenhouse effect. In Figure 12 you can see how tightly correlated global temperature change and the

[9] https://www.globalchange.gov/browse/multimedia/carbon-emissions-industrial-age
[10] Figure from NOAA, Temperature Change and Carbon Dioxide Change
[11] Figure from Wikimedia Commons

concentration of carbon in the atmosphere have been through history.

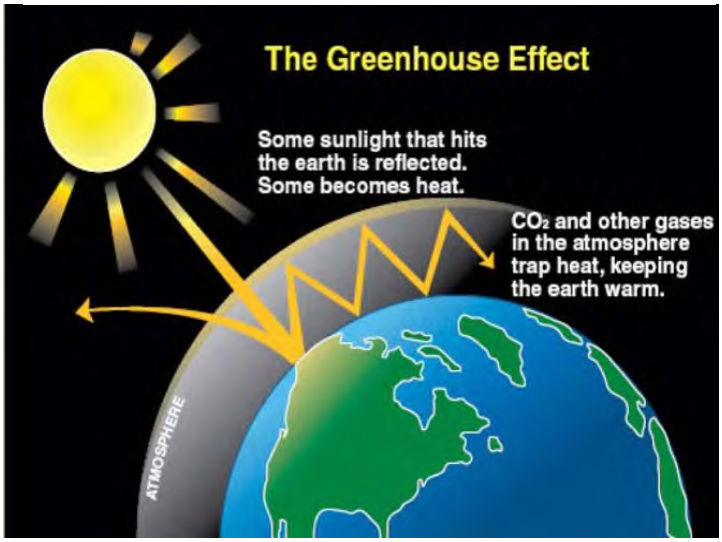
Figure 12: CO_2 and temperature are tightly linked



How Does the Greenhouse Effect Work?

The atmosphere is a thin layer that extends about 7 miles off the surface of earth. The atmosphere allows light from the sun to pass through it, but it bounces heat around, a little like a clear blanket. Light from the sun is converted to heat on earth and some of that heat is trapped by the atmosphere.

Figure 13: The greenhouse gas effect

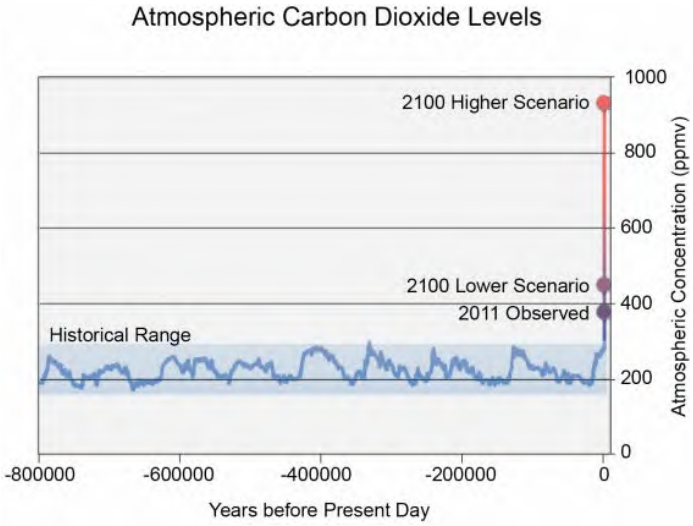


The more CO_2 (and other greenhouse gases) in the atmosphere, the more heat is prevented from escaping the earth and the hotter things get.[12] It should be noted that this is not the same as the Ozone layer, which filters out ultraviolet light, but does not interact with heat in the same way.

[12] Greenhouse effect figure created by Aaman Kler

Haven't CO_2 and Temperature and Always Bounced Around? What Makes Now Different?

Figure 14: Skyrocketing atmospheric CO_2



CO_2 has gone up and down over the course of human history, but it has never been nearly as high as it is right now (Figure 10[13]). For all of previous human history, CO_2 levels were dramatically lower than they are now, hovering between 200 and 300 parts per million. ***In the last 70 years, the concentration of carbon dioxide in the earth's atmosphere increased to 415 parts per million, it has not been this high since 4 million years ago, millions of years before modern humans[14]!*** Back then, the earth's temperature was an average of 7 degrees higher than now, sea levels were 80 feet higher (this would inundate most of the east coast of the US) and forests stretched all the way to the poles.[15,16] It was a very different earth.

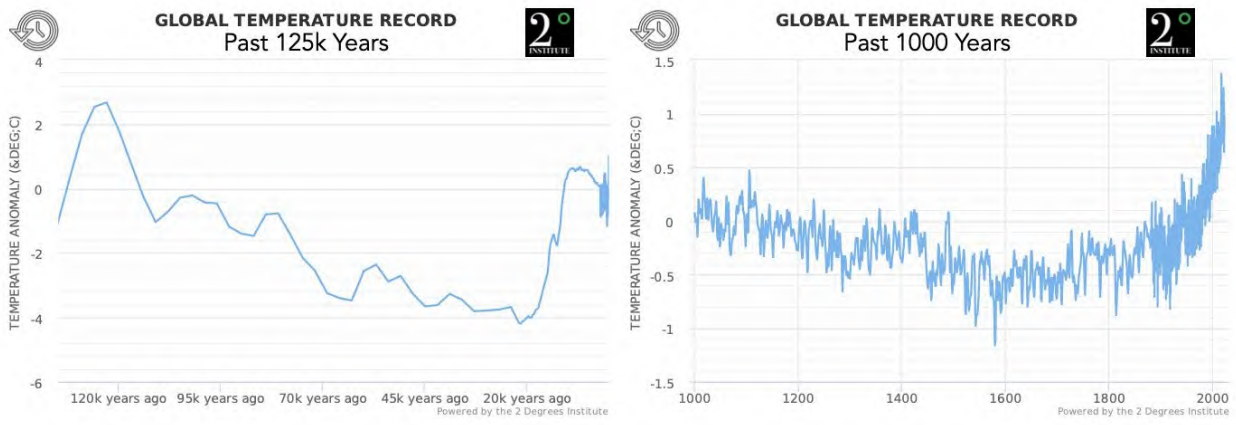
As for temperature, yes, things were much hotter (and colder) at other times, but our current temperatures are hotter than they have been for the last thousand years. In fact, temperatures haven't been this high since more than 100 thousand years ago, when humans were just moving out of Africa.

Not only are global temperatures higher than any time during the history of civilization, but they are going up fast and the full effects of increased greenhouse gasses will continue to unfold for centuries. Without climate action, our children and grandchildren will inhabit a much hotter and more hostile world.

---

[13] Figure from ClimateChange.gov, Appendix 3: Climate Science Supplement of the nca3 report
[14] https://theconversation.com/climate-explained-what-the-world-was-like-the-last-time-carbon-dioxide-levels-were-at-400ppm-141784
[15] https://www.theguardian.com/science/2019/apr/03/south-pole-tree-fossils-indicate-impact-of-climate-change
[16] https://www.axios.com/earth-carbon-dioxide-levels-human-history-03dc4dc7-660a-44a9-b85c-d8777c4be8c8.html

Figure 15: Historical temperature records



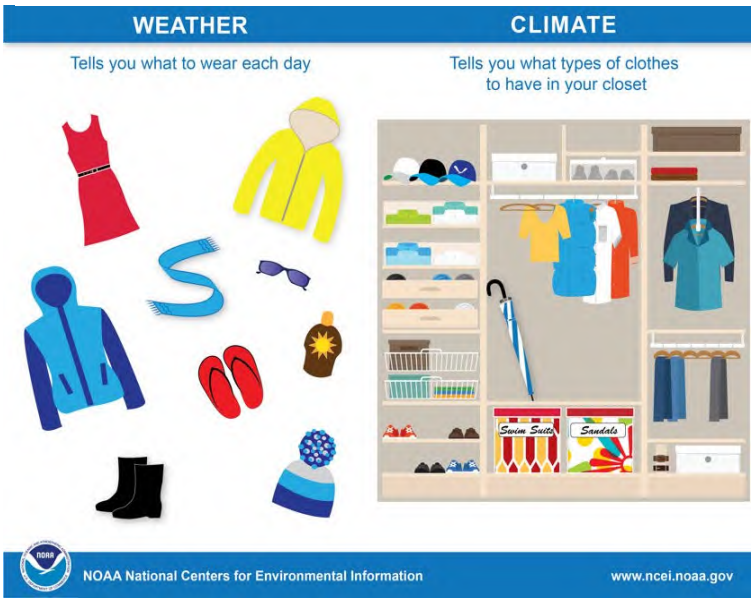
How Could People Possibly Affect the Big, Huge Atmosphere So Fast?

The atmosphere is actually not that large compared to the size of the earth! It is only a thin layer. If the earth were a basketball, the atmosphere would be like a piece of cling film wrapped around it. Not so much, huh?

What is the Difference Between Climate and Weather?

Climate is the general pattern: in Tualatin's climate, we get rain in winter and sun in summer. People in another climate might experience snow in winter and thunderstorms in the summer. ***Climate is affected by long-term factors*** like latitude and distance from an ocean, while ***weather changes day to day and affected by short term factors*** like air pressure and wind.

Figure 16: Climate vs weather

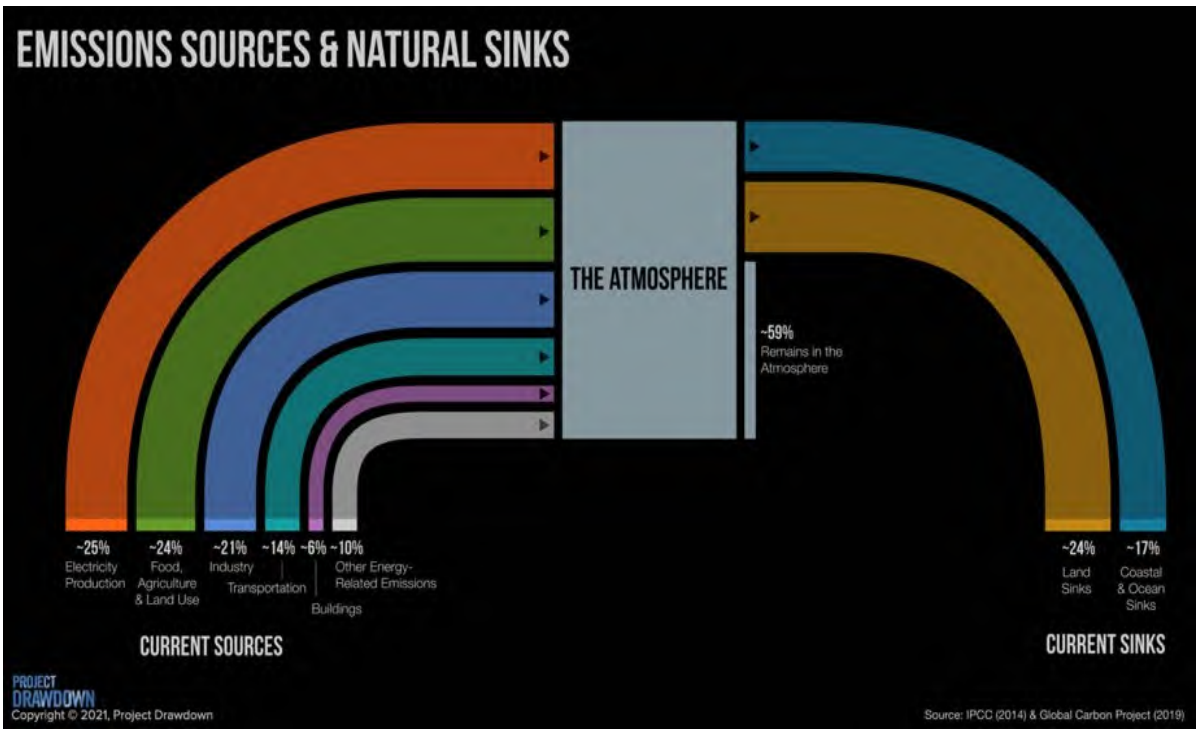


Doesn't the Earth Regulate Itself? Shouldn't the Plants Pull in the CO_2 and Bring Everything Back Into Balance?

Ideally yes, but our actions have added too much CO_2 for the earth to reabsorb. The earth is a complex system. There are some processes that decrease the amount of CO_2 (these are referred to as "sequestration")– the oceans can consume some of it, and so can the plants.

Theoretically, oceans, forests, and all vegetation on earth can absorb about 40% of all greenhouse gas emissions we are currently putting into the atmosphere. But increasing temperatures can also decrease the supply of water, making it more difficult for plants to grow. There are other feedback loops: melting snow turns white ice into dark rocks or water, absorbing heat instead of reflecting light; and melting permafrost means that a whole lot of frozen dead plants start to decay and release even more CO_2. We must reduce our emissions first before the natural systems can keep up.

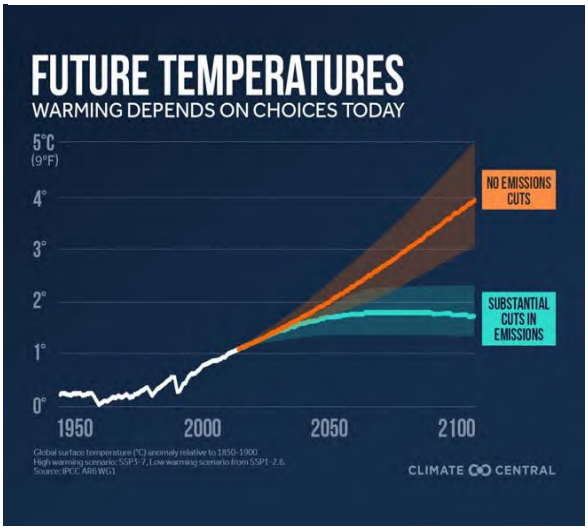
Figure 17: Earth's emissions sources vs sinks



Is It Hopeless?

No! By switching to carbon-free electricity and fuels and employing strategies such as carbon sequestration to draw down the greenhouse gases in the atmosphere, we can avoid the worst effects of climate change. If we act now, we can improve our quality of life now, and preserve our future.

Figure 18: Climate action can lead to a better future



APPENDIX 2: CITY OF TUALATIN COMMUNITY GREENHOUSE GAS INVENTORY



City of Tualatin

Community Greenhouse Gas Inventory

Acknowledgements

Project team

Maddie Cheek, Management Analyst, Public Works, City of Tualatin
Nic Westendorf, Deputy Public Works Director, City of Tualatin

Special thank you to Oregon Department of Transportation, Oregon Department of Environmental Quality, and Portland General Electric, Northwest Natural, Constellation, and Calpine Energy for providing necessary data for this inventory.

Consulting team

Good Company, a sustainability consulting firm based in Eugene, OR conducted the analysis for the City of Tualatin. Beth Miller, Claudia Denton, and Aaron Toneys of Good Company provided data gathering assistance to City staff and facilitated the use of Good Company's Carbon Calculator for Communities (G3C – Community), a proprietary GHG inventory tool, to conduct analysis. They are the primary authors of this report.

Table of Contents

Executive Summary 4
Summary of Findings 4
Introduction 5
What's Included? (Boundaries & Methodology) 6
Inventory Results 9
Local Emissions 9
Imported Emissions 10
Total emissions 10
Inventory Highlights 12
Building Energy 12
Transportation 13
Industrial Process and Refrigerants 14
Solid Waste & Wastewater 15
Imported Emissions 15
Negative Emissions 17
Local Emissions Forecast & the Paris Accord Climate Goal
Appendix A: More Detailed Data 21
Appendix B: Glossary of Terms 23
Appendix C: Methodology & Protocols 25
Protocols and Tools 25
Data Collection 25
Inventory Exclusions 25
Electricity 26
Appendix D: Summary of Data and Emissions Factors 28

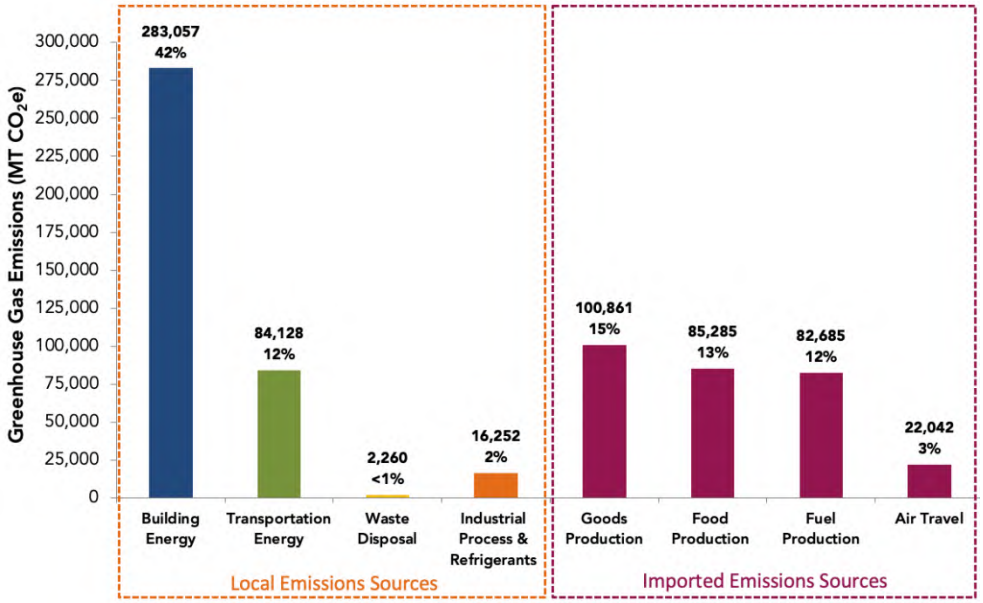
Executive Summary

The City of Tualatin completed a Community Greenhouse Gas (GHG) Inventory to better understand sources of GHG emissions (i.e., climate pollution) to inform development of a community climate action plan (CAP). The inventory follows internationally recognized community GHG inventory protocols and accounts for all significant sources of GHG emissions driven by activities taking place within the City of Tualatin's geographic boundary. Beyond protocol requirements, the inventory also measures consumption-based emissions from imported goods and food, air travel, and the purchase of carbon offsets.

Summary of Findings

- During 2019, with a population of **27,135,** all emissions combined (local and imported emissions) totaled **nearly 677,000 MT CO_2e**, or an average of **25 MT CO_2e** per resident.
- Of this, local emissions totaled nearly **386,000 Metric Tons of carbon dioxide equivalent (MT CO_2e),** or an average of **14 MT CO_2e** per resident.
    - The largest sectors were **energy use by buildings** (primarily electricity and natural gas use, 73%) and **transportation** (primarily gasoline combustion, 22%). **Industrial processes and refrigerants** accounted for 4% and **waste disposal** accounted for 1% of local emissions.
    - Commercial electricity made up **45%** of building and **33%** of local emissions.
- Imported emissions from household consumption and production of fuel and energy sold in Tualatin totaled **over 290,000 MT CO_2e** and include upstream emissions from production of goods (35%), food (29%), fuel production (28%), and air travel (8%).

Figure 1: City of Tualatin's 2019 GHG Emissions



Introduction

Human activity in the form of consumption of fossil fuels is the primary cause of global warming and changes in climate that have occurred over the past few decades and accelerated in recent years.[1] The best available evidence indicates that human-caused greenhouse gas (GHG) emissions must be reduced significantly by 2030 to avoid "severe, pervasive and irreversible impacts for people and ecosystems."[1] We are already observing physical changes to Oregon's climate, including hotter temperatures, drought, wildfire smoke, and less mountain snow[2]. Understanding the areas of greatest risk gives us the opportunity to act, rather than react, to these changing conditions and helps us be as resilient as possible. The most common international goal to mitigate the worst climate impacts aligns with the Paris Climate Accord, which seeks to limit global average temperature increases to 1.5°C (2.7°F) relative to temperatures at the start of the Industrial Revolution. As of 2018, we've already passed the halfway point: average temperatures have increased by more than 1°C (1.8°F) since the Industrial Revolution and are on track to increase to 1.5°C (2.7°F) by 2040[1].

It is with this understanding and urgency that The City of Tualatin commissioned this community greenhouse gas (GHG) inventory and chose a target of 1.5°C in alignment with the Paris Climate Accord. The City of Tualatin's 2019 Community GHG Inventory includes the following emissions sources:

Building Energy use by residential, commercial, and industrial buildings and facilities represents a large source of community emissions. These emissions come from combustion of natural gas and from electricity generated from fossil fuels to heat water and power buildings. Small quantities of combusted propane and other fuels are also included. Additionally, a fraction of natural gas is lost during local distribution, releasing methane, a potent greenhouse gas pollutant.

Transportation energy, particularly on-road vehicle transportation of passengers and freight, also represents a large fraction of community emissions. Transportation emissions are generated at the tailpipe by combustion of gasoline, diesel, other liquid and gas fuels, or from electricity generation for electric vehicles.

Waste disposal in landfills and **wastewater** treatment produces methane, of which a fraction leaks out to the atmosphere, having a negative climate impact.

Industrial Process & Refrigerants Refrigerant emissions come from transportation and building cooling systems. Refrigerants are powerful global warming gases. Therefore, relatively small losses have a large climate impact. Known, significant industrial process emissions are also included here. These emissions are not from the energy used in a factory, for example, but from the other processes involved in manufacturing. In inventory protocol, this is referred to as Industrial Process and Product Use.

[1] Intergovernmental Panel on Climate (2014). Assessment Report 5 Synthesis Report: Climate Change 2014. http://www.ipcc.ch/report/ar5/syr/

[2] Mote, P.W., J. Abatzoglou, K.D. Dello, K. Hegewisch, and D.E. Rupp, 2019: Fourth Oregon Climate Assessment Report. Oregon Climate Change Research Institute. occri.net/ocar4.

Agriculture, Forestry, & Land Use generate emissions from agricultural activity (e.g., animal waste and agricultural inputs) and community land use change (e.g., development of forest or grasslands). *These emissions are not a significant factor for Tualatin.*

Consumption-based Emissions are generated outside of the community during the production of goods, food, fuels, and service products consumed by residents. Note: *Consumption-based emissions presented in this inventory are* ***estimated (see Appendix D for more information)*** *and therefore the results have a greater level of uncertainty compared to other sources of emissions.*

What's Included? (Boundaries & Methodology)

Protocol and Inventory Boundaries

This community inventory follows Greenhouse Gas Protocol's Global Protocol for Community-Scale Greenhouse Gas Emissions (GPC).[3] The GPC focuses on accounting for sector-based emissions, which can be thought of as local sources of emissions. This inventory also includes an estimate of the emissions embodied in local consumption of consumer goods, construction materials, and food, to inform community climate action planning. Consumption of consumer goods is a large emissions source, but it is often excluded from inventories.

The first step in any GHG inventory is setting the inventory boundary. The boundary includes defining the geographic area, time span, emissions sources and gases covered in the inventory. The greenhouse gas inventory presented in this report is based on data from calendar year 2019 for the City of Tualatin's city limits. 2019 was used as the baseline year because it was the last "normal" year before the COVID-19 pandemic occurred. However, available data was collected for years 2018-2021 in order to assess trends over a short time period. This inventory considers all seven recognized greenhouse gases – carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). All gases are reported in terms of carbon dioxide equivalent (CO_2e), or the amount of carbon dioxide it would take to create the same warming effect.

Scopes

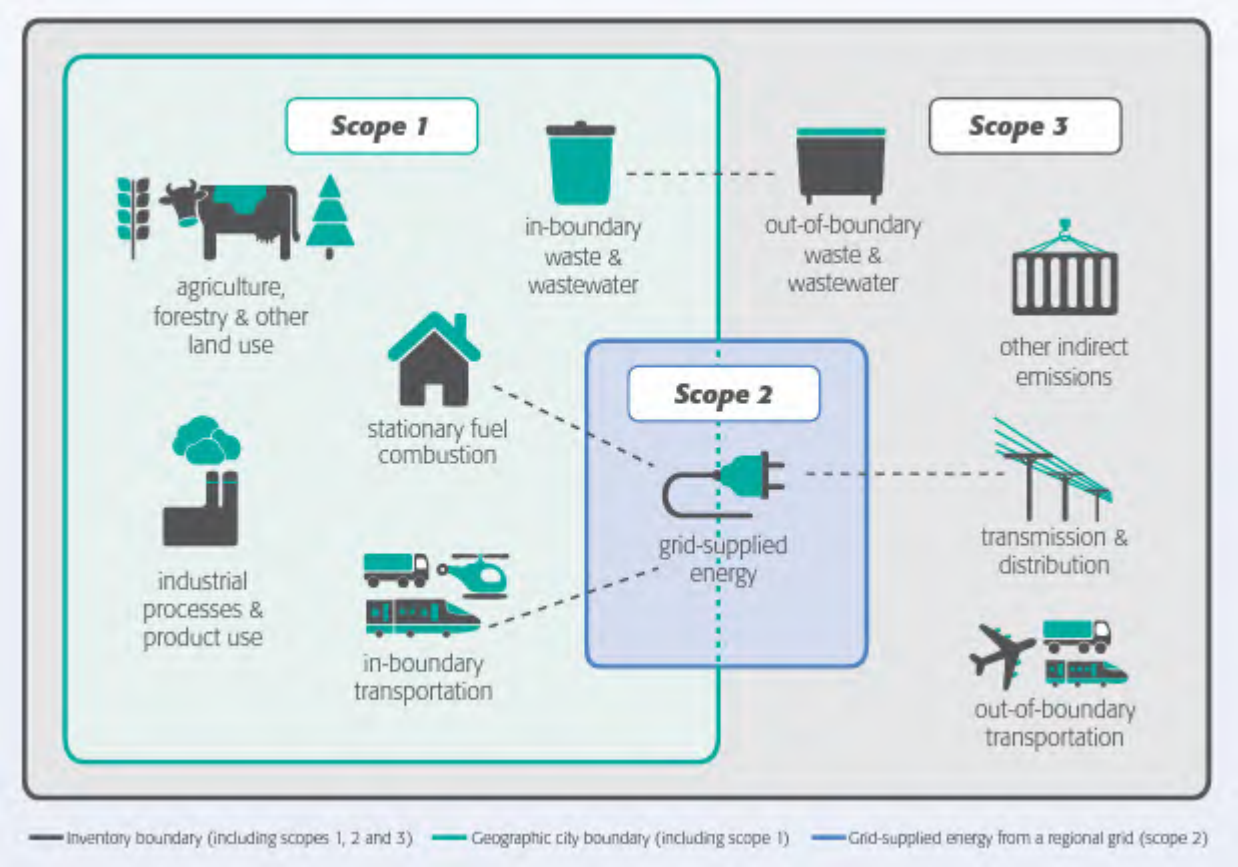
As described above, GHG emissions are often organized by sector (e.g., buildings, transportation, waste, etc.). Another way to organize them is by their origin location, either within a community or outside – these are referred to as *scopes*. Scope categories, as outlined in **Table 1** and **Figure 2** (next page) distinguish between those emissions that occur within the geographic boundaries (Scope 1) from those that occur outside the boundaries, but that are driven by activity from within the geographic boundary (Scope 2 and Scope 3). Emissions sectors and sub-sectors included in the GPC are shown in **Table 2** (page 9). These are compared to emissions included in the 2019 community inventory by scope category.

[3] GPC has become the recommended or required standard for international reporting to CDP's Cities Survey and the Global Covenant of Mayors for Climate & Energy. The GPC may be downloaded at https://ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities.

Table 1: Scope descriptions

Scope 1	GHG emissions from sources located within the geographic boundary.	E.g., Burning of fossil fuels to heat homes or power cars
Scope 2	GHG emissions occurring as a consequence of the use of grid-supplied electricity within the geographic boundary.	E.g., Emissions from coal and natural gas power plants
Scope 3	All other GHG emissions that occur outside the boundary as a result of activities taking places within the boundary.	E.g., Production of fuels, goods, and food

Figure 2: A graphical illustration of scopes[4]



[4] Global Protocol for Community-Scale Greenhouse Gas Inventories

Table 2: Crosswalk of Emission and Scope Categories.

Emissions Sector / Sub-Sector	Included in Inventory	Scope 1	Scope 2	Scope 3
Stationary Energy (Buildings)				
Residential Buildings	•	✓	✓	
Commercial Buildings and Facilities	•	✓	✓	
Industrial Facilities	•	✓	✓	
Energy Generation Supplied to the Grid	NE			
Agriculture, Forestry, and Fishing	NO			
Fugitive Emissions from Natural Gas Systems	•	✓		
Fugitive Emissions from Coal Production	NO			
Transportation				
On-Road Passenger and Commercial Vehicles	•	✓	✓	✓
On-Road Freight Vehicles	•	✓		✓
On-Road Transit Vehicles	•	✓	✓	✓
Off-Road Vehicles and Equipment	•	✓		✓
Aviation	NO			
Waterborn Navigation	NE			
Waste & Wastewater				
Solid Waste	•			✓
Wastewater Treatment	•			✓
Biological Treatment of Waste	•			✓
Incineration of Waste	NO			
Industrial Process and Product Use				
Product Use (refrigerants)	•	✓		
Industrial Processes	•	✓		
Agriculture, Forestry, and Land Use				
Livestock	NO			
Land	NO			
Other Agriculture	NO			
Other Scope 3 Emissions Sources				
Household Consumption	•			✓
Air Travel	•			✓
Upstream Energy Production	•			✓
Negative Emissions (Sequestration & Offsets)				
Purchased carbon offsets	•	✓		

NE = Emissions occur but are not reported or estimated - see justification in exclusions
NO = Activity or process does not occur within boundary

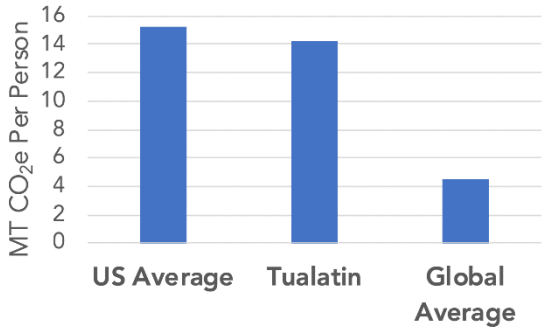
Inventory Results

Local Emissions

The Tualatin community generated nearly **386,000 MT CO_2e** of local emissions – about **14.2 MT CO_2e** per resident. **This is less than the U.S. average of 15.2 MT CO_2e per person and considerably greater than global average of 4.5 MT CO_2e per person (Figure 3).**[5] Protocols refer to local emissions as sector-based emissions. Those emissions are generated close to home and are most often under the community's direct control. **This quantity of GHGs is equivalent to the carbon sequestered by over 457,000 acres of average U.S. forest[6] - a land area about 85 times the size of Tualatin.**

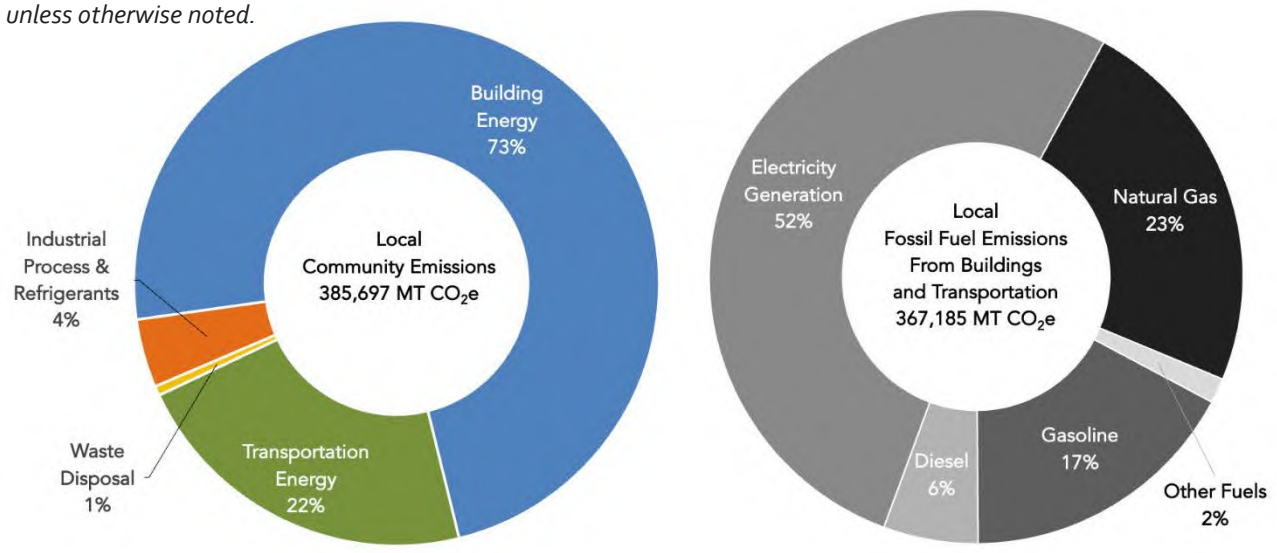
Definition: MT CO_2e
Metric Tons of carbon dioxide equivalent – a unit of measure. Most greenhouse gases are more potent in warming the atmosphere than carbon dioxide. To calculate and compare emissions easily, all gases are calculated and combined into a carbon dioxide equivalent, typically measured in metric tons.

Figure 3: Comparison of per person emissions



Tualatin's local emissions are shown on the left side of **Figure 4** and come primarily from Building Energy, such as electricity use and combustion of natural gas by buildings and other facilities (**blue segments**) and transportation sources, mainly gasoline and diesel combustion in vehicles (**green segment**). Emissions from Industrial Process & Refrigerants include federally reported special industrial emissions and

Figure 4: 2019 Local Community Emissions and Fossil Fuel Details, which come from building and transportation energy. *Note: All figures present market-based accounting for electricity emissions unless otherwise noted.*



[5] Data from World Bank. For details visit https://data.worldbank.org/indicator/EN.ATM.CO2E.PC
[6] US EPA GHG Equivalencies Calculator https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator

refrigerant gas loss from buildings and vehicles (**orange**). Waste emissions include landfill disposal of community solid waste and wastewater treatment (**yellow**). In Tualatin, there are no calculated emissions from Agriculture, Forestry, and Land Use. The right side of Error! Reference source not found. details fossil fuel use. Note that all emissions from **buildings** and **transportation** are from **fossil fuels** (**95% of total**); **waste** and **industrial process and refrigerants** are non-fossil fuel emissions. Although all building energy emissions are from fossil fuels, that does not mean that all building electricity is from fossil fuel sources. Electricity generated from zero carbon sources, such as hydropower, does not contribute to the city's emissions.

Imported Emissions

In addition to accounting for local emissions, the inventory also estimates **imported (consumption-based) emissions**, which are generated outside of Tualatin to produce and provide the imported **goods, food, services, air travel,** and **production and transport of fuels** consumed by local households. Imported emissions total **about 290,000 MT CO_2e** in addition to sources of local emissions. **This quantity of GHGs is equivalent to the carbon sequestered by nearly 343,000 acres of average U.S. forest[7], an area 3.7 times the size of the City of Portland. Figure 5** compares the scale of local, sector-based emissions to imported emissions from household consumption, while

Figure 5: 2019 Community Local + Imported Emissions

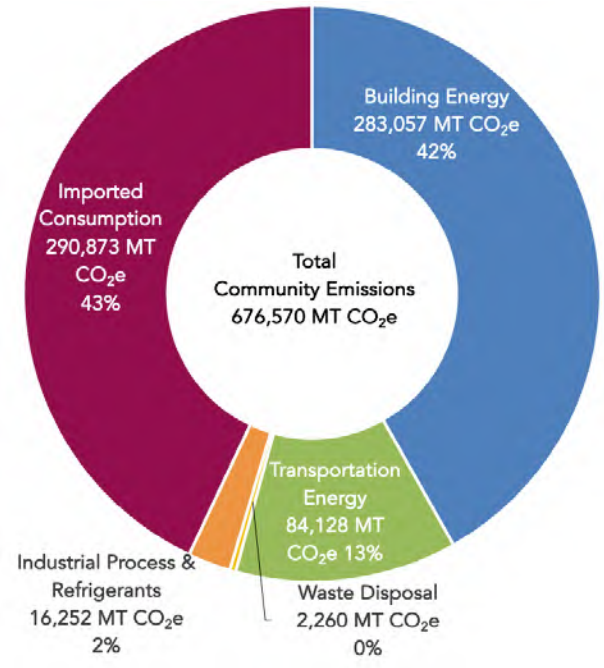


Figure 6 on the following page shows another comparison

Within **goods**, the largest purchasing categories include **vehicles & parts, appliances,** and **construction materials.** Within **food**, the largest emissions are from the **production of meats,** particularly **beef** and **lamb** products.

Upstream emissions from **fuel production** (gasoline, diesel, electricity, and natural gas) and **air travel** from flights taken by residents (regardless of airport location) are also significant sources of consumption-based emissions. For more details on these emissions, see Error! Reference source not found. and the related section on page 15.

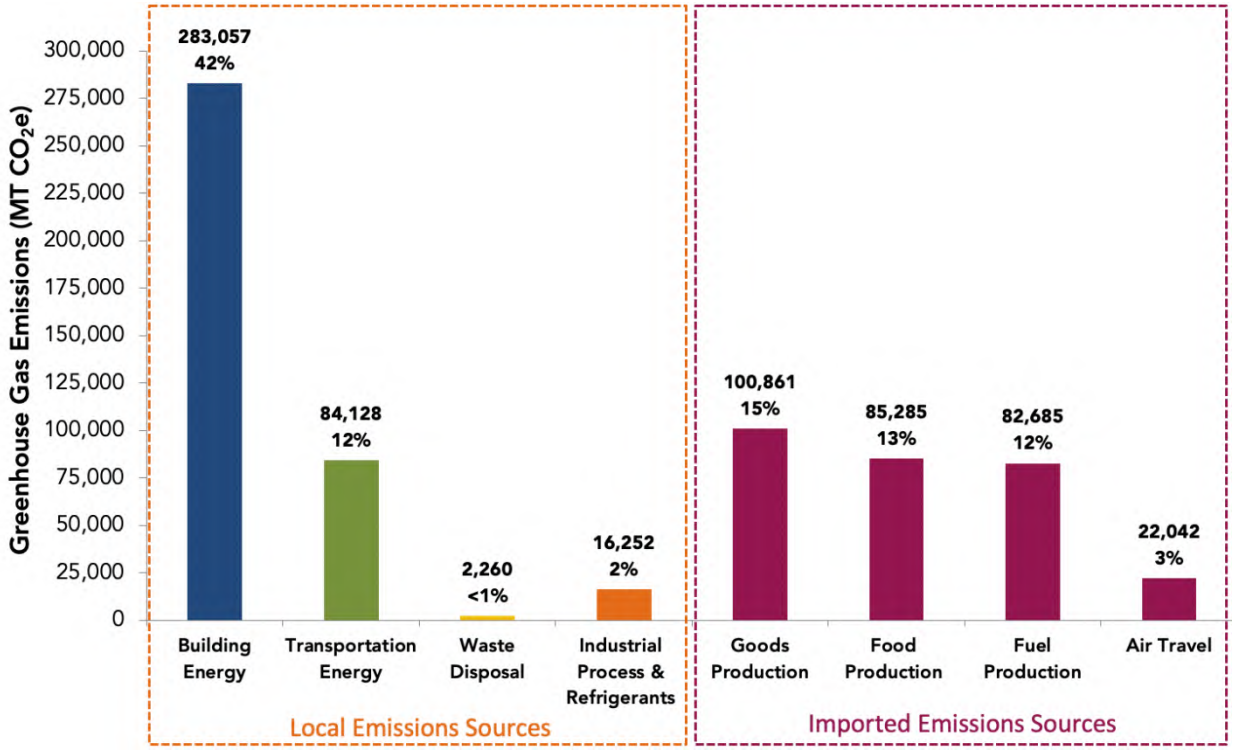
Total emissions

Local and imported emissions combine for a total nearly 677,000 MT CO_2e**, or** 25 MT CO_2e **per resident.** This quantity of GHGs is roughly equivalent to the carbon sequestered by 800

[7] US EPA GHG Equivalencies Calculator https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator

thousand acres of average U.S. forest, an area roughly 4.4 times the size of Crater Lake National Park[8]. There are net **negative emissions** sources as well, from voluntary purchase of **carbon offsets** from Northwest Natural Gas customers (**over 640 MT CO_2e**). Note that the net benefit from Portland General Electric (PGE) customers' purchase of Renewable Energy Credits is already accounted for in the building energy sector (market-based accounting) and reduced emissions by **over 12,000 MT CO_2e.**

Figure 6: Tualatin's emissions sources and offsets



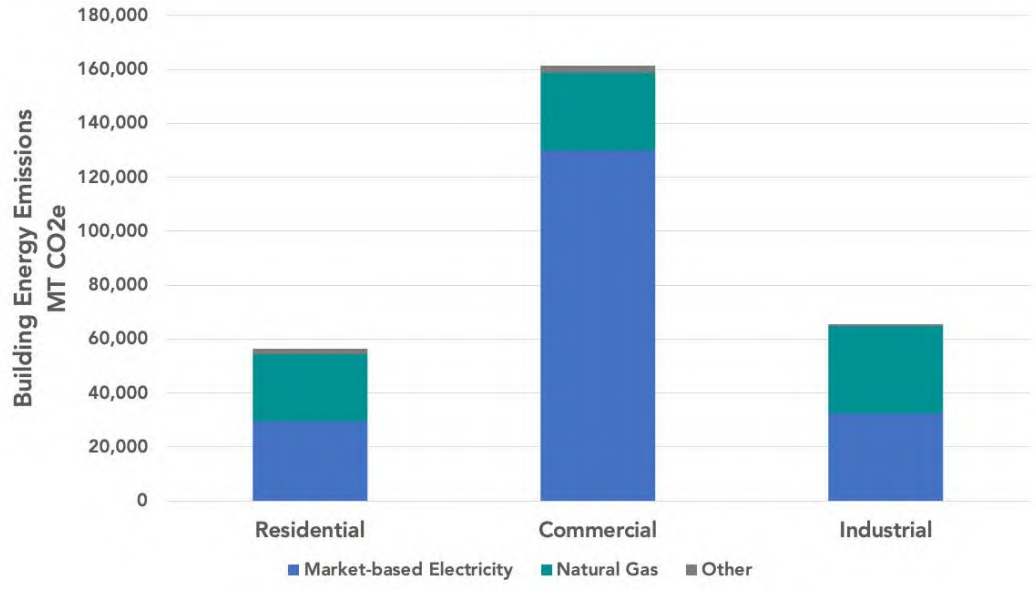
[8] National Park Foundation https://www.nationalparks.org/connect/explore-parks/crater-lake-national-park

Inventory Highlights

Building Energy

Energy used in buildings is Tualatin's largest source of local GHG emissions accounting for **73%** of local emissions. These emissions come from a mix of electricity, natural gas use, and other stationary combusted fuels and come to over **283,000 MT CO_2e**.[9] See Appendix D: Summary of Data and Emissions Factors on page 31 for more information on building energy data sources and reporting accuracy. Tualatin's commercial and industrial uses (**227,000 MT CO_2e**) have more than four times the impact of residential uses (**56,000 MT CO_2e**), over half from commercial electricity use. By energy type, electricity had the largest impact (68% of total building emissions); followed by natural gas (30%); and other fuels (2%). **Figure 7** shows emissions by sub-sector and energy type. Fugitive natural gas escaping from local distribution systems was reported by Northwest Natural and accounts for 0.3% of total building emissions (not visible in the graphic due to small scale). Emissions from electricity usage for wastewater processing are included in the Industrial category and make up 3.5% of those emissions.

Figure 7: Building Energy Usage by Type and Energy Source



The City of Tualatin has installed solar panels that generated nearly 12,000 kWh of electricity to supplement city usage. This solar energy displaced roughly 5 MT CO_2e.

Portland General Electric (PGE) supplies electricity to the Tualatin community. Each electric utility has its own specific emissions factor (MT CO_2e emitted per kilowatt-hour [kWh] of electricity) which is dependent on the utility's power generation supply contracts. In 2019, PGE's emissions factor was 0.42 MT CO_2e per megawatt-hour, a 17% decrease since 2010, meaning that the carbon intensity of electricity

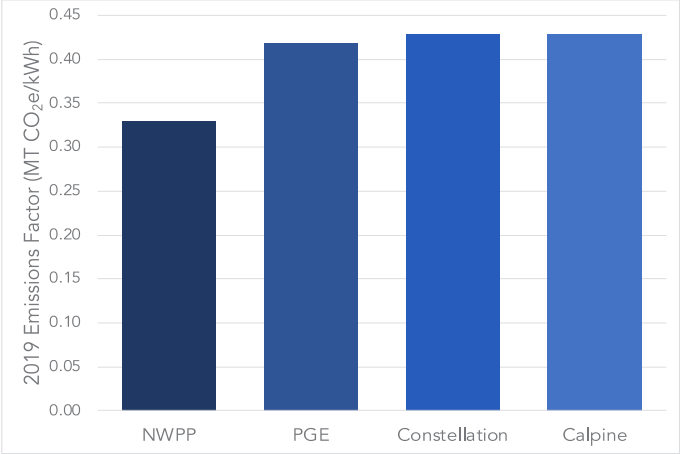
[9] All emissions estimates use market-based accounting for electricity unless otherwise noted. Market-based electric accounting totals **283,057 MT CO_2e**, while location-based accounting totals **249,866 MT CO_2e**. See Appendix C page Electricity for information about market-based vs. location-based accounting.

generation decreased over time. The market-based electricity accounting method uses utility-specific factors and accounts for voluntary community participation in utility-sponsored green power programs.

In 2019, PGE's residential and businesses customers in Tualatin purchased renewable energy in the form of Renewable Energy Credits (RECs) equal to about 6% of demand, which decreased market-based electricity accounting emissions by 12,015 MT CO_2e.

Large users may also choose to buy power from other utilities, which will have different emissions factors. In Tualatin, there are two outside utilities with contracts within the city, Calpine and Constellation energy. Figure 8 contrasts the emissions factors for the region (NWPP) with those for PGE, Constellation, and Calpine.

Figure 8: Electricity Emissions Factors

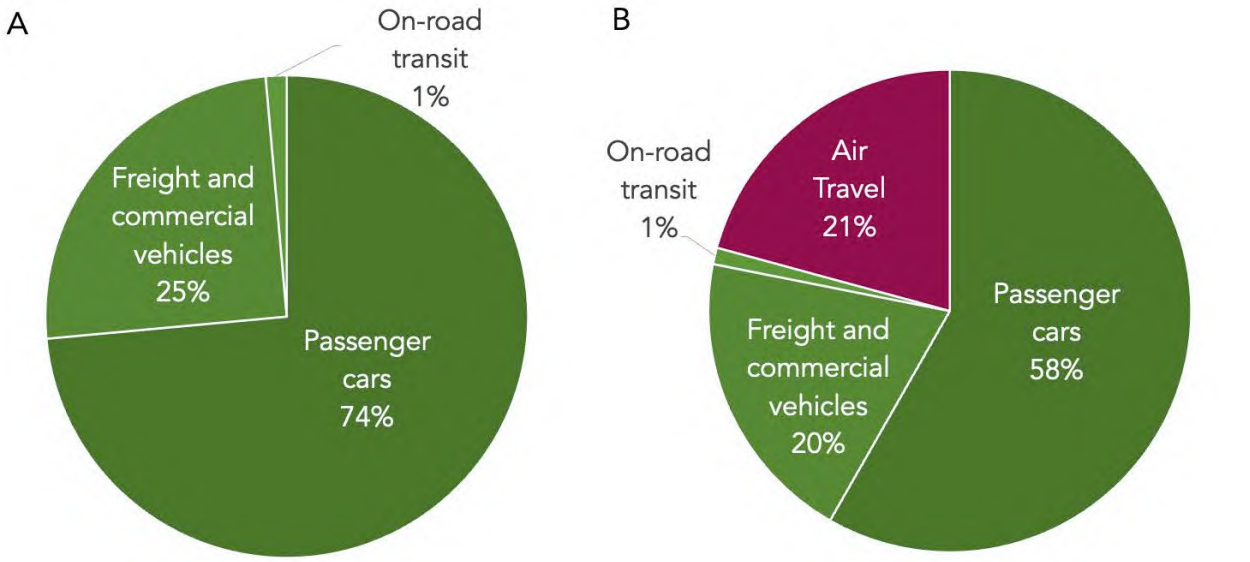


Transportation

Transportation emissions are the second largest source of local emissions for Tualatin, totaling over **84,000 MT CO_2e**. See Appendix D: Summary of Data and Emissions Factors on page 31 for more information on transportation emissions data sources and reporting accuracy. On-road passenger vehicles were the leading source of local transportation emissions and are responsible for **74%** of local transportation emissions. These emissions originate from fossil gasoline sales, primarily used by private use cars and trucks, but may include a small percentage of non-road uses such as small boats. This category also includes the small amount of electricity used by electric vehicles (**<1%**). The next largest category is fossil diesel sales, primarily used by freight and commercial vehicles at **25%**; the majority of these emissions are expected to be from on-road vehicles but may also include non-road equipment. Additionally, emissions from TriMet's public transit services were estimated to be **1%**. There were no known offroad fuel sales, although some of the fuel sales probably went to offroad uses (such as gasoline powered lawnmowers). See **Figure 9**.

Tualatin does not have an airport within the geographic boundary so there are no local air travel emissions, but many residents do travel by airplane, and air travel is part of the community's **consumption-based emissions**. As is shown in **Figure 9**, emissions from air travel (**magenta**) are a significant source of emissions in addition to local transportation emissions (**green**). Consumption-based air travel emissions are estimated at just over **22,000 MT CO_2e**. See Appendix D: Summary of Data and Emissions Factors on page 31 for more information on air travel data sources and reporting accuracy.

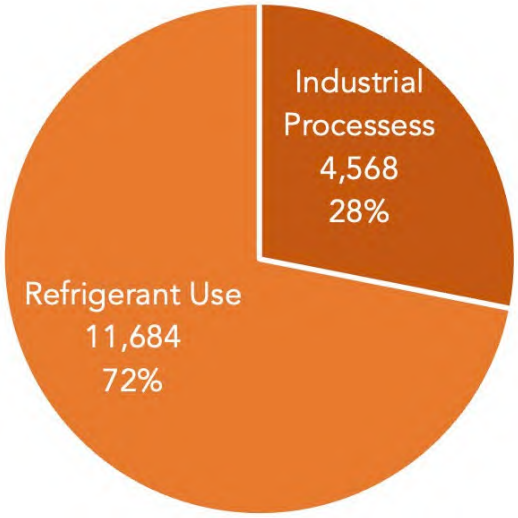
Figure 9: Transportation emissions breakdown. A: Tualatin's transportation emissions excluding air travel, B: Tualatin's transportation emissions including air travel



Industrial Process and Refrigerants

Industrial Process and Refrigerant (IPR) emissions are the third largest source of emissions. IPR emissions are fugitive emissions; unintentional emissions, leaks, or discharges of gases and vapors from pressurized equipment or facilities. They come from specialized industrial uses or refrigeration systems – CFCs, HFCs, PFCs, SF_6, and NF_3 – and have a large climate impact, up to 23,500 times the Global Warming Potential of an equivalent weight of CO_2 depending on the gas.

Figure 10: IPR Emissions



Fugitive loss of refrigerants from residential and commercial buildings and vehicle air conditioning and refrigeration equipment are the largest proportion of Tualatin's IPR emissions. These sources are estimated for Tualatin using state per capita data, downscaling from emissions reported in the State of Oregon's 2015 GHG Inventory, and are estimated at about **12,000 MT CO_2e**. Within the State of Oregon, sources of residential, commercial, and transportation refrigerant emissions (in DEQ's inventory as High Global Warming Potential gases) have grown by 21% since 2009[10].

Industrial process emissions (excluding energy use) were identified for one facility within Tualatin using the Oregon Department of Environmental Quality reported greenhouse gas emissions for facilities with

[10] Oregon Greenhouse Gas Sector-Based Inventory https://www.oregon.gov/deq/aq/programs/Pages/GHG-Inventory.aspx

air quality permits[11]. These emissions total close to **5,000 MT CO_2e**[12] for 2019. See Appendix D on page 31 for more information on industrial process and refrigerants data sources and reporting accuracy.

Solid Waste & Wastewater

Solid Waste and Wastewater emissions total less than **2,500 MT CO_2e** – less than 1% of local emissions. Tualatin haulers send landfilled waste to Arlington Landfill (Eastern Oregon), Wasco Landfill (Eastern Oregon), and Coffin Butte landfill (Western Oregon). These landfill emissions are estimated to total roughly **1,600 MT CO_2e**.

Wastewater is processed by Clean Water Services and is included in the analysis. A negligible number of septic systems are located in the city. Total wastewater process emissions, not including septic, are estimated to total **about 675 MT CO_2e**. See Appendix D on page 31 for more information on data sources and reporting accuracy related to solid waste and wastewater treatment.

Imported Emissions

Emissions from Consumption of Imported Goods, Food, Fuel, and Air Travel

Tualatin's inventory goes beyond GPC protocol requirements to highlight the known large sources of imported emissions from consumption activities. These emissions are considered Other Scope 3 in GPC protocol. This means the community has less control over management of these emissions as compared to sources of local emissions. These consumption-based emissions will be in another community's local accounting. That said – these emissions are included in the inventory because they are large, they are caused by local demand, it follows State of Oregon inventory practices, and because opportunities exist to reduce these emissions locally by reducing consumption. These emissions were estimated at nearly 290,000 MT CO_2e and make up 43% of total **emissions (Figure 11).** See Appendix D on page 31 for more information on sources and reporting accuracy for imported emissions, including goods, food, services, and upstream fuel production.

[11] Available at https://www.oregon.gov/deq/aq/programs/Pages/GHG-Emissions.aspx

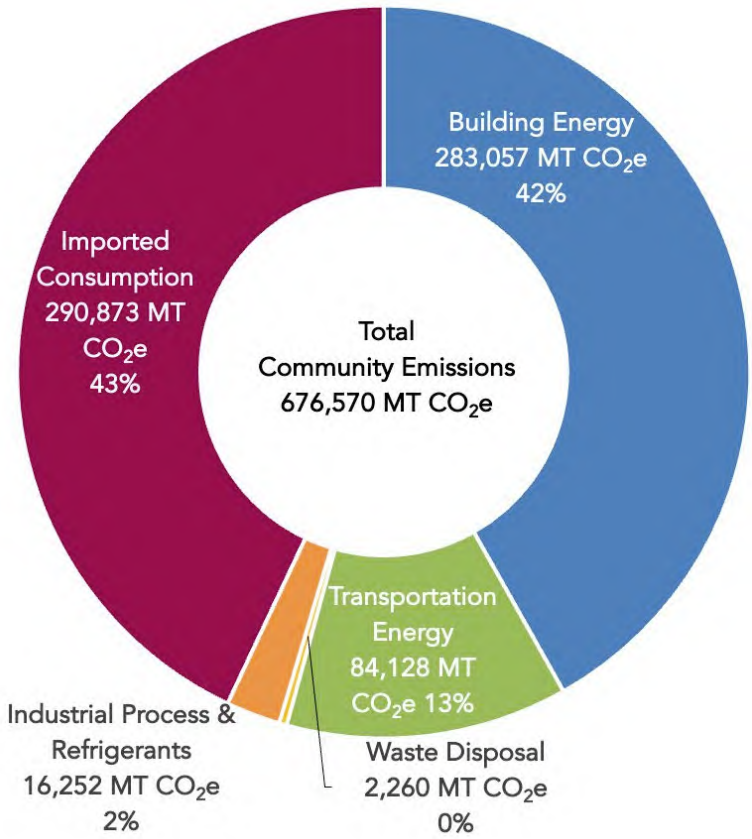
[12] These facilities are monitored by EPA's FLIGHT and/or Oregon DEQ due to the significant climate impacts. EPA's FLIGHT database values will vary from this analysis, as the online tool uses IPCC AR4 GWP values, and this GHG Inventory uses updated IPCC AR5 GWP values in line with the most recent science. Oregon DEQ also reports AR4 GWP values, but individual gas data was not available to convert into AR5 GWP value totals. Applicable Industrial Process emissions data for Microchip Technologies and ON Semiconductor was calculated from EPA FLIGHT. Applicable Industrial Process emissions data for Owens Corning Corp. was requested from Oregon DEQ. Building energy was excluded.

Consumption of imported **goods** is the largest source for Tualatin's imported emissions at **35% of imported emissions.** The largest contributors to this category **include building materials, vehicle parts,** and **furnishings and suppliesError! Reference source not found..** The next largest category is **food** and beverage, where largest emissions are from **meat**, specifically **beef** and **lamb** products. Upstream **fuel production**, specifically gasoline production, is another large source, which goes hand-in-hand with passenger transportation being a large local emissions source. Air travel is also a significant source of Tualatin consumption-based emissions. Note that these air travel emissions are from air travel trips taken by residents regardless of airport location and are not based on Portland airport fuel use alone.

Category Descriptions

- **Goods:** Emissions from extraction, manufacture, and transportation of raw materials into final products such as building materials, automobile, furniture, clothing, and other goods.
- **Food & Beverage:** Emissions from agriculture (energy for irrigation, production of fertilizers, methane emissions from livestock, etc.), transportation of raw materials, and finished products emissions. Categories include produce, cereals, dairy, meat, and other foods.

Figure 11: 2019 Community Local + Imported Emissions



- **Upstream Fuel Production:** Process and energy emissions from the extraction and production of usable fuel products (e.g., electricity from household outlets, gasoline pumped into cars, natural gas combusted by furnaces, etc.). These upstream emissions are considered at the

community-scale for electricity, natural gas, gasoline, and diesel (not available for propane and fuel oil). These emissions are separate from those that are generated when the fuel is used in your car or house.

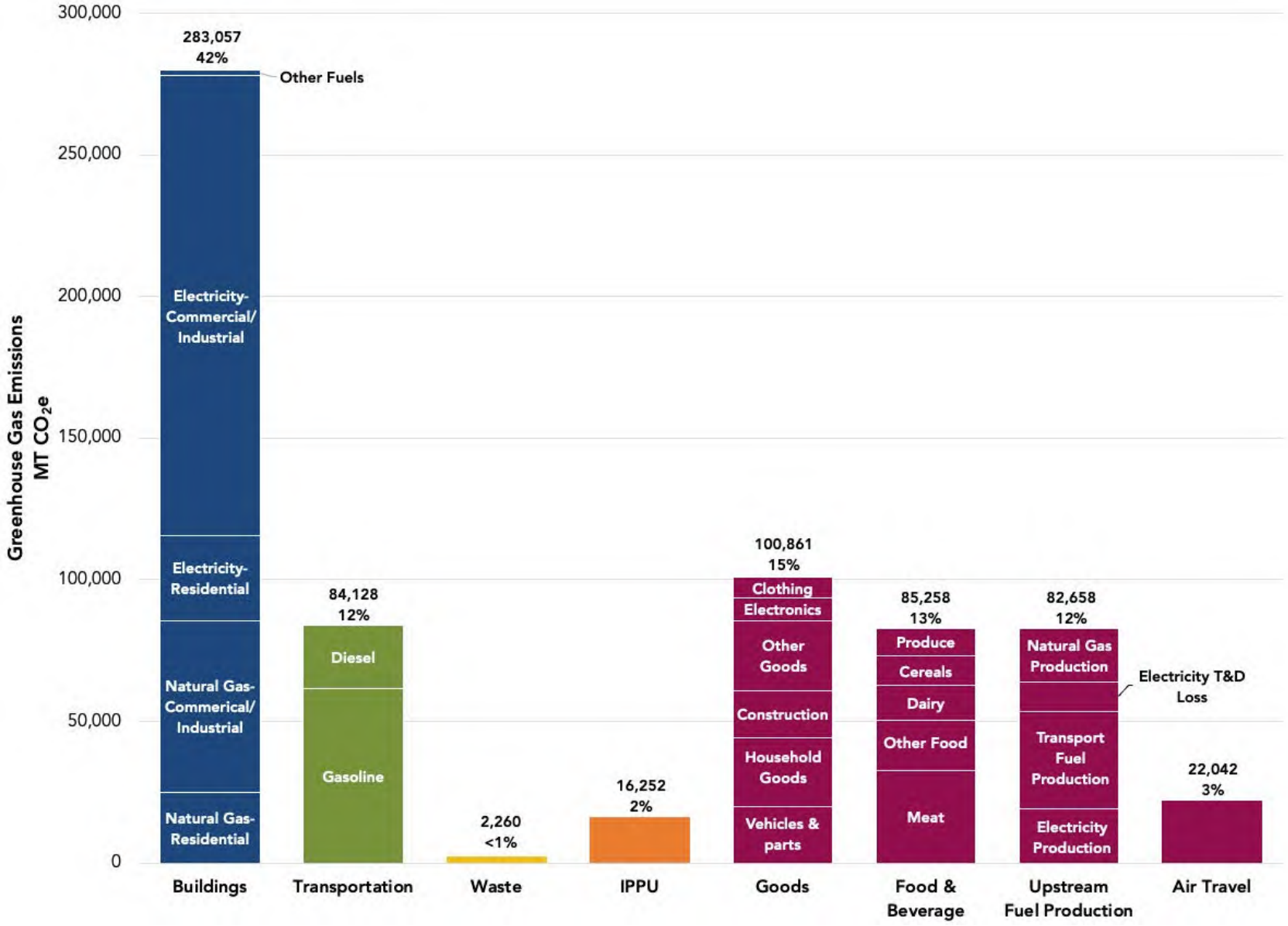
- **Air Travel:** Emissions associated with air travel by the community (regardless of the airport's location).

Figure 12 on the following page gives a full categorical breakdown of all emissions

Negative Emissions

Negative emissions are from carbon offsets purchased by natural gas consumers. Less than 1% of the natural gas used in Tualatin is offset by community members who participate in Northwest Natural's Smart Energy Offsets program (**664 MT CO_2e**). This program allows customers to purchase carbon offsets from The Climate Trust on their bill to offset emissions from their natural gas use. See Appendix D on page 31 for more information on carbon offset data sources and reporting accuracy.

Figure 12: Full breakdown of emissions categories

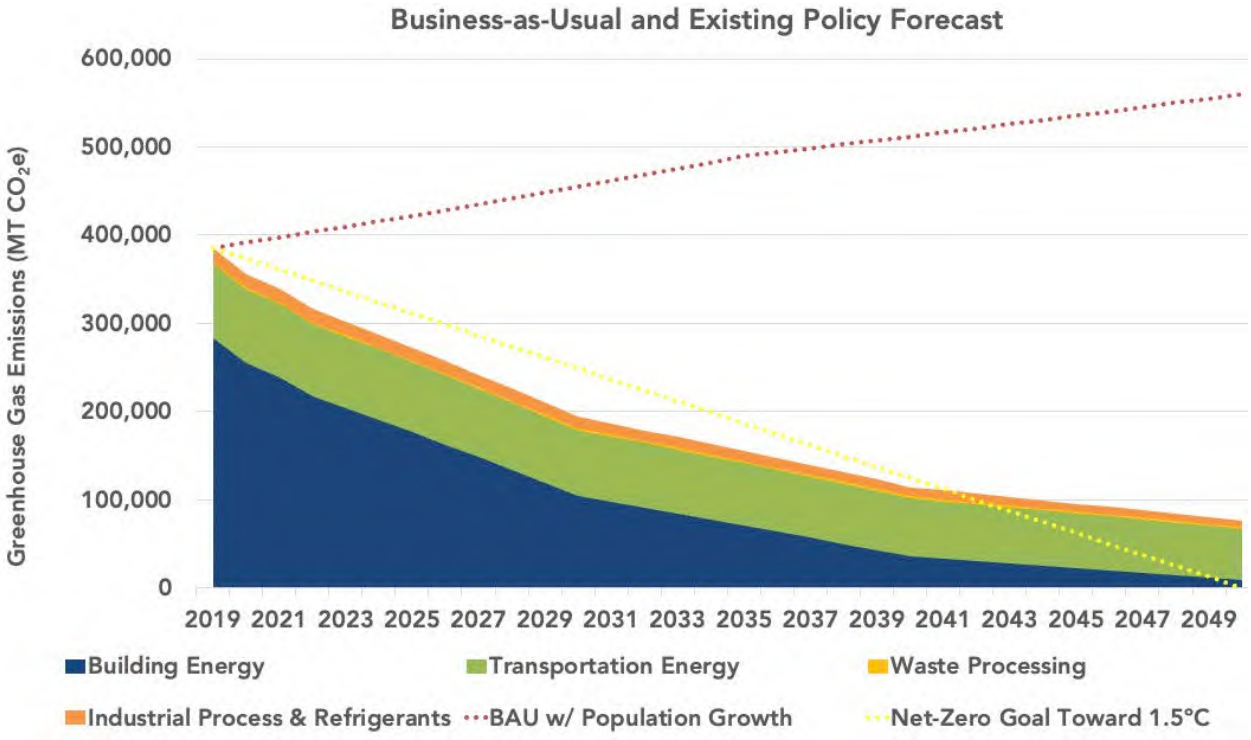


Local Emissions Forecast & the Paris Accord Climate Goal

Local emissions in Tualatin are expected to decrease over time, primarily thanks to strong climate action from the State of Oregon in the stationary energy sector. The Oregon Clean Energy Targets, Oregon Climate Protection Program, as well as specific data from PGE and Northwest Natural, were reviewed for modeling stationary energy emissions reductions and are expected to reduce emissions from electricity, natural gas, and other stationary fuels by 97% in 2050. Additionally, state and federal policy impacting transportation, refrigerants, and waste emissions are included here. **While emissions are estimated to decrease by 80%** in 2050 compared to 2019 local emissions without additional mitigation actions, **that is still not enough to hit our target of 100% GHG emissions mitigation to limit global warming to 1.5°C.**

Additional goals and actions beyond current projections and legislation will be modeled as part of the community Climate Action Plan to help meet our target. Figure 11 shows forecasted emissions by sector (colored wedges) are compared to forecasted growth based on population growth only (dotted red line) and the Paris Accord 1.5°C warming goal of net-zero emissions by 2050 (yellow dotted line).

Figure 13: Tualatin's Business-as-Usual Forecast (red, population growth with no policy interventions) with Forecasted Emissions Based on Existing State and Federal Policy, and a Net-Zero by 2050 Trajectory (yellow dotted line)



Thanks to the existing state and federal policies impacting GHG emissions, Tualatin can expect a reduction of 80% of local emissions in 2050 compared to 2019, with only about 77,000 MT CO_2e remaining, primarily from the transportation sector. For Tualatin, this is primarily from E10 gasoline sales. While policy can be difficult to detail and implement, there are approaches available to reducing

transportation GHG emissions. *More details on community climate action planning and mitigation will be detailed in the upcoming community Climate Action Plan.*

Note that imported emissions are not included in this forecast. Primarily, this is because changes in imported emissions are very challenging to track, and data is limited. Additionally, policy options are limited as the sources of emissions are local to other communities. Local emissions are more commonly used for community goal setting.

Appendix A: More Detailed Data

Table 3: Detailed Emissions Breakdown

Emissions Sector / Sub-Sector All emissions reported in MT CO_2e	2019 Emissions		Per capita	
	Market-based*	Location-based	Market-based	Location-based
Stationary Energy	283,057	249,862	0.7	0.7
Residential Buildings				
Electricity	29,490	32,118	0.1	0.1
Natural Gas	24,721		0.1	
Other Fuels	2,009		0.01	
Commercial Buildings and Industrial Facilities				
Electricity	161,311	125,730	0.4	0.3
Natural Gas	60,935		0.2	
Other Fuels	2,757		0.01	
Fugitive Emissions from Natural Gas Systems	726		0.0	
Wastewater Treatment Energy	1,108	865	0.0	0.0
Transportation	84,128	84,074	0.2	0.2
Gasoline	61,629		0.2	
Diesel	21,068		0.1	
On-Road Transit Vehicles	1,180		0.0	
Electric Vehicles	251	196	0.0	
Waste	2,917		0.01	
Solid Waste Landfill and Compost	2,242		0.01	
Wastewater Treatment & Septic Systems	675		0.00	
Industrial Process and Product Use	16,252		0.04	
Refrigerants	11,684		0.03	
Industrial Process	4,568		0.01	
Consumption-based & Upstream Emissions	290,873	285,248	0.8	0.8
Household Consumption				
Goods	100,861		0.3	
Food	85,285		0.2	
Upstream Energy Production	82,685	77,059	0.2	0.2
Air Travel	22,042		0.1	
Negative Emissions (Sequestration & Offsets)	-677		0.0	
Purchased Offsets	-677		0.0	
Local Emissions	386,355	353,104	1.0	0.9
Local + Consumption	677,228	638,352	1.8	1.7

*For an explanation of market vs location-based accounting see Appendix C: Electricity.

Table 4: Available data over multiple years

Available Emissions Data by Sector (MT CO_2e / year)	2018	2019	2020	2021
Building Energy				
Electricity (Market-Based)	*No Data*	191,909	169,193	153,445
Natural Gas	81,314	85,655	80,702	*74,402*
Other Fuels *	4,942	4,767	4,587	4,587
Transportation				
Gasoline (E10)	66,886	62,809	63,002	82,319
Diesel (B5)	18,533	21,068	21,725	27,382
Electric Vehicles (Market-Based)	153	251	331	607
Waste				
Landfilled Solid Waste	849	2,242	1,098	1,418
Wastewater Treatment Process	742	675	683	695
Process & Fugitive Emissions				
Refrigerant Loss **	11,684	11,684	11,684	11,684
Manufacturing	7,366	4,568	5,003	*No Data*
Fugitive Natural Gas	689	726	684	*631*

* Last available data is from 2019, used as proxy for 2020 and 2021 with population adjustments.

** Data estimated from statewide averages and scaled down for population.

Appendix B: Glossary of Terms

GHG

Short for greenhouse gases. Emission of greenhouse gases are the cause of current climate change. An inventory of GHGs measures gases in units of carbon dioxide equivalents (CO_2e). A GHG inventory is also known as a carbon footprint.

GHGP/GPC/Protocol

This type of inventory follows a set protocol, the GHG Protocol (GHGP) standard for cities and communities known as Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC). This protocol determines what is included within a set boundary and categorizes emissions by sector. See Sector-based inventory for more information.

GWP

Short for global warming potential. This refers to the potency of emissions to trap heat in the atmosphere. Carbon dioxide has a GWP of 1, and other GHG gases are more potent and expressed as a multiple of carbon dioxide. For example, methane has a GWP of 28, meaning one ton has 28 times the effect of one ton of carbon dioxide (IPCC AR5 values).

Imported, Consumption-based Emissions (Other Scope 3)

Emissions from consumption of imported goods and services, also known as Other Scope 3 Emissions per GPC protocol, include emissions from upstream fuel production and household consumption, such as food, household goods, and air travel.

IPCC AR5

The United Nations Intergovernmental Panel on Climate Change (IPCC) releases Assessment Reports every six to seven years providing an overview of the state of knowledge concerning climate change science. The fifth report, AR5, is the most recent version released in 2014. The 6th assessment is due to be released shortly after the production of the report.

KWh

Short for kilowatt hour. Kilowatt hours are a standard unit for electricity consumption, and a measure of electrical energy equivalent to a power consumption of 1,000 watts for 1 hour. For example, a 50-inch LED TV uses about 0.016 kWh per hour. It would take roughly 62.5 hours for this TV to use 1 kWh of energy[13].

Sector-based Greenhouse Gas Inventory (Local Emissions)

This refers to preparing an inventory that is broken down by various sectors of the community that have common GHG characteristics. In this report, sector-based emissions are also known as **local emissions**. This type of inventory follows a set protocol (GPC) determining what is included in each sector. Mainly,

[13] Electricity Plans: https://electricityplans.com/kwh-kilowatt-hour-can-power/#:~:text=Here%20are%20some%20of%20the,around%202.3%20kWh%20per%20hour

sector-based emissions include emissions from building energy and vehicles along with local sources of GHGs from waste, uncontrolled loss of industrial and refrigerant gases, and agriculture. Note that emissions from household consumption of goods and services are not included in sector-based inventories. Standard sectors include:

- **Building Energy:** emissions from energy used or produced in a fixed location, e.g., electricity, natural gas, propane, and fuel oil. The GPC term is stationary energy.
- **Transportation:** emissions from vehicles and mobile equipment.
- **Waste:** landfilled waste emissions and wastewater treatment emissions.
- **Process Emissions & Product Use:** refrigerants and other fugitive gases from industrial processes.
- **Agriculture, Forestry & Land Use:** emissions from agriculture (e.g., animal waste and agricultural inputs) and community land use change (e.g., development of forest or grasslands).

Location-based Electricity Emissions Accounting

Refers to GHG intensity of the regional electricity grid, representing the average impacts of electricity use and efficiency efforts across the region. Contrast with Market-based Electricity Emissions Accounting.

Market-based Electricity Emissions Accounting

Refers to the GHG intensity of electricity contracts with local utilities. Contrast with Location-based Electricity Emissions Accounting.

MT

Short for Metric Ton (~2,200 lbs.). This is a common unit by international standards.

MT CO_2e

Metric Tons of carbon dioxide equivalent – a unit of measure. Most greenhouse gases are more potent in warming the atmosphere than carbon dioxide. To calculate and compare emissions easily, all gases are calculated and combined into a carbon dioxide equivalent, typically measured in metric tons.

Scope (as in Scope 1, Scope 2, Scope 3)

Scopes are one method to define the source of emissions. Scope categories distinguish between emissions that occur within a geographic boundary (scope 1), from electricity generation serving the community (scope 2), and emissions that occur outside the boundary, but that are driven by activity within the boundary (scope 3).

Therm

Common reporting unit of natural gas that represents 100,000 British thermal units. A therm is roughly equivalent to 100 cubic feet of natural gas.

Appendix C: Methodology & Protocols

Protocols and Tools

This inventory follows Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories by Greenhouse Gas Protocol (GHGP). This inventory also follows GHGP's Scope 2 Guidance for location-based and market-based electricity accounting emissions and ICLEI's US Community Protocol for guidance on calculation of consumption-based emissions (i.e., other Scope 3 as defined by GPC protocol).

Good Company's carbon calculator tool *G3C – Community* was used for emissions calculations. Emissions are documented in the Inventory Audit Trail. G3C – Community is an Excel-based calculator that documents all activity data; emissions factors; and emissions calculations used in the inventory. The audit trail catalogs all data, calculation, and resource files used to complete the inventory. These resources are highly detailed and will allow for those conducting future inventories to fully understand and replicate the methods used in this inventory.

GHG emissions presented in this report are represented in metric tons of carbon dioxide equivalent (MT CO_2e). The gases considered in the analysis are consistent with protocol and include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), Chlorofluorocarbons (CFCs), and perfluorocarbons (PFCs) per the Kyoto Protocol (Sulfur Hexafluoride, SF_6, was not applicable). All GHG calculations use 100-year global warming potentials (GWP) as defined in the International Panel on Climate Change's 5th Assessment Report (IPCC AR5).

Data Collection

Good Company worked with Tualatin's staff to collect the data required to calculate emissions. Tualatin's staff, along with other local and regional government staff and private entities that serve the community, graciously provided time, data, and expertise. Data and emissions factors are described in Appendix D: Summary of Data and Emissions Factors.

Inventory Exclusions

Table 5: Summary of Inventory Exclusions

NE = Emissions occur but are not reported or estimated
IE = Included Elsewhere as part of another data set where a split is not available
NO = Activity or process does not occur within boundary

Emissions Sector / Sub-Sector	Key	Justification for Exclusion
Building energy: Potable Water Treatment and Delivery Energy	IE/NE	Tualatin is served mainly from the City of Portland through the Bull Run and groundwater systems. This water is gravity fed, and any additional local pumping is included in building energy. Treatment energy is not included because it occurs outside the city boundary.
Building energy: Energy Generation Supplied to the Grid	NO	No significant activity identified within Tualatin's geographic boundary. Some local community solar is likely but expected to be insignificant, with the exception of the solar generation by the city mentioned in the report.
Building energy: Agriculture, Forestry, and Fishing	NO	No activity identified within Tualatin's geographic boundary.

Building energy: Fugitive emissions from Coal Production	NO	No activity identified within Tualatin's geographic boundary.
Transportation: Rail	NE/IE	A short strip of freight rail track is located inside Tualatin. The emissions associated with this are expected to be insignificant and because there are no freight stops within the community, this can be excluded by protocol. A short section of TriMet light rail is located inside Tualatin. The community's share of transit emissions, including the WES rail, are included in on-road transit emissions.
Transportation: Aviation	NO	Aviation emissions within the GPC are specific to air travel that is confined to the Community's geographic boundary; no such activity identified within Tualatin's geographic boundary. That said – the community's air travel emissions for flights that extend beyond the community's boundaries are estimated and included as an Other Scope 3 emissions source. These emissions represent an estimate of air travel emissions by community residents for transboundary trips outside of the community's geographic boundary.
Transportation: Waterborne navigation	NO	There are no marinas along the Tualatin River where it borders the city. Any fuel use for small craft (such as fishing boats) is expected to be insignificant and likely to be included in transportation fuel sales.
Agriculture, Forestry, and Land Use	NO/NE	No livestock activity or industrial-scale agriculture activity identified within Tualatin's geographic boundary. Land Use change emissions from development is not expected to be significant, but data was not available.

Electricity

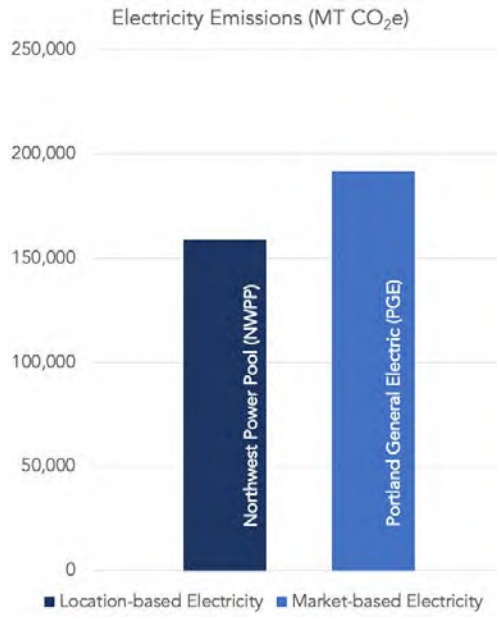
Activity data was collected from Portland General Electric (PGE). Data was collected directly from the utility, including percentage of RECs purchased. A split for commercial and industrial uses was not available.

The Community Inventory Protocol (GPC) requires that communities report electricity emissions using two accounting methods: location-based and market-based.[14] **Market-based accounting** is based on the GHG intensity of electricity contracts with local utilities and is used in most of the figures presented in this report as the GPC protocols recommended methodology to track progress towards goals over time. **Location-based electricity accounting emissions** are calculated using the regional electricity grid's (Northwest Power Pool, NWPP) GHG intensity and represent the average impacts of electricity use and efficiency efforts.

[14] For details visit http://www.ghgprotocol.org/scope_2_guidance.

- **Location-based method** (or regional grid) multiplies an organization's electricity use by the average emissions intensity of a specific regional electricity grid that is published by the Environmental Protection Agency (eGRID 2019). Note that over time there may be differences in emissions results for inventory years due to the use of an updated eGRID emissions factor (typically released every 1-2 years). Location-based electricity accounting offers a means of assessing the average impacts of electricity use on the regional electricity grid.

Figure 14: Electricity emissions using both accounting methods



- **Market-based method** (or utility-specific) represents emissions specific to the utility and takes into account community purchase of renewable energy certificates. Market-based electricity accounting is commonly used for target and goal tracking and is useful to assess and manage GHGs associated with electricity generation and supply. It also highlights benefits for energy efficiency actions, particularly in communities served by utilities with very low GHG electricity. That is, the less electricity used in the community, the more low-GHG electricity there is available for export to communities with more GHG intensive electricity sources.

Appendix D: Summary of Data and Emissions Factors

Emissions Category	Category Description
Building Energy (Stationary Energy in GPC Protocol)	
Residential Energy	*These categories include direct emissions from natural gas, fuel oil, and propane combustion by the residential, commercial, and industrial sub-sectors within the geographic boundary. Also includes the emissions from grid electricity used by the same sub-sectors for the same geographic boundary.*
Commercial Energy	
Industrial Energy	
Electricity and natural gas data provided by Portland General Electric, Northwest Natural Gas, Calpine, and Constellation Energy. Electricity and gas data included information on retail sales and participation in renewable electricity and carbon offset programs. Residential and commercial fuel oil and propane use was estimated using state-level per capita 2019 fuel usage data downscaled by Tualatin's 2019 population. Emissions factors for natural gas, fuel oil, and propane are from U.S. EPA's emissions factors hub and The Climate Registry's 2018 Default Emissions Factors and are considered highly accurate. Location-based electricity emissions factors are taken from EPA eGRID 2019 data for the Northwest Power Pool (NWPP) sub-region. Market-based electricity accounting emissions factors for electric utilities are taken from Oregon Department of Environmental Quality's report titled, *2010 – 2019 Greenhouse Gas Emissions from Electricity Use*. Available online at https://www.oregon.gov/deq/aq/programs/Pages/GHG-Emissions.aspx. Utility data is considered highly accurate; non-utility data (e.g., fuel oil and propane) is considered to have medium accuracy.	
Fugitive Natural Gas System Emissions	*Fugitive loss of natural gas from the local product distribution system.*
Northwest Natural Gas reported a 0.12% system leakage rate. Note that the NWN reported rate is less than half of the protocol default proxy value of 0.3%. This data is considered highly accurate.	
Transportation	
On-Road Energy	*Direct emissions from gasoline and diesel for passenger & freight transportation.*
Fuel sales data for gasoline, diesel, propane, and compressed natural gas (CNG) was provided by the ODOT Fuels Tax Group. It quantifies the total volume of fuel sold within city borders. This data is considered highly accurate. This is following the Fuel sales methodology from the GPC. It has the advantage of being inexpensive to collect and easy to compare across years.	
Transit	*Direct emissions from gasoline and diesel (on-road) and electricity (light rail) for passenger transit transportation.*
Emissions data was collected from TriMet Transit District's Operational GHG inventory. These emissions were estimated and downscaled by Tualatin's population to TriMet's service territory. Data	

received from TriMet is considered highly accurate; however, the estimate based on population is considered moderately accurate.	
Rail - Passenger & Freight	*Direct emissions from gasoline and diesel for passenger and freight transportation within the geographic boundary.*
WES emissions are included in transit emissions. No Amtrak or other passenger rail activity occurring in the boundary. A short strip of freight rail track is located inside Tualatin. Data was not available, and emissions are expected to be insignificant. Furthermore, most transportation emissions are based on fuel sale data, of which no fuel is sold for rail uses.	
Off-Road	*Direct emissions from gasoline and diesel for off-road vehicles such as construction equipment, etc.*
Fuel sales data for dyed diesel and biodiesel was provided by the ODOT Fuels Tax Group. This data is considered highly accurate, although there were no reported dyed fuel sales in 2019.	
Waste	
Landfill Solid Waste	*Fugitive methane emissions from mixed solid waste generated in the community regardless of disposal location.*
Tualatin has multiple destination landfills. For waste landfilled at Coffin Butte, Wasco, and Arlington landfills, EPA reported 2019 emissions were downscaled based on reported short tons from Tualatin customers. This methodology follows IPCC's first order decay model and is designated by EPA as EE-6 calculations. This activity data is considered highly accurate.	
Wastewater Treatment Process Emissions	*Fugitive nitrous oxide emissions from discharge of treated effluent (wastewater).*
Wastewater treatment plant process emissions for biogas combustion and effluent discharge are calculated using data provided by Clean Water Services staff. For biogas combustion data included square cubic feet per day of biogas and the percent methane in the biogas. For Nitrogen effluent discharge, data was not available and was estimated using ICLEI U.S. Community GHG Protocol methodology and service population. Emissions calculations for nitrification / denitrification are based on service population. This activity data is considered medium-to-highly accurate.	
Septic Systems	*Direct emissions from the combustion of biosolids (wastewater).*
Septic fugitive emissions were not estimated for this report and are expected to be minimal.	
Industrial Process & Refrigerants (Industrial Process & Product Use in GPC protocol)	

Refrigerants (Product Use in GPC protocol)	*Fugitive loss of refrigerants and other high GWP gases from building and vehicle air conditioning systems.*
Fugitive refrigerant loss and other non-industrial high GWP gas emissions are estimated using Oregon state-level data attributed to the community on a per capita basis. Activity data for state-level fugitive emissions from refrigerants, aerosols, and fire suppression systems is reported in the Oregon Department of Environmental Quality's (ODEQ's) Oregon Greenhouse Gas Inventory (as High Global Warming Potential [HGWP] sources) in quantities of CO_2e. Data used is from Oregon's GHG inventory includes HGWPs for the residential & commercial and transportation sub-sector (industrial emissions calculated separately, see Industrial Processes below). High GWP gas emissions are estimated from State of Oregon totals and therefore are considered as having mid-level accuracy.	
Industrial Processes	*Fugitive loss of industrial high GWP gases from industrial processes. Stationary building emissions (fuel combustion, etc.) are not included and are part of Building Emissions.*
Three applicable facilities inside the boundary were identified by the EPA FLIGHT tool and/or Oregon DEQ's air quality monitoring reports. These industrial facilities are required to report significant air quality and/or climate emissions. Only one of these had non-energy emissions. EPA reports include specific gases and quantities with clear separation of building energy emissions. Pre-calculated values used IPCC AR4 GWP values and were re-calculated to reflect more accurate IPCC AR5 GWP values. Building energy emissions were excluded to avoid double counting. Oregon DEQ reports total emissions in CO_2e and do not list specific high GWP gases or quantities, nor a split between Industrial Process and building energy emissions. Oregon DEQ was contacted with a request for an Industrial Process split which was provided. Emissions were reported using AR4 GWP values and were not possible to re-calculate using AR5 values. Other DEQ reported facilities either emitted biogenic emissions or 100% building energy emissions and were not included. This data is considered highly accurate.	
Imported Emissions	
Goods	*Upstream energy and process emissions raw material extraction, manufacturing, and out-of-state transportation of goods.*
Food	*Upstream energy and process emissions from the growing, processing and transportation of foods.*
Services	*Upstream energy emissions from air travel by community members from all airports regardless of location.*
Accurate data on quantities and suppliers for the goods and food consumed by community households is not readily available. Therefore, the State of Oregon's 2015 consumption-based emissions inventory (CBEI) was used to estimate these sources of emissions. State of Oregon CBEI results were downscaled for Tualatin using US Census Bureau data on households' income and number of households within various income brackets. Note that ODEQ conducts the Oregon CBEI every 5 years and therefore this	

methodology may not be used to estimate emissions on an annual basis. Emissions estimates were therefore adjusted for inflation and nationwide trends in spending between 2015 and 2019. Spending trends were taken from the Bureau of Labor Statistics.

Air travel is based on U.S. Census Data and Oregon's version of the UC Berkeley Household Cool Climate Calculator. Given the inventory year and that data is estimated from a large and complicated economic model, this activity data is considered as having mid-to-low accuracy.

Upstream Fuel Production	*Upstream energy and process emission from the production and distribution of natural gas, gasoline, diesel, and electricity consumed either directly or indirectly by the Community.*

Data for gasoline, diesel, natural gas, and electricity use is same as previously described. Lifecycle emissions factors for the various fuel types are provided by Oregon Department of Environmental Quality's Clean Fuels program carbon intensity scores. Upstream fuel and energy emissions are calculated as the difference between direct tailpipe emissions (reported under Transportation) and total lifecycle emissions. Activity data for electricity and natural gas is considered highly accurate while transportation fuel use is considered moderately accurate because the precise feedstocks for biofuels sold within the community is not readily available. Upstream emissions can vary significantly for biofuels depending on feedstocks and therefore calculated emissions are considered moderately accurate. Upstream emissions factors are for regulatory purposes and are therefore considered highly accurate.

Negative Emissions

Purchased Carbon Offsets	*Community purchase of verified carbon offsets.*

Carbon offsets purchased by Northwest Natural Gas account holders' participation in NWN's Clear Energy program were provided by the utility as therm-equivalents and MT CO_2e. This activity data is considered highly accurate.

APPENDIX 3: PUBLIC INVOLVEMENT & COMMUNICATIONS PLAN

Tualatin Climate Action Plan
Public Involvement Plan

Public Involvement Goals

- **Devote energy, scope, and budget to engage diverse communities and those who historically have been left out of public planning, such as communities of color and low income people**. We will create a welcoming and culturally relevant engagement program, and explicitly reach out to and prioritize feedback from those who are first and worst impacted by climate change.
- **Grow the relationships between the city and key stakeholders from underrepresented communities** to strengthen the results of this outreach and build trust with community members.
- **Be clear and transparent about decision-making at every step.** We will communicate complete, accurate, understandable, and timely information to the public and partners throughout the project. Community members will know their role in shaping the plan and will be able to understand how important decisions are made.
- **Listen to the public and follow-up.** We will practice active listening to better understand the lived experiences of community members, and we will follow-up with how we incorporated (or didn't incorporate) what they shared into the Climate Action Plan. Listening to understand, not respond, and following up with the public, will help create community ownership of the plan and help people "see" themselves in it.
- **Create accessible outreach materials and opportunities.** We will meet people where they are, in their preferred language, and when it is convenient for them.
- **Be flexible.** We know it will take time to build relationships and build community awareness and understanding of climate change and the Climate Action Plan. We will be flexible and respond to community needs.

Public Involvement Schedule

Phase 1: Build awareness and understanding (Spring – Summer 2022)

Goals: Introduce the project to the public, build relationships with hard-to-reach populations, and develop community awareness and understanding of climate change and what a Climate Action Plan is.

Activity	Purpose	Status	Key Takeaways
Community Meetings and Events Ongoing	Share information about the project at English-language and Spanish-language community events and meetings.	Phase 1 Outreach Complete	**Top concerns:** Wildfires and smoke, drought, protecting the ecosystem and the river, and extreme weather. **Want to learn more about:** What actions will have the most impact, how we can work together, protecting animals, bioswales and rain gardens, how to drive less and improve access to bicycling, and what other cities are doing about climate change

Diverse Stakeholder Engagement Ongoing	Build relationships with communities of color, low-income people, and others who have historically been left out of public planning who we will engage and involve throughout the project.	Phase 1 Outreach Complete	**Presentation to Tualatinos:** Discussed the importance of educating people, especially children, about how to take care of the environment; interest in how builders create environmentally friendly buildings; desire to learn more about how to help.
Project Website Launch Spring 2022 Ongoing updates	Share information about the project. The website will be updated regularly and will provide opportunities for community input that align with project milestones.	Launched	**Comment form feedback:** A Climate Action Plan matters because it lays out steps to address climate change and shows the community's commitment to future generations. People are concerned about the impacts of climate change, especially to animals and pets.
Project Factsheets and Graphics	Provide information about the project and opportunities for community engagement.	Complete	Check out the factsheet here!

Phase 2: Gather feedback on draft adaptation and mitigation actions (Fall - Winter 2022)

Goals: Continue developing relationships with diverse communities, share initial adaptation and mitigation strategies with community members, and provide opportunities for engagement and feedback.

PI Activity	Purpose	Status	Key Takeaways
Diverse Stakeholder Engagement Ongoing	Build relationships with diverse stakeholders to engage and involve throughout the project.	Phase 2 Outreach Complete	• People were concerned about water availability, future water scarcity, and air quality during fire smoke events. • Access to a place with clean air and cooler temperatures (and ACs) in the summer is important. The cost of running ACs is a concern. • Many would like to learn more about climate change and what actions have an impact. Additionally, how can communities work together? • Health during extreme weather conditions was a worry - especially for those who work outside and may not be able to support their

			families if it is too dangerous to work. ● Businesses are worried about their bottom line when reducing their work hours due to extreme weather or fire smoke events.
Online Open House #1 Fall 2022	Provide project overview and update, present initial adaptation strategies and mitigation actions, and gather feedback from community members. Open houses to be developed in English and Spanish.	Complete	● During extreme weather events, people are most concerned about **power outages, the cost to cool or heat their homes or businesses, dangerous driving or bicycling conditions** during heavy rain or winter storms, and air quality during wildfires. ● People need help **- financial assistance or more information** - to prepare for and take care of themselves during extreme events, and to reduce their emissions (i.e., putting solar panels on their home, buying a new electric or hybrid car, etc.).
Interactive Workshops Mid-Late Fall 2022	In these 2 hour workshops, participants will learn about the project and discuss the needs of impacted groups. Our goal will be to determine what support stakeholders need and help them understand the CAP and the initial draft adaptation and mitigation actions and strategies.	Complete	● **Access to information is key during, and in preparation for, extreme weather situations.** Information should be specific, easy to understand, and provided in Spanish and English. ● **Everyone is worried about power outages.** Students are especially worried if school has to go online during winter storms. ● Homeowners and small businesses would benefit from **education and information about what to do first** (i.e., install a heat pump, go solar, install smart irrigation, etc.). ● Small business owners are concerned about **how climate change will impact their bottom line** (i.e., the financial impacts to their business), which directly affects their ability to support their families.

Community Meetings and Events Ongoing	Share information about the project at English-language and Spanish-language community events and meetings.	Phase 2 Outreach Complete	***Attended Tualatinos and Latino Business Networking meetings, the Tigard Farmers Market, and a Chamber of Commerce networking event.*** ● Many business owners are concerned about how climate change will affect employees and their families, especially people who work outside (i.e., construction, agriculture, and landscaping). ● Access to information in Spanish through trusted sources is important. ● Many asked about resources for small businesses and information about what businesses can do. ● People were excited the City was creating a CAP. One person mentioned that they would like to install a heat pump, but it is cost prohibitive.
Website updates Ongoing, monthly	Share information about the project. The website will be updated regularly and will provide opportunities for community input that aligns with project milestones.	Ongoing	

Phase 3: Share draft Climate Action Plan (Winter – Spring 2023)

Goals: Continue developing relationships with diverse communities; share draft Climate Action Plan with community members and provide opportunities for engagement and feedback.

Activity	Purpose	Status	Key Takeaways
Diverse Stakeholder Engagement Ongoing	Build relationships with diverse stakeholders to engage and involve throughout the project. Facilitate hand-off of relationships to the City of Tualatin for sustained relationships.	Ongoing	
Community Meetings and Events Ongoing	Share information about the project at English-language and Spanish-language community events and meetings.	Ongoing	

Online Open House #2 Late Spring – Early Summer 2023	Share draft Climate Action Plan and gather feedback from the public. Open houses to be developed in English and Spanish.	Upcoming
Local Business Outreach Late Spring – Early Summer 2023	Share information about the draft Climate Action Plan with local businesses, gather feedback and understand concerns.	Upcoming
Website updates Ongoing, monthly	Share information about the project. The website will be updated regularly and will provide opportunities for community input that aligns with project milestones.	Ongoing

APPENDIX 4: STAKEHOLDER WORKSHOPS SUMMARY

Stakeholder Workshops Summary

Background

The project team engaged stakeholders from state and local agencies, the energy utilities that serve Tualatin, non-profits, and businesses to gather feedback and inform the development of the Climate Action Plan. The project team convened seven workshops, one meeting per focus area. Three workshops focused on climate adaptation, with deep dives into natural systems, resources, and infrastructure, human health and safety, and economic shifts. Four workshopsfocused on reducing greenhouse gas emissions, with deep dives into buildings and energy, urban form and land use, transportation, and consumption.

Adaptation workshops

In June 2022, 22 individuals from 11 organizations participated in stakeholder workshops focused on adapting to climate change.

The purpose of the adaptation-themed workshops was to share information and solicit input on the following topics:

- The current and future impacts of climate change in Tualatin
- The role(s) that your business or organization can play in ensuring successful adaptation to a changing climate
- What information and/or help do you need to start adapting to the changing conditions?
- How can the City of Tualatin help you move forward?

Natural Systems

Participants

Name	Title	Organization
Rich Mueller	Parks & Rec Manager	City of Tualatin
Carol Murdock	Water Resource Program Manager	Clean Water Services
Scott Wagner	Nature & Trails Specialist	Tualatin Valley Parks & Rec
Jonathan Taylor	Economic Development Manager	City of Tualatin
Paris Edwards	Climate Specialist	ODOT
Rachel Sykes	Public Works Director	City of Tualatin
Bert Olheiser	Street/Storm/Sewer Division Manager	City of Tualatin
Nic Westendorf	Deputy Public Works Director	City of Tualatin
Maddie Cheek	Management Analyst	City of Tualatin
Terrance Leahy	Water Division Manager	City of Tualatin
Josh Proudfoot	Director, Climate and ESG	Good Company, a division of Parametrix
Beth Miller	Scientist	Good Company, a division of Parametrix

Key takeaways

The natural systems, resources, and infrastructure discussion focused on the following impacts:

- **Trees** – It is important to consider changing climate conditions when selecting and replanting trees to maintain existing canopy cover and increase canopy cover in areas that need it.
- **Water** – The Bull Run watershed, Tualatin's primary drinking water source, faces threats from climate change. Threats include algae blooms due to excessive heat and reduced tree cover due to excessive heat and fire conditions, which could exacerbate heat and reduce shading, negatively impacting the ecosystem and water quality.
- **Heat** - Maintenance staff out working in the heat will need additional support, protective measures, and creative solutions to deal with hotter temperatures. Infrastructure will need to be designed to withstand the future temperature ranges.
- **Fire** – The threat of wildfire in Tualatin is minimal, but some outlying neighborhoods may be in danger. The City could benefit from investing in Firewise outreach to increased preparedness. Partner agencies in the region (Tualatin Valley Parks and Recreation District and Clean Water Services) have already completed fire resiliency studies. These could be a good resource for the City of Tualatin to use.
- **Flooding** – Tualatin's downtown area is in serious flood danger. Need to increase stormwater retention and design parks and other areas so that they are able to serve as stormwater retention in the event of a serious flooding event.

Health & safety (People)

Participants

Name	Title	Organization
Sarah Allison	Sustainability Analyst	Clackamas County Sustainability & Solid Waste
Greg Pickering	Interim Police Chief	City of Tualatin
Armando Jimenez	Public Health Programs Manager	Clackamas County Public Health
Tom Bozicevic	Technical Specialist	OSHA
Julie Ludemann	Parks & Recreation Supervisor	City of Tualatin
Troy Gagliano	Local Govt Affairs	PGE
Tangerine Behere	Service Planner	Tualatin Ride Connect
Betsy Rodriguez-Ruef	Community Engagement Coordinator	City of Tualatin
Ally Parzych	Director of Development and Community Partnerships	Vision Action Network
Jonathan Taylor	Economic Development Manager	City of Tualatin
Josh Proudfoot	Director, Climate and ESG	Good Company, a division of Parametrix
Beth Miller	Scientist	Good Company, a division of Parametrix
Nic Westendorf	Deputy Public Works Director	City of Tualatin
Maddie Cheek	Management Analyst	City of Tualatin

Key takeaways

The health and safety (people) discussion focused on the following themes:

- **Social cohesion** – Relationships between people are crucial to building resilient communities. Outreach to marginalized communities will require lots of work to build and improve trust. Building relationships with neighboring communities can help to improve social cohesion and use resources more efficiently.
- **Shelter** – More public refuge in parks, at transit stops and centers, and in buildings is needed to keep people safe during heat and smoke events in particular.
- **Health** – There are very real physical and mental health impacts from climate change. Development of a household resiliency kit to help people prepare for likely Tualatin climate hazards could help to increase preparedness.

Economic Shifts

Participants

Name	Title	Organization
Matt Kaiser	Senior Policy Analyst, Legislative Coordinator	OSHA
Anneleah Jaxen	CEO	Tualatin Chamber of Commerce
Jonathan Taylor	Economic Development Manager	City of Tualatin
Liz Miller	Sustainability Manager	Pacific Foods
Nic Westendorf	Deputy Public Works Director	City of Tualatin
Maddie Cheek	Management Analyst	City of Tualatin
Josh Proudfoot	Director, Climate and ESG	Good Company, a division of Parametrix
Beth Miller	Scientist	Good Company, a division of Parametrix

Key takeaways

The economic shifts discussion focused on the following themes:

- **Difficult conditions for businesses** – Many businesses are fighting for survival following the COVID-19 pandemic and recent economic conditions. This makes it challenging to look to the future and prioritize climate action at the moment.
- **Need for information and resources** – The City of Tualatin needs to develop a long-term, ongoing outreach plan to engage more businesses to provide education about coming conditions, training on new OSHA rules pertaining to heat, fire, and smoke.

Mitigation workshops

In October 2022, 31 individuals from 14 organizations participated in stakeholder workshops focused on reducing carbon emissions.

The goals of the mitigation-themed stakeholder workshops were to share information and solicit input on the following topics:

- Climate science basics (Climate 101)
- The current and future impacts of climate change in Tualatin (Future physical conditions)
- Tualatin's community carbon footprint and best practices and barriers to reducing emissions

- The role(s) that organizations and businesses can play in decreasing carbon emissions in the community
- The role(s) that the City of Tualatin can play to support organizations and businesses in decreasing carbon emissions in the community

Buildings and energy

Participants

Name	Title	Organization
Roger Kainu	Energy Analyst	Oregon Department of Energy
Hannah Cruz	Senior Stakeholder Relations and Policy Manager	Energy Trust of Oregon
Troy Gagliano	Manager, Local Government Affairs	PGE
Nina Carlson	Government Affairs Representative	Northwest Natural
Jonathan Taylor	Economic Development Director	City of Tualatin
Jerianne Thompson	Library Director, DEI Officer	City of Tualatin
Jacob Buchannan	Operations Manager	CenterCal | Bridgeport Village
Josh Proudfoot	Director, Climate and ESG	Good Company, a division of Parametrix
Beth Miller	Scientist	Good Company, a division of Parametrix
Nic Westendorf	Deputy Public Works Director	City of Tualatin
Maddie Cheek	Management Analyst	City of Tualatin

Key takeaways

Themes from the buildings and energy stakeholder workshop included:

- **Education and information sharing** – The City can play a big role to help with education and amplification of existing programming (e.g. from Northwest Natural, PGE, Energy Trust of Oregon).
- **Barriers to action** – Cost seems to be the biggest barrier for folks to reduce greenhouse gas emissions right now.
- **Relationship building and partnerships** – Ongoing relationships between city and commercial/industrial actors needed to ensure they feel supported and have education and resources needed to tackle GHG mitigation.
- **Policy makers have a role to play** – Policy changes can and must play a role in speeding this up
- **A “one-size-fits-all" approach won’t work** – Different folks have different needs; there can’t be a one-size-fits-all approach to solutions or communications. Messaging and targeted different groups’ unique needs must be responsive to this.

Urban form and land use

Participants

Name	Title	Organization
Erin Engman	Senior Planner	City of Tualatin

Mike McCarthy	City Engineer	City of Tualatin
Steve Koper	Assistant Community Development Director	City of Tualatin
Steve Kelley	Senior Planner	Washington County
Jerianne Thompson	Library Director, DEI Officer	City of Tualatin
Jonathan Taylor	Economic Development Director	City of Tualatin
Anouksha Gardner	Strategic Partnership Manager	The Street Trust
Josh Proudfoot	Director, Climate and ESG	Good Company, a division of Parametrix
Beth Miller	Scientist	Good Company, a division of Parametrix
Nic Westendorf	Deputy Public Works Director	City of Tualatin
Maddie Cheek	Management Analyst	City of Tualatin

Key takeaways

Themes from the urban form and land use workshop included:

- **There are many chicken and egg situations when it comes to urban form and land use** – At some point the infrastructure must be established in order to get people to use it, but this requires political will. Decision makers need to accept that some things might not be utilized right away, but options do need to be provided.
- **Identifying information gaps** – There are a handful of unknowns/information gaps that the City could benefit from better understanding (e.g. the types of trees the City should be planting moving forward given changing climate conditions, which may result in a revised tree species list)
- **Policy changes are needed –** Code updates are needed to make some of these best practices materialize in reality.
- **There are unmet funding needs –** These needs can prevent best practices from being adopted currently (E.g. Funding to incentivize blended development and mixed use neighborhoods, or transit incentives)
- **Equity must be considered and prioritized** – To ensure that changes to code and distribution of funding and other resources is equitable.

Transportation – modes and fuel switching

Participants

Name	**Title**	**Organization**
Basil Christopher	Bicycle and Pedestrian Coordinator	ODOT
Juliae Riva	Clean Fuels Program Grants Coordinator, Transportation Electrification	PGE
Troy Gagliano	Manager, Local Government Affairs	PGE
Tangerine Behere		Ride Connection
Brett Hoffman	Building Maintenance Technician	City of Tualatin
Mike McCarthy	City Engineer	City of Tualatin

Josh Proudfoot	Director, Climate and ESG	Good Company, a division of Parametrix
Beth Miller	Scientist	Good Company, a division of Parametrix
Nic Westendorf	Deputy Public Works Director	City of Tualatin
Maddie Cheek	Management Analyst	City of Tualatin

Key takeaways

The transportation – modes and fuel switching stakeholder discussion focused on the following topics:

- **Communication and education** – Amplify, promote, or educate folks on existing programs and options to switch transportation modes and/or fuels.
- **There is a desire for the City of Tualatin to lead by example** – By reducing or offsetting transportation-related emissions (e.g. the City should electrify its own fleet and share that story with the public (this work is in progress as of spring 2023), adopt a city policy that requires carbon offsets to be purchased for any business-related flights).
- **Partnership is key** – The City must partner with local transit agencies and major employers in Tualatin others to reduce barriers to low-carbon transit.
- **Incentives are important** – Consider creating policies that incentivize public transportation and make use of alternative transportation modes more appealing to residents and workers in Tualatin. It is important to lead with solutions/better alternatives instead of taking convenience and ease away from folks with no backup plan. Equity issues embedded in this as well.

Consumption – food and goods

Participants

Name	Title	Organization
Travis Comfort	Municipal Contract Administrator	Republic Services
Elaine Blatt	Senior Policy and Program Analyst	Oregon Department of Environmental Quality
Ricardo Palazuelos	Bilingual Community Outreach Specialist	Washington County
Carolina Martins	Sustainability Specialist	Washington County
Liz Miller	Sustainability Manager	Campbells
Lindsay Marshall	Management Analyst	City of Tualatin
Josh Proudfoot	Director, Climate and ESG	Good Company, a division of Parametrix
Beth Miller	Scientist	Good Company, a division of Parametrix
Nic Westendorf	Deputy Public Works Director	City of Tualatin
Maddie Cheek	Management Analyst	City of Tualatin

Key takeaways

The consumption – food and goods stakeholder workshop focused on the following themes:

- **Building trust is key to enable borrow/sharing at a large scale to work** – trustworthy programs, groups, and/or venues must be established. Folks also need to trust that they'll be able to borrow what they need when they need it to deter them from buying new.
- **A one-sized-fits-all approach will not work –** Must tailor messaging to be culturally appropriate, goal-specific, and it must be communicated through the right channels to reach the right folks.
- **More venues are needed where folks can borrow, share, buy used/durable items, and/or drop off unwanted items that are still in good shape.** "One stop shop" for disposal has worked for other places – reduces barriers to sorting and time spent trying to get items to the right places.
- **Education and communications** –The City of Tualatin can play a huge role in educating the public (E.g. what local repair shop options exist, meal planning and food storage).
- **Right message, right place, right time** – It is important to communicate and educate about these issues as people come into contact with them (e.g. flyers about food waste reduction at grocery stores and restaurants).
- **Consistency and coordination** – Consistent messaging and collective efforts needed to ensure that folks are receiving the same messages consistently in many places.

APPENDIX 5: FALL 2022 OUTREACH SUMMARY (CREATING THE PLAN)

TUALATIN CLIMATE ACTION PLAN

FALL 2022 OUTREACH SUMMARY

The City of Tualatin conducted public outreach between September and November 2022 to share information about the development of the City's first Climate Action Plan (CAP) and to solicit feedback that will inform the CAP. In this phase of outreach, the City of Tualatin shared information about what Tualatin's climate is projected to be like by the end of the century and how community members can help reduce their impact on climate change. The City also solicited feedback about what help people need from the City to cope with the impacts of climate change and reduce their greenhouse gas emissions.

Over 250 people were engaged through this phase of outreach. Opportunities for engagement, as well as highlights from the feedback received, are summarized below.

Opportunities for engagement

- **1 Online Open House** offered in Spanish and English with a total of 69 responses (67 in English, 2 in Spanish); available from September 24 – November 13, 2022.
- **3 in-person workshops** with a total of 45 participants. Spanish interpretation was available at all workshops.
    - Households and Interest Groups: 17 total participants (12 English, 5 Spanish)
    - Youth: 21 total participants (20 English, 1 Spanish)
    - Small Businesses. 7 total participants (4 English, 3 Spanish)
- **2 In-person tabling events (Tigard Farmers Market and Tualatin Public Library)** with approximately 165 people engaged.
- **4 Latino Business Network meetings** attended where information about the workshops and online open house was shared.

How engagement opportunities were promoted:

- Mailers sent to all addresses within Tualatin advertising the online open house.
- Social media posts to the City's Facebook page and Instagram account.
- An article in the local newspaper, Tualatin Life, promoting the online open house.
- Posts on the project website.
- Canvassing to local businesses.
- Tualatin Chamber of Commerce networking event.
- Emails sent to interested parties on the stakeholder list.



- Personalized emails to businesses and community groups in Tualatin.
- Promotion in the Tualatin Chamber of Commerce weekly newsletter.
- Phone calls to Spanish-speaking community members about workshops and online open house.
- Flyers promoting the open house in the Tualatin Public Library and local businesses.
- A-frame signs placed at Tualatin Community Park, Atfalati Park, the Lake of the Commons, and the entrance to the Tualatin River Greenway Trail promoting the online open house

Public Feedback Key Themes

Overall, participants expressed interest in reducing their greenhouse gas emissions and a desire for the City to do more to address climate change. Participants would like the City to **provide more information and opportunities** to learn more about how to reduce their emissions and how to prepare for extreme weather events, as well as **financial help or incentives** to off-set the costs of reducing their greenhouse gas emissions (i.e., installing solar panels or a heat pump) and adapting to climate change (i.e., weatherizing home and businesses and/or repairing damage), which can be cost prohibitive. Key themes are summarized below:

- **Access to information** is key during, and in preparation for, extreme weather situations. Information should be specific, easy to understand, and provided in Spanish and English. Participants expressed interest in a City-hosted "resource hub" as a one-stop landing place for information related to climate adaptation, emergency preparedness, and extreme weather.
- Everyone is worried about **power outages**. Students are especially worried about them if school has to go online during winter storms.
- **Hazardous road or sidewalk conditions** can make it unsafe to walk, bicycle, or drive to work or school during extreme weather.
- People need **resources to stay warm and safe** – at home or on the way to work or school.
- A City **incentivization or "green" certification program for small businesses** could be a way to encourage businesses to reduce their greenhouse gas emissions.
- Homeowners and small businesses would benefit from **education and information about what to do first** (i.e., install a heat pump, go solar, install smart irrigation, etc.).
- There was overall interest in a **public Climate Action Fair** to learn about resources, gather needed supplies and ways to be proactive, and learn how to reduce greenhouse gas emissions.
- Small business owners are concerned about **how climate change will impact their bottom line (i.e., the financial impacts to their business),** which directly affects their ability to support their families. There was also concern about extreme weather, which typically leads to a decrease in customers.
- The **City can act as conduit between community members and large entities** (like utility companies) to help Tualatin adapt to climate change and reduce greenhouse gas emissions.

- Spanish-speaking participants emphasized that they would like to **actively fight climate change**, rather than reacting to its effects. They raised the concern that while individual actions to reduce climate change should be encouraged, **institutional level changes and programs are needed to make real progress.**
- Many people want to make a difference, but they need **resources and support,** and they **want to feel that they are a part of a community working together**. Spanish-speaking participants were especially **interested in how community members can work together to make a positive impact** on the environment, society, and the economy (with an emphasis on the workforce). It was especially **important for these efforts to be community focused**, possibly channeled through a school or church group.
- **Youth participants expressed interest in implementing mitigation activities**, such as reforestation and recycling.

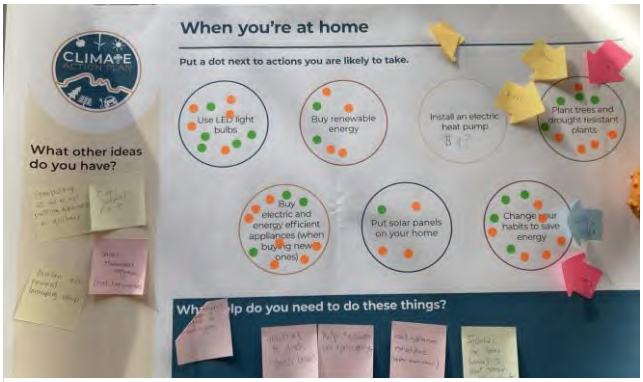
The workshop activities and online open house questions were both organized around "tools for adaptation" (how to deal with climate change impacts) and "actions for mitigation" (how to reduce your impact on the environment) and followed a similar line of questioning. The following summarizes the feedback from online and in-person participation around these themes.

Mitigation: Actions people can take to help slow climate change

Participants were asked how they would be willing to help reduce their greenhouse gas emissions and contribution to climate change by making changes at home, when traveling, and when buying things. During the in-person workshops participants were asked to put a dot by the actions they thought they could complete. Online participants selected the actions in each category they were likely to take.



When you're at home or your business



Poster from Households and Interest Groups workshop.

Participants expressed eagerness to make adjustments to their daily lives to mitigate climate change. The most frequently marked options in this category were to **use LED light bulbs, change your habits to save energy, and buying more energy efficient appliances.**

- **Top for Households:** Use LED light bulbs, change your habits to save energy, buy energy efficient appliances, and plant trees. For Spanish-speaking participants, using LED light bulbs and planting trees and drough resistant plants were top choices.
- **Top for Youth:** For both English and Spanish participants, use LED light bulbs, change your habits to save energy, heat or cool your space using clothes, shade, or fans, reduce food waste, and plant trees.
- **Top for Small Business:** Install an electirc heat pump or solar panels, and buying renewable energy. For Spanish-speaking participants, installing solar panels was the top choice.
- **Top for online open house:** Use LED lightbulbs, buy energy efficient appliances, and change your habits.

When you buy things

At the workshops, most of the actions in this category had a similar number of dots and check marks, and all had been selected by nearly half of all participants in that group (except in the Small Business group). **Recycling was a very popular option, as was eating more plants, and buying fewer new things. Buying local and buying more used or durable items** were both the top selections in the Small Business group.

- **Top for Households:** Fairly even distribution across all choices, with eat more plants slightly higher. For Spanish-speaking participants, recylcing, eating more plants, and meal planning were top choices.
- **Top for Youth:** For both English and Spanish participants, there was a fairly even distribution across all choices, with recycling slightly higher.
- **Top for Small Business:** Even distribution across buying few new things, more used or durable items, reparing broken items, and buying energy efficient appliances. For Spanish-speaking participants, buying local and adapting sustainable purchasing policies were top choices.
- **Top online open house:** Recycling was the most popular option, followed by buying fewer new things and reparing broken items.

When you travel / Getting to and traveling for work

Responses to the “when you travel” category were less consistent than the other two. In the Youth workshop, **most participants were willing to carpool or walk, bike, roll, or skateboard when possible**, but only a few marked the other options. **Youth participants were also hesitant about using public transit** due to not feeling safe, routes and schedules being inconvenient, or not having parental permission.

- **Top for Households:** Walk, bike, roll, or skateboard when posible, buy an electirc or hybrid car, carpool, and take public transit. For Spanish-speaking participants, carpooling and taking public transit were top choices.

- **Top for Youth:** For both English and Spanish participants, carpool, and walk, bike, roll or skateboard were top choices.
- **Top for Small Business:** Working remotely (selected by all participants), coordinate carpooling, and electrifying the business vehicle fleet. For Spanish-speaking participants, wokring remotely was the top choice.
- **Top online open house:** Walk, bike, roll, or skateboard when posible, and buy an electric or hybrid car.

What help people need from the City to mitigate climate change

The City asked participants what help they needed to reduce their greenhouse gas emissions. The most common suggestions revolved around **education** or **providing financial incentives and/or assistance**.

Many participants highlighted that **many of the options are cost prohibitive and that finding the funds to complete these actions is an equity issue.** Any support the City could provide in stipends, incentives, or discounts towards actions would be helpful. An online commenter also brought up that many of these actions are impossible if you rent your home.

Many participants would be willing to take transit, walk, or bike if transit service and active transportation infrastructure were improved. Many felt that public transit is often not safe nor convenient, and dedicated paths for biking or walking are needed to encourage both.

Adaptation: How a changing climate impacts people



Changing climate patterns mean that Tualatin is seeing (and will continue to see) **more hot days per year, more wildfires and smoke, more severe rain and flooding, and more severe storms in the winter**. In this round of outreach, the City sought to understand what the community needs to deal with these severe weather conditions. n



During the in-person workshops, participants discussed how they cope with each extreme weather event and what help they need from the City to stay safe. Online participants were able to choose between a list of concerns about each climate impact and asked to select the top five things that made it hard to deal with each impact.

Key themes across all extreme weather scenarios

Across all four extreme weather scenarios, **needing to stay home (indoors) or not being able to get to work or school**, were the biggest concerns for workshop participants. People were particularly concerned about the **potential loss of income and feelings of isolation and depression** (especially for older community members). In the online open house, **loss of electricity** was the top concern in all but the Wildfires and Smoke category, where the top concern was **difficulty breathing or dangerous air quality.**

Below is a summary of the highlights from the feedback received:

- **Loss of work and income was a top concern, especially for Spanish-speaking participants.** Farmworkers were specifically mentioned as bearing this burden as they may not only have to work in unsafe conditions but may also have to forgo work (and thus income to support their families) if weather conditions make it unsafe to work.
- Inclement weather can make it hard or **unsafe for employees to get to work and/or work outside**. This was especially important to Spanish-speaking participants in the Small Businesses workshop.
- **Amplified negative impacts for certain populations** (particularly in terms of financial burden, risk of death, and safety). These included: People living in poverty, people with fixed incomes, hourly wage earners (may have to miss work and not get a paycheck during severe weather situations), farmworkers, and those without shelter or housing.
- **Damage caused by flooding or storms, and the resulting repairs** is a further financial concern, especially for those with limited resources. Many people also noted that they do not know what to expect during these types of events, and **more information is needed during and in preparation for them** (i.e., creating an emergency kit, plan for evacuation or reunification, etc.)
- **Transportation to school was a key issue at the Youth workshop**. Many participants walk to school, which extreme weather conditions can make difficult or even impossible. Participants suggested **adding bus routes to pick up students who live within a mile of school during inclement weather events** (as they are not served by school buses). Alternatively, **better service from public transportation** (i.e., more frequent service, more stops, or better stop shelters) would be useful.
- Youth workshop participants were very concerned about the **wellbeing of those most vulnerable to extreme weather** and what they need to cope and survive. Participants were eager to help each other and **create community systems of support**. Several participants were interested in working with the City to implement portions of the final CAP, which could include creating systems for mutual aid and care.
- Many participants expressed concern about **increased cost of electricity during peak times during the day.** Spanish-speaking workshop participants noted that excessive heat requires more use of energy to prevent food spoilage and create a safe working environment.

What help people need from the City to adapt to a changing climate

The City asked participants what help they needed to cope with the impacts of climate change. The most common suggestions revolved around **financial assistance, information sharing**, **and improving or expanding City services.** Below is a summary of the key suggestions and requests:

Provide financial assistance

- Provide access to supplies and money needed to **cope with and prepare for extreme weather**. This included air conditioners, generators, air filters or masks.
- Help people pay **electricity bills**, business and home **repairs** (after damage), and **rent** (especially important if people are not able to go to work). Spanish-speaking workshop participants suggested creating **programs to help businesses who are forced to reduce or close due to wildfire smoke.**
- Provide **blankets and warm coats**.
- **Support for low-income people** who may not be able to make expensive repairs or prepare/recover from extreme weather events.

Improve and expand City services, ordinances, and infrastructure:

- Quickly **restore services** during and after weather events (i.e., clearing roads, restoring power, etc.).
- Help accessing **alternative power sources,** such as generator, during power outages. This was especially important to Spanish-speaking participants in the Small Businesses workshop.
- **Change City zoning ordinances** to limit development in flood plains.
- Provide a **safe place to go** during extreme weather (especially important for people who can't afford or do not have heating and cooling).
- Provide **places to charge phones and devices** during a power outage.
- Provide **extra transit and school bus routes** when it is too dangerous to walk outside.
- Plant more **trees** to provide shade and mitigate climate change.
- Create **regulations that protect employees and distribute information** about how to access safety equipment (such as masks).

Provide more information:

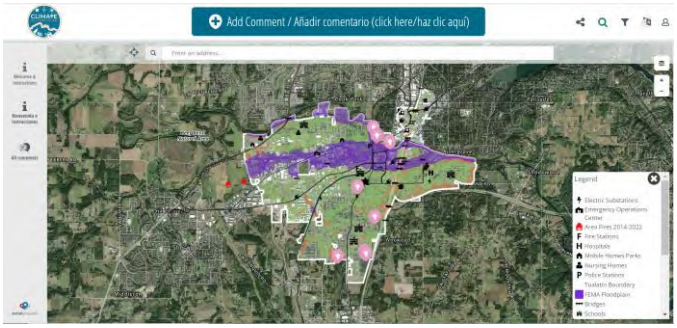
- **Opportunities to learn** about how to prepare an emergency kit, create an evacuation plan, prepare your home or business for disasters, what to do during an emergency, etc.
- How to **landscape with drought resistant** plants to reduce water use.
- Which **energy-saving improvements** (installing solar, heat pumps, pervious pavement/etc.) should people do first and how.
- **Stormwater management** for your home, business, and neighborhood.
- How to **reduce natural gas use** in a business.

- Information about **how business owners can protect their employees** during extreme weather events, which was especially important to Spanish-speaking workshop participants.

Create and leverage communication channels:

- Need for **emergency communications** so that people can help each other during emergencies, know where to go to access (i.e., food, water, etc.), and get updates.
- **Youth participants suggested using school communications,** Instagram and Facebook, signs in stores, mail, text flash alerts to communicate with them and the community.
- **Spanish business owners mentioned that radio is a useful tool for their community** as they often have the radio playing in the background.
- **Religious institutions or other community leaders** were suggested by Spanish-speakers as a good way to distribute information. Finding a trusted leader to share information with the Latino/a community is especially important as some community members may mistrust the government.

Additional feedback



In the online open house, participants had the opportunity to participate in an **interactive map.** Top comments revolved around a development in the southern Tualatin, where people were **concerned about trees being cut down.** Related, people suggested that the City create **clearer permitting and rules around how people remove and plant trees**. There were also location suggestions of where to place **water filling stations, ebike charging stations, and shade structures** (mostly near Tualatin Community Park).

Participants noted that many solutions to extreme weather (e.g., using AC, needing more electricity to control the temperature indoors, driving instead of walking because of heat/ice, buying more items to protect from weather), also contribute to climate change. Participants also suggested that City staff coordinate with other nearby cities and entities.

Spanish-speaking participants expressed **interest in learning about the root causes of climate change** and suggested a workshop focused on the topic. This was similar to a suggestion made by Youth workshop participants, who were interested in sharing information about climate change with their parents and guardians.

Who we heard from

Online Open House: Of the 74% of all respondents to the open house who shared their demographic data, the majority identified as white. The second largest racial or ethnic identity selected was Latino/a

or Hispanic (12%). About half of participants were between the ages of 25 to 64 and just over a third of all participants indicated that they were 65 years of age or older. About a third of participants had a household income between $40,000 to $99,999, a little over a quarter had a household income of $100,000 or above, and 20% indicated an income of less than $40,000. Most participants (38%) hold a postgraduate degree, 26% have a 2-year degree, and another 26% have a 4-year college degree.

Workshops: Of the 44 total workshop participants, 21 were 18 years old or younger and approximately nine (9) were either bilingual in Spanish and English, or predominately spoke Spanish.

What's Next?

The City of Tualatin will use the information gathered during this phase of outreach to inform the development of the draft Climate Action Plan, which will be shared with the public in a second online open house in Spring 2023.

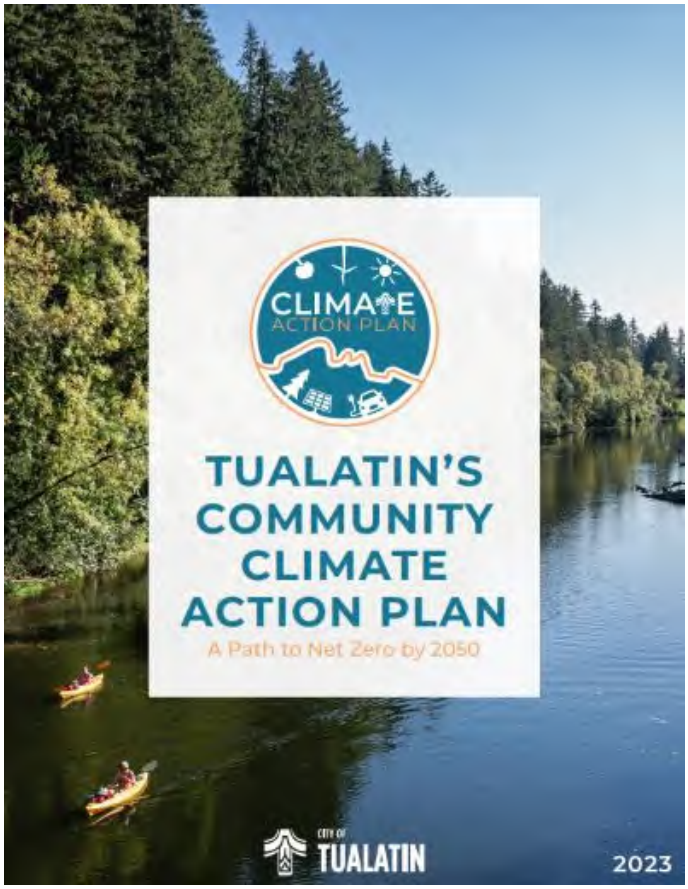
APPENDIX 6: FALL 2023 ENGAGEMENT SUMMARY (REVIEW DRAFT PLAN)

Tualatin Climate Action Plan

ONLINE OPEN HOUSE: A REVIEW OF THE CLIMATE ACTION PLAN

EXECUTIVE SUMMARY OF FEEDBACK

December 2023



jla
Public Involvement

Introduction

The City of Tualatin conducted the final online open house for review of the Community Climate Action Plan in fall of 2023. This open house was designed to share some key outcomes of the draft Climate Action Plan, offer participants the opportunity to read the full draft plan, gather input and level of community support on the desired out comes, and provide participants with tips and strategies for making changes in their own lives to reduce carbon emissions, also known as community-led actions. Feedback received through this outreach supported the City of Tualatin with completing the final draft of the CAP and with providing public feedback to Tualatin City Council on the public support for the desired outcomes of the climate action plan.

328 people participated in the online open house. Outreach was conducted in English and Spanish, with 2 participants completing the Spanish-language open house. These opportunities, as well as highlights from the feedback received, are summarized below.

How engagement opportunities were promoted

- **4 rounds** of social media posts on the City of Tualatin Facebook and Instagram pages.
    - The 4 rounds of posts on Facebook reached 971 people, resulting in 19 total clicks and 9 likes.
    - The 4 rounds of posts on Instagram reached 1081 accounts, resulting in 27 likes.
- **2 posts on NextDoor**
- **2 posts in each of the following Facebook groups:** Somos Tualatin, the Pili Group, and Tualatin Moms.
- Updates were provided on the **project website** and **received 315 views in English and 19 views in Spanish** for the period from October 13 to November 10.
- **2 emails** were sent to the project mailing list (112 individuals) to remind the community about the open house.
- **5 presentations to community groups** including the Community Emergency Response Team (CERT), the CIO Leadership Team, the Tualatin Parks Advisory Committee (TPARK), the Planning Commission, and the Tualatin High School Climate Activism Club.
- **2 tabling events**, one at the Library and another at the Juanita Pohl Center.
- **4 A-frame signs** placed in parks and near trails during the duration of the online open house.
- **1 ad in Tualatin Life.**
- **Postcards** mailed to every address in Tualatin.
- **31 flyers** distributed to businesses downtown/near the Lake of the Commons.
- **Homepage banner** on the City's website.

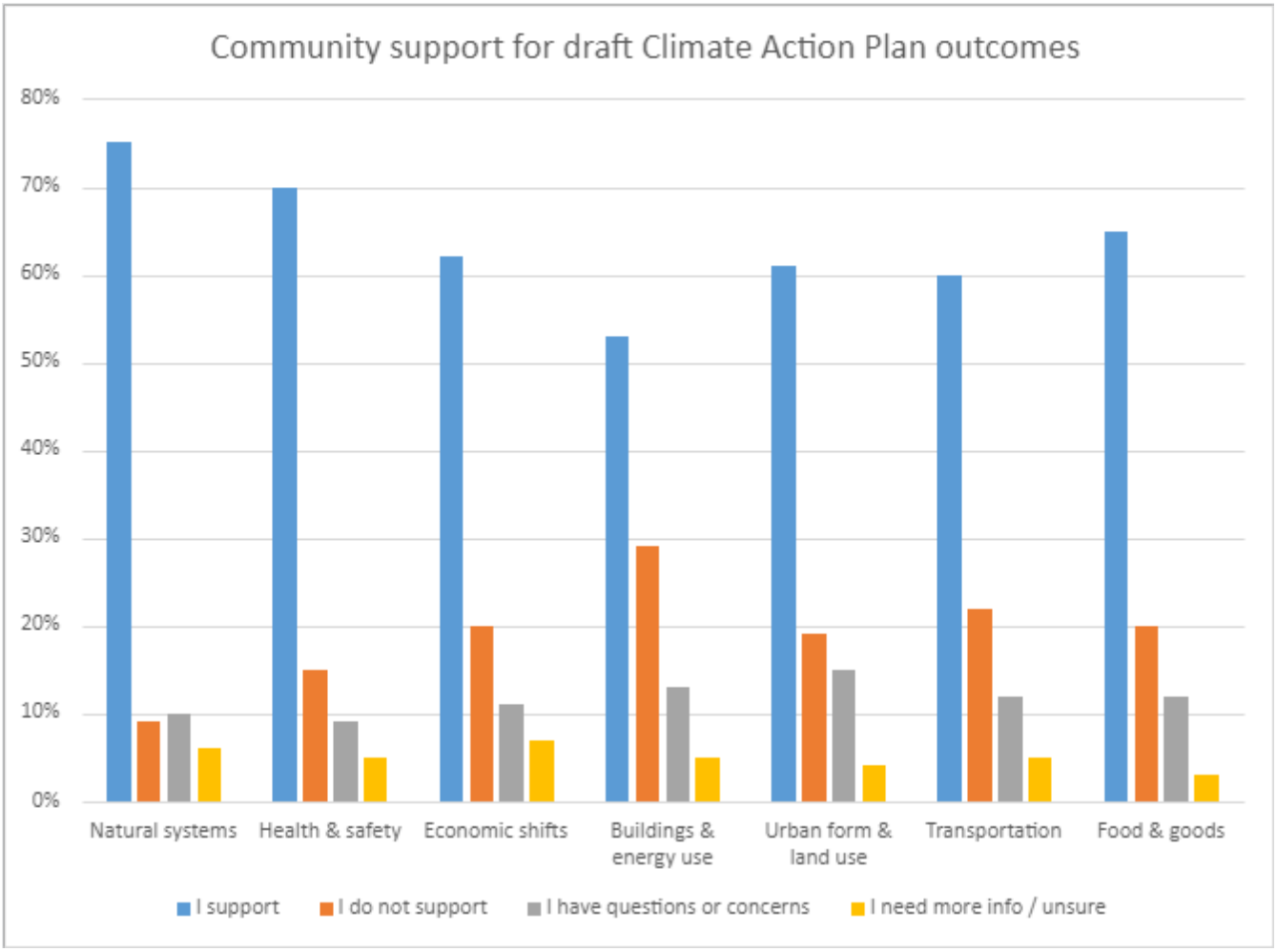
Key takeaways

The majority of participants who provided feedback in the online open house indicated support for the climate action strategies described in the Climate Action Plan (64% average across all seven focus areas). Others indicated they either have questions or concerns (12% average across all focus areas). About one fifth of participants indicated they did not support the actions included (19% average across all focus areas). A small portion of participants (5% average) indicated that they needed more information or were unsure how to respond.

It should also be noted that open ended response questions we're aimed at those with concerns or who did not support actions. Those who supported the ideas did not provide many additional comments. The resulted in more feedback when community members did not support an action, providing more insights as to what concerns the public may have.

Feedback ranged from very supportive to very unsupportive.

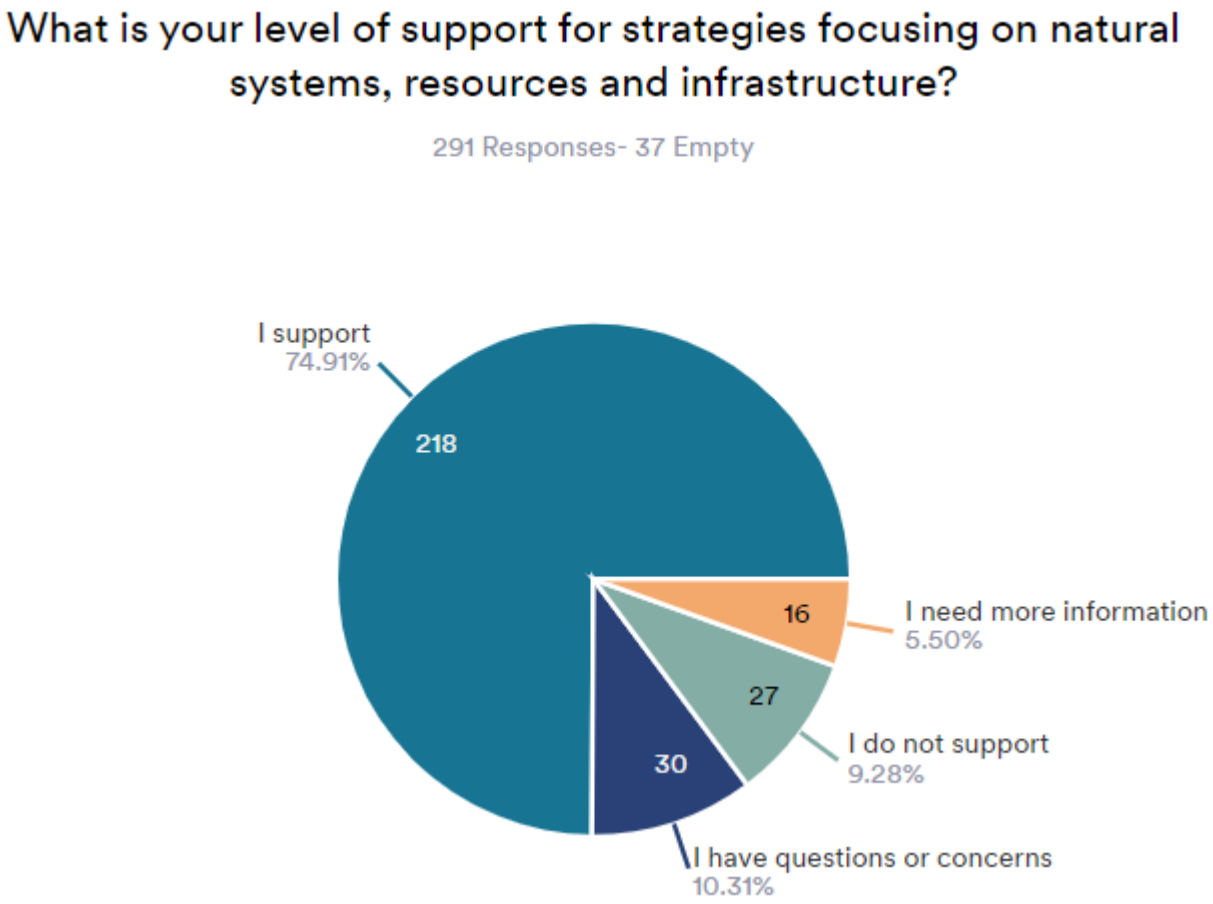
- Participants indicated their **support for taking action to address climate change** and were encouraged by the strategies and actions included. Many shared their experiences adopting some of the actions in their personal lives and seeing positive results.
- Many people have **concerns over banning natural gas**. The strategies included in the Focus Area 4: Buildings and Energy received responses that showed that 29% of the participants were not in favor (the most negative response received), while all other Focus Areas had between just 9 to 22% of responses not in favor. Actions impacting natural gas will need further public engagement.
- **Support was expressed for a city-wide composting program** and other efforts to support people in limiting their consumption and waste.
- Participants are interested in increasing access to local food in Tualatin, whether by providing more gardening options at schools and community gardens or establishing a farmers' market in Tualatin.
- Participants **support having more tree canopy,** and some encouraged the City to reduce the number of trees that are removed for new developments.
- There was **mixed feedback related to density** and a **lack of a common definition of what "density" means**. Several people mentioned that they do not want denser neighborhoods and made comparisons to Portland, stating they live in the suburbs specifically for more space. Others, however, complained about urban sprawl and its impacts on livability and the environment. The City will need to create a clear definition of what "density" means as future conversations take place.
- There also seems to be **mixed ideas about how dense developments impacts on the environment.** Comments cited removal of trees for housing and development as a negative but did not mention the benefits of the Urban Growth Boundary and thoughtful, dense development in protecting larger natural areas outside the urban area.
- There was **support for creating more a walkable/bikeable City**, either by locating desired services closer to housing or building safer infrastructure to support more non-car trips.
- Concern was expressed over the increased **cost, specifically taxes, to residents and businesses** to fund these projects.
- Several comments expressed that the **actions included are not affordable for many living in Tualatin**, including electric vehicles and building efficiency upgrades.
- Some people expressed that they **do not believe in the human impact on climate change** and do not feel the need to act.
- There was **concern expressed over the city government wanting to control personal actions** and behaviors. Terms like "globalist", "communist", and "socialist" were used.
- Some comments recommended **providing more incentives and educational resources for the changes that involve personal choice.**



Preparing for Climate Change

What is your level of support for strategies focusing on natural systems, resources and infrastructure? *(291 responses)*

75% support, 9% do not support, and 16% need more information or have questions/concerns



Tell us more about information you might need, concerns you have, or other comments for this section. *(Summary of comments)*

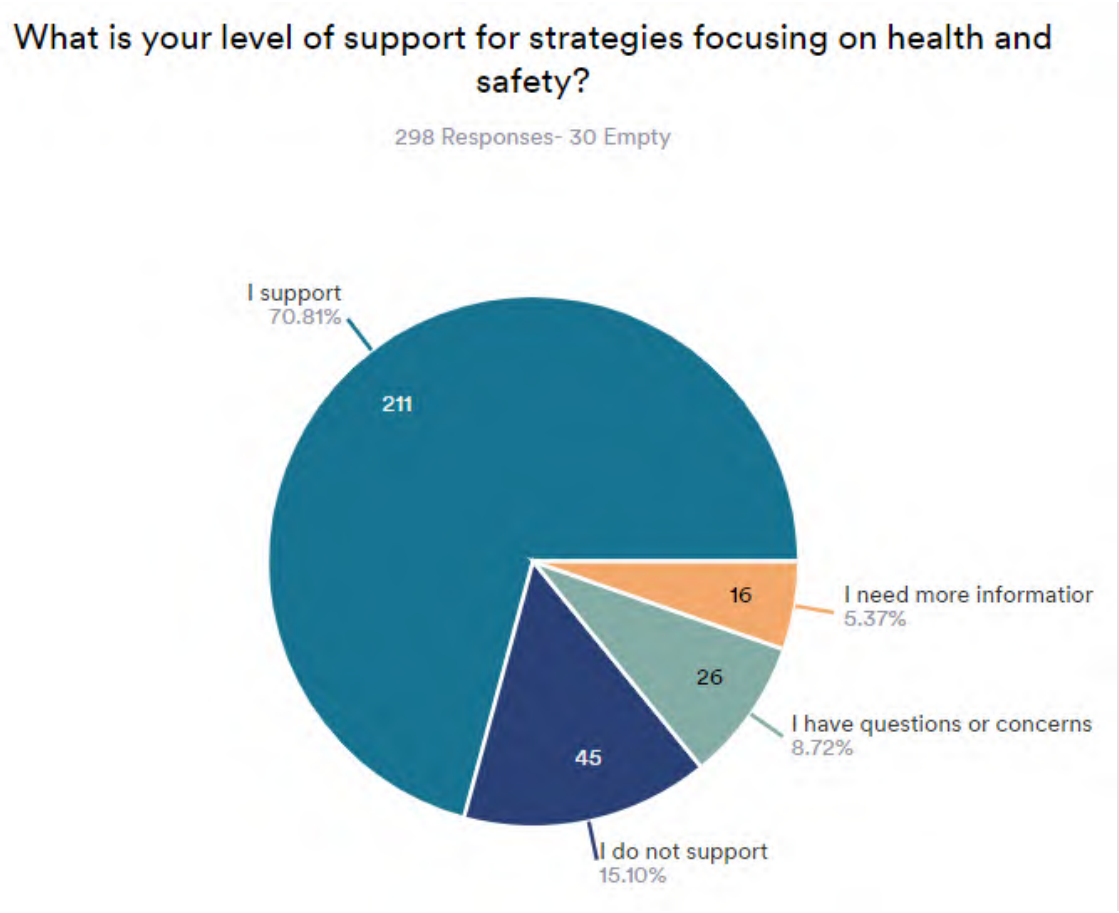
Of the 291 respondents, 101 (35%) provided written responses for the natural systems, resources, and infrastructure section. Key themes from the comments on this section include:

- Some participants emphasized the **importance of natural strategies** such as drought-tolerant trees, green spaces, and native landscaping. Comments mentioned incentives for native landscaping and planting for habitat, and for energy efficiency.
- Some brought up the **removal of old growth trees in the area due to development**, and how this is counterproductive to the plan.
- Some participants emphasized the **importance of shade**, both natural and artificial.
- **Support** was expressed for specific actions like **reducing concrete, improving walkability, and increasing mass transit options.**
- Skepticism was raised about the **effectiveness of the proposed actions**.
- **Generally speaking, there was interest in or support for the draft strategies.** However, there was some skepticism or disagreement related to those strategies being linked with climate change or climate action.
- **Disagreements with or mistrust** of the underlying science and/or **concern** that the plan is an excuse for the government to accumulate power and control citizens.
- **Questions and concerns about the cost** of undertaking these measures.
- **Education is needed around the benefits of "native" vs. "climate adapted" or drought resistant tree species.** Many comments argued for increasing the number of native trees in

Tualatin. However, some native trees like the Western Red Cedar are struggling more and more as the region experiences more frequent drought and extreme heat.

What is your level of support for strategies focusing on health and safety? *(298 responses)*

71% support, 15% do not support, and 14% need more information or have questions/concerns



Tell us more about information you might need, concerns you have, or other comments for this section. *(Summary of comments)*

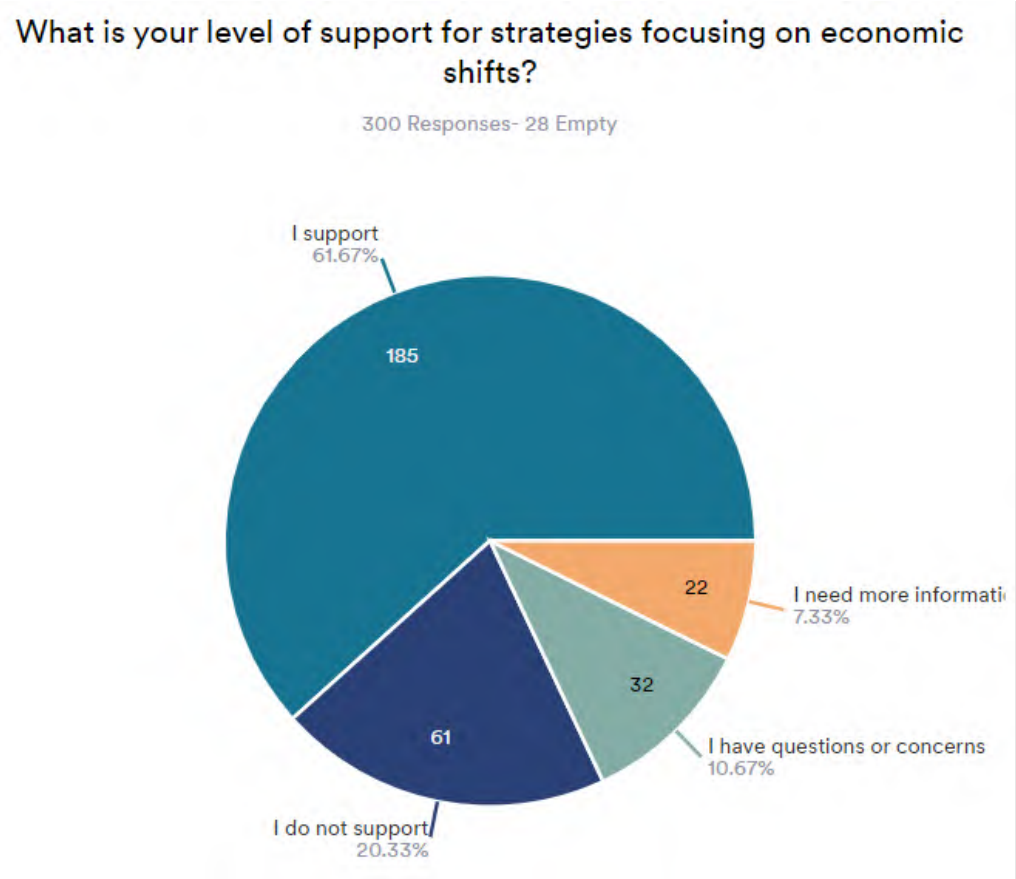
Of the 298 respondents, 79 (27%) provided written responses for the health and safety section. Key themes from the comments on this section include:

- **Support for education and outreach about emergency preparedness.** There was a positive response to the idea of emergency preparedness workshops and a desire for checklists and kits. Including support for community trainings to enhance awareness of climate situations and contribute to collective preparedness.
- **Questions and concerns about costs to implement the strategies.** Respondents had questions about where the money to implement these strategies would come from and wondered if their taxes would increase.
- **An interest in increasing the number of warming, cooling, and clean air shelter locations.** Specifically, interest in repurposing the old Haggen grocery store.
- **Differences in opinion on the role of government in making changes to improve the health and safety of residents and community members.** Some respondents indicated support for the government providing assistance and resources to improve health and safety in the community, while others indicated they believe it is the sole responsibility of the individual.

- **Differences in opinion on providing assistance for low-income families and folks experiencing homelessness.** Many respondents specifically expressed concern for the well-being of low-income folks and folks experiencing homelessness in Tualatin. Others noted that they did not want to support folks experiencing homelessness.
- **Claims that efforts to improve health and safety is a waste of time and money.**
- **Disagreement that climate change is impacting Tualatin.** Similar to the natural systems, resources, and infrastructure section, some respondents indicated that they do not believe that humans are causing climate change or that we are observing any significant changes due to increased carbon emissions.

What is your level of support for strategies focusing on economic shifts? *(300 responses)*

62% support, 20% do not support, and 18% need more information or have questions/concerns



Tell us more about information you might need, concerns you have, or other comments for this section. *(Summary of comments)*

Of the 300 respondents, 91 (30%) provided written responses for the economic shifts section. Key themes from the comments on this section include:

Comments generally reflected a range of perspectives, from those **supportive of workplace protections** and **environmental measures,** to **concerns about potential economic impacts** and the **effectiveness** of proposed regulations.

- **General support for worker protections.** There was recognition of the importance of companies establishing effective heating or cooling systems and protecting workers. However, some brought up **concerns about balancing the need for increased cooling with emissions reduction goals.** Many respondents noted the paradox of increased indoor cooling and how that can exacerbate climate change.
- **Concerns about the role of government in the free market.** Comments ranged from opposition to any new requirements for businesses to opposition to the City providing financial support to businesses to make the suggested improvements.
- **General sentiment that OSHA rules and current building code requirements are sufficient.**
- **Concerns about the costs of making the changes identified in this section.**

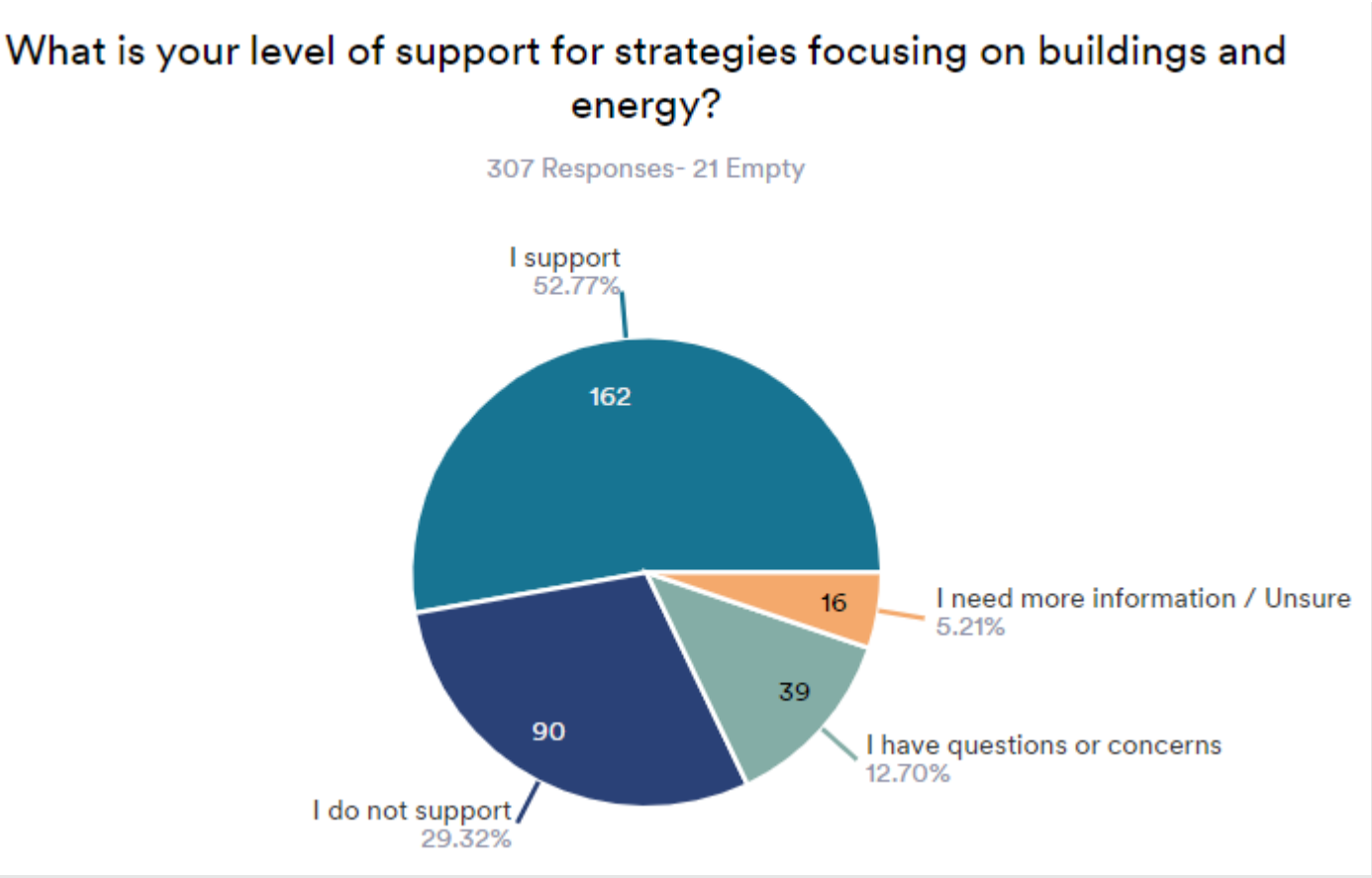
Is there anything else you'd like to share about the ideas included in the Preparing for climate change section? *(Summary of comments)*

This comment section was **generally supportive** of the strategies and the city's proactive stance on climate change. People want to feel protected and safe and know that employers are also doing their part. However, there are worries that climate **controls may hurt businesses**, making them less competitive and affecting the local economy.

Reducing Emissions

What is your level of support for strategies focusing on buildings and energy? *(307 responses)*

53% support, 29% do not support, and 18% need more information or have questions/concerns



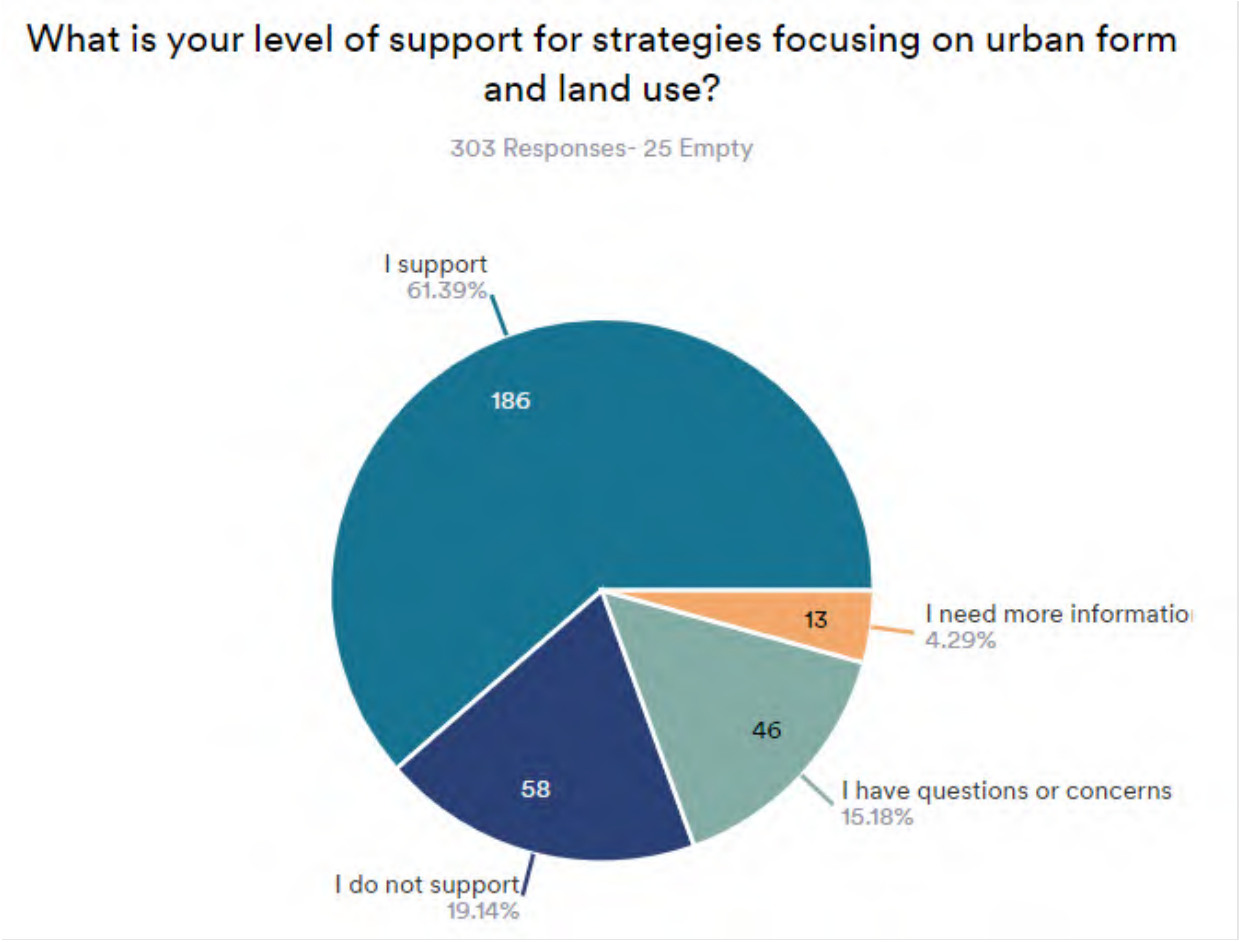
Tell us more about information you might need, concerns you have, or other comments for this section. *(Summary of comments)*

Of the 307 respondents, 124 (40%) provided written responses for the buildings and energy use section. Key themes from the comments on this section include:
The comments covered a range of perspectives, with some expressing support for renewable energy initiatives and others raising concerns about the practicality, cost, and impact on residents. For those who showed support, they added that they have already implemented some of the suggested actions, like installing solar at home.

- **A large portion of comments expressed concern or lack of support for banning natural gas hookups in new buildings.** Some cited a desire for energy choice, others indicated that it's important to them to have redundancy when the electricity goes out, and others stated concerns about the electricity grid to be able to handle an increased load.
- **There were mixed opinions on renewable energy.** Some respondents indicated enthusiasm for increasing reliance on renewable energy sources like wind, solar, and geothermal, while others expressed concerns about reliability.
- **Many respondents were concerned about costs to make building efficiency upgrades and increase renewable energy use.** Some indicated that they would be supportive of retrofitting their buildings if incentives were offered to offset costs.
- **Some people mistakenly think the electricity grid's makeup is the same as that of the natural gas supply.** In reality, the electricity grid is powered by a variety of sources including renewable energy like wind and solar, and fossil fuels like coal and natural gas. As of early 2024, the natural gas system is predominantly made up of non-renewable natural gas, although the gas utility is making strides to increase the supply of renewable natural gas (RNG) and hydrogen.
- **Respondents indicated that more education and information would be helpful** for them to know how to reduce the carbon footprints of their buildings via efficiency measures or renewable energy.
- **Some expressed concerns about the environmental and social impacts of producing batteries, solar panels, and wind turbines.**

What is your level of support for strategies focusing on urban form and land use? *(303 responses)*

61% support, 19% do not support, and 19% need more information or have questions/concerns



Tell us more about information you might need, concerns you have, or other comments for this section. *(Summary of comments)*

Of the 303 respondents, 128 (42%) provided written responses for the urban form & land use section. Key themes from the comments on this section include:

General **support for more trees**, without limiting homeowners' ability to take down a tree on their own property. Also concern around how recent developments are removing trees. There were also concerns about conflicts between development and trees given the recent Autumn Sunrise tree removal incidents.

General support for **improving walkability and pedestrian safety**, especially for kids.

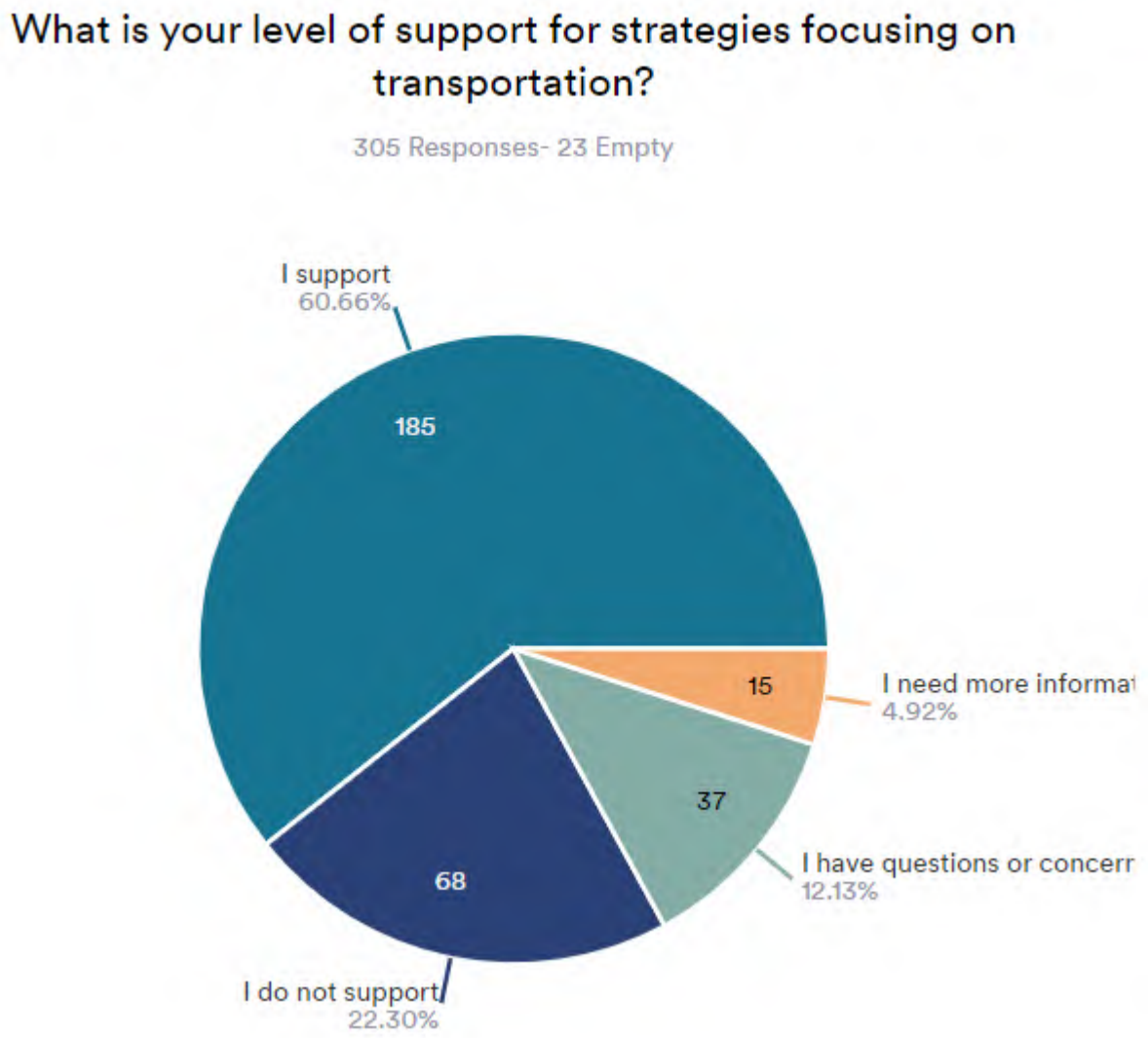
The most common concern was over **density**. What density means for Tualatin seems to be up in the air and is worth further conversations to establish what density means for Tualatin

- **Concerns related to density.** Respondents mentioned concerns about increased density resulting in more crime, straining road capacity and contributing to road congestion, and impacts of density on quality of life.

- If the city considers densifying, there's a need to have a transportation system that supports it, especially safer walking infrastructure.
- **Concerns about increased density being at odds with Tualatin residents' values.** Respondents referenced concerns about becoming Portland and some mentioned that they moved to Tualatin because they prefer the experience of the suburbs.

What is your level of support for strategies focusing on transportation? *(305 responses)*

61% support, 22% do not support, and 17% need more information or have questions/concerns



Tell us more about information you might need, concerns you have, or other comments for this section. *(Summary of comments)*

Of the 305 respondents, 120 (39%) provided written responses for the transportation – modes & fuel switching section. Key themes from the comments on this section include:

Comments showed support for more and safer **bike lanes, sidewalks, and transit** with a few conditions:

- Support for increasing and improving sidewalks, bike lanes, and trails that feel safe.
- Bus stops need more protection from the elements.
- Shorter wait times and more reliable service on frequent routes.

There was some skepticism that meaningful changes to the transportation system can be made in the near term.

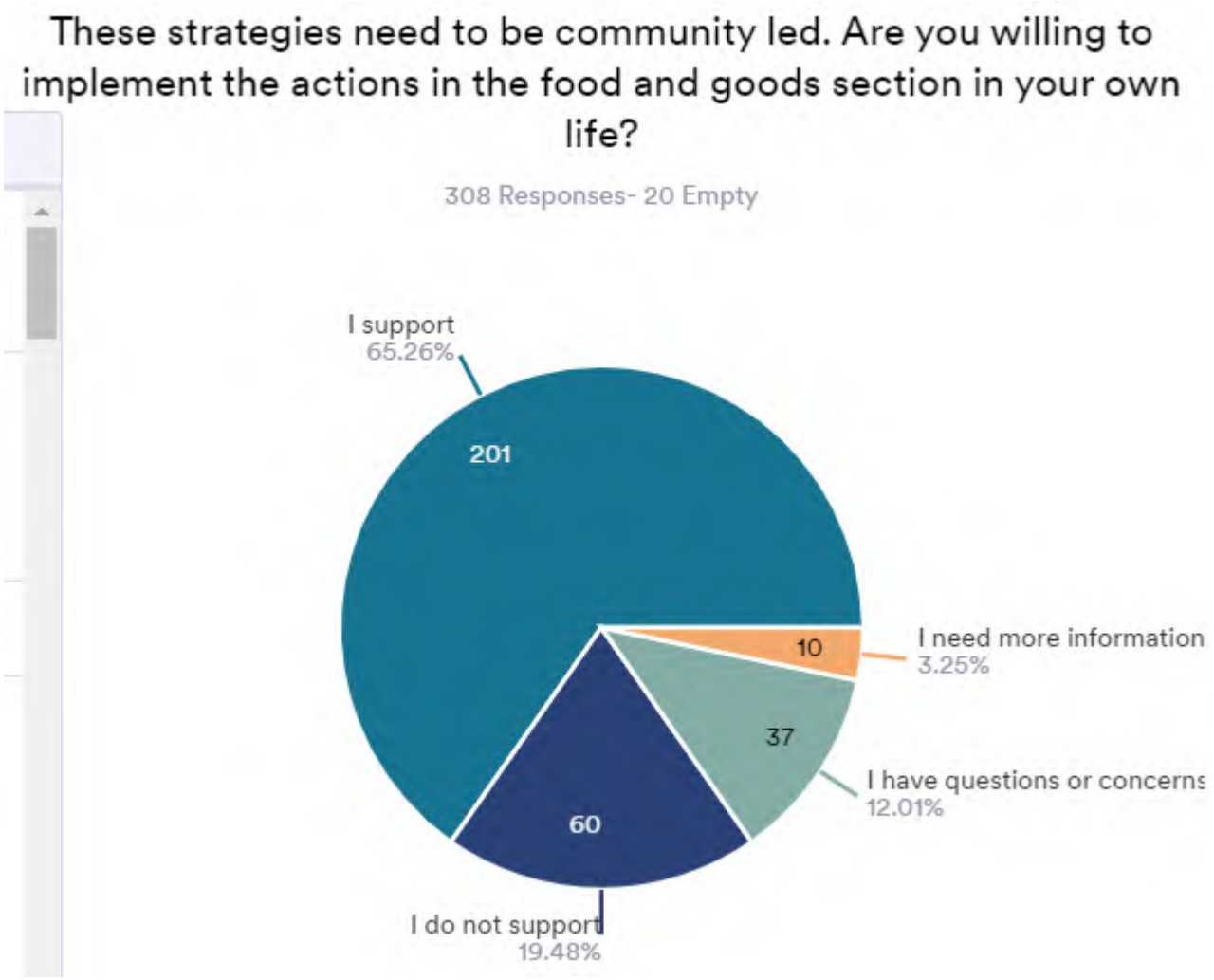
Feedback was mixed on **Electric Vehicles**:

- Some support for public EV charging stations to make EVs more accessible to everyone.
- Concerns that EVs are for the wealthy, the electricity grid can't handle them, and that the batteries have a large environmental and social impacts.
- Desire for financial incentives for home installations.

There was concern expressed that the City will force people to use EVs or limit their ability to drive when and where they like. This fear was juxtaposed with comments about the challenges in creating a needed cultural shift around transit and consumer choice. Some acknowledged that much more education and conversation will be needed prior to making some of the suggested recommendations. Specifically: reducing miles traveled, switching to EV, and taking transit or walking/biking.

These strategies need to be community led. Are you willing to implement the actions in the *Food and goods* section in your own life? *(308 responses)*

65% support, 20% do not support, and 15% need more information or have questions/concerns



Is there anything else you'd like to share about the ideas included in the reducing emissions section? *(Summary of comments)*

*The question **"tell us more about information you might need, concerns you have, or other comments for this section."** was not displayed for the reducing emissions section. Many respondents entered their comments for that question under the **"Is there anything else you'd like to share about the ideas included in the Reducing emissions section?"** question, combining answers for both, which is shown below.*

Of the 308 respondents, 111 (36%) provided written responses for the consumption – food and goods section. Key themes from the comments on this section include:

Based on the comments received, there was some confusion from participants on what the City meant by community-led. These are choices individuals can make, they are not mandated by the City. Many of the comments highlighted that the government shouldn't be involved with influencing people's personal choices, especially with their food and purchasing decisions.

- Several people expressed **opposition to the "eat more plants" strategy.** Many respondents expressed concern about the government telling them what to eat, while others expressed concern about achieving a balanced diet without meat or dairy.

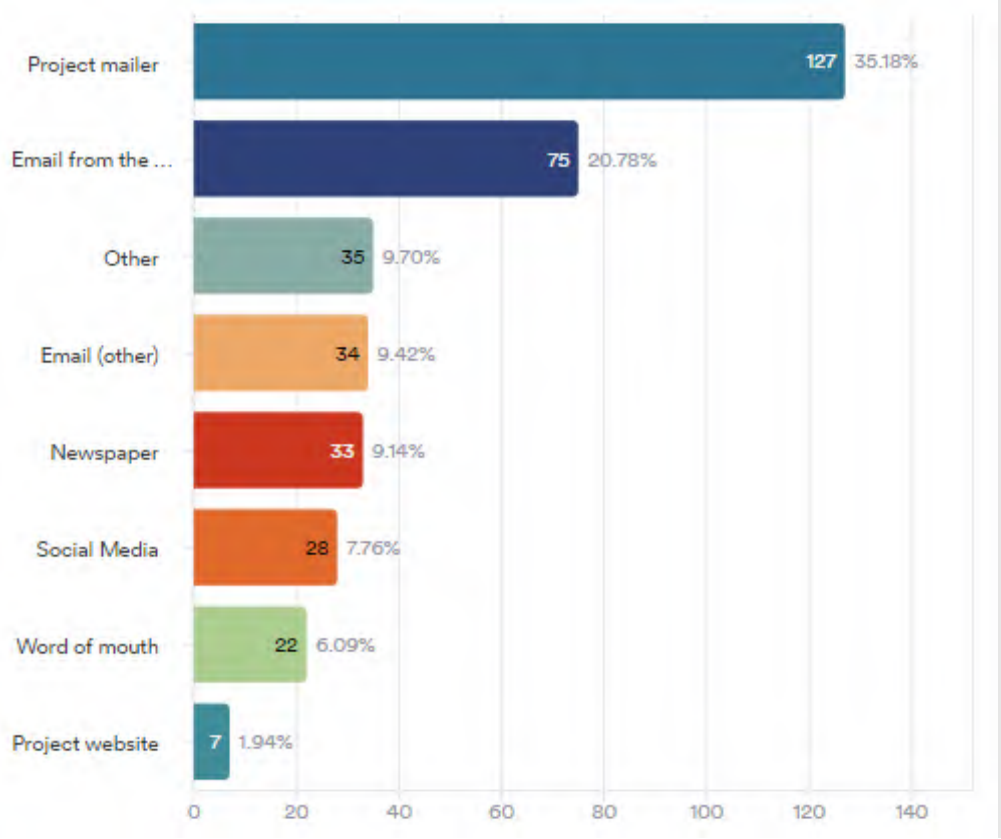
- Also related to food, there was **interest in increasing access to local food.** Respondents talked about community gardens, allowing agriculture/livestock, and establishing a farmers' market in Tualatin.
- There was interest in community **tool rentals** and **fix-it fairs**, as well as a **farmers' market**.
- **Many respondents expressed support for expanding composting options in Tualatin.** Some expressed interest in community composting options like community composting sites since they would like to compost but don't have access to a compost bin or space for their own pile. **General support for increasing recycling options**, particularly for harder-to-recycle items like single-use plastics, glass, and batteries, particularly for folks who live in multifamily housing. There's also an interest in adding more drop off locations for recyclable materials.

Is there anything else you'd like to share about the draft plan? *(Summary of comments)*

- General comments on the draft Community Climate Action Plan varied greatly. Overall, it reflects a diverse set of views and priorities within the community.
- Some expressed **gratitude and support** for the effort, applauding the community outreach to date. They also offered to volunteer or help with efforts when possible.
- There's a mix of opinions on issues like limiting natural gas, promoting electric vehicles, and community buy in.
- Others raised concerns about **limiting personal choice**, **potential costs**, **increasing government regulations,** and the overall effectiveness of the plan in addressing climate change.
- Some are still skeptical about the science behind climate change and thus don't think anything needs to change. Others don't think anything done here in Tualatin could be impactful enough to make a difference, so why bother.

DEMOGRAPHICS & ADDITIONAL QUESTIONS

How did you hear about this online open house? *(361 selections)*



Other (please explain)

- (8) Post card in the mail – this is the same as the project mailer.
- (4) Flyer at my local library or grocery store
- (7) Signs at the park
- (2) At school
- Tualatin.gov website
- Nextdoor
- Headline in my aggregated Google news feed
- Community Emergency Response Team (CERT)
- Tualatin Chamber of Commerce

Would you be willing to answer some demographic questions about yourself? *(283 responses)*

Yes – 197 (70%)

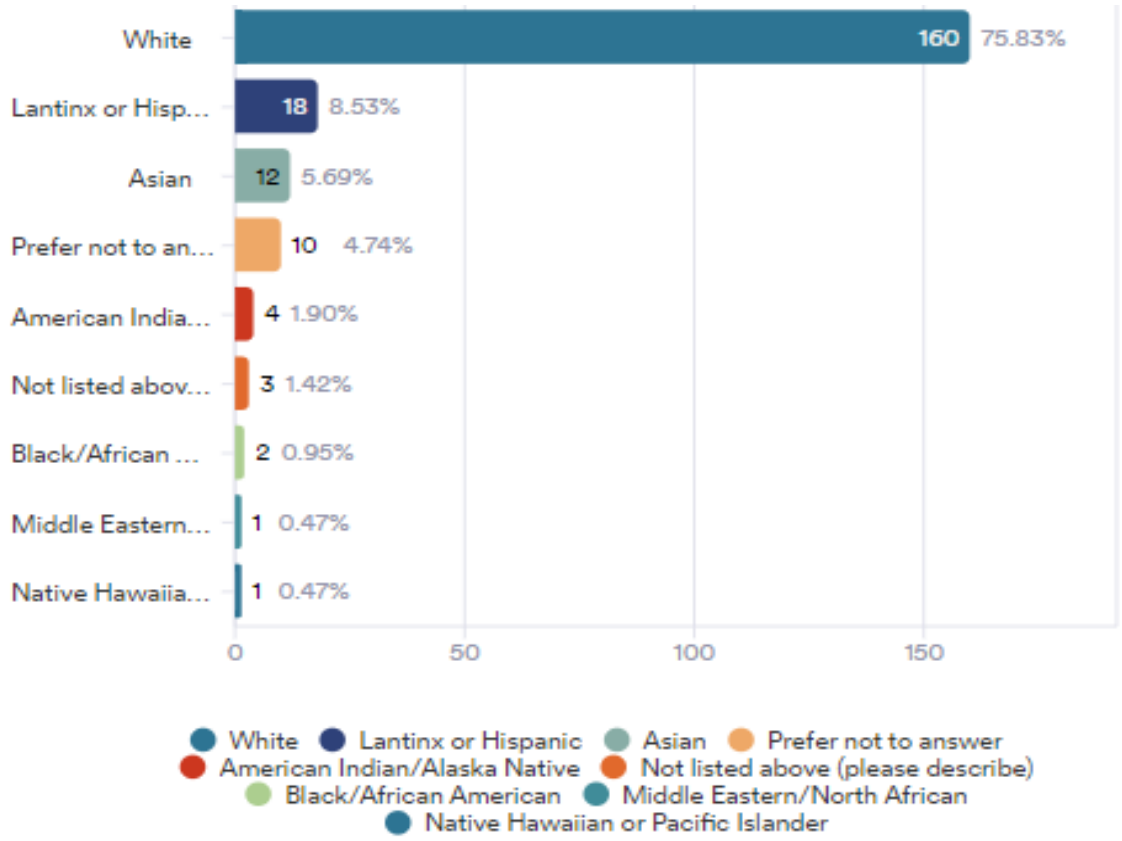
No – 86 (30)

What is the Zip code of your primary residence? *(185 responses)*

An additional 14 responses had just one entry each and are not listed here.

Data	Responses
97062	159
97223	4
97224	4
97063	2
97068	2

With what racial or ethnic group do you most closely identify? *(211 selections)*



Write-in responses

- Irish, German
- I am NATIVE AMERICAN - Born in the USA but not Indian!

How do you identify your gender? *(196 responses)*

Data	Response	%
Woman	121	61.73%
Man	66	33.67%
Prefer not to answer	5	2.55%
Non-binary, genderqueer, or third gender	3	1.53%
Not listed above (please describe)	1	0.51%
Transgender	0	0.00%

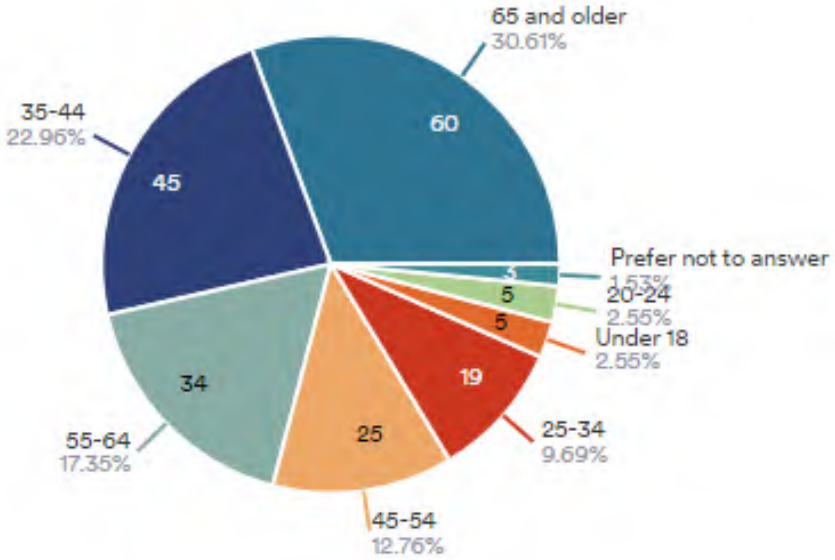
Languages spoken or signed at home: *(232 selections)*

Data	Response	%
English	191	82.33%
Spanish	19	8.19%
Not listed above (please describe)	13	5.60%
Mandarin	4	1.72%
American Sign Language	2	0.86%
Romanian	1	0.43%
Vietnamese	1	0.43%
Prefer not to answer	1	0.43%

Write-in responses

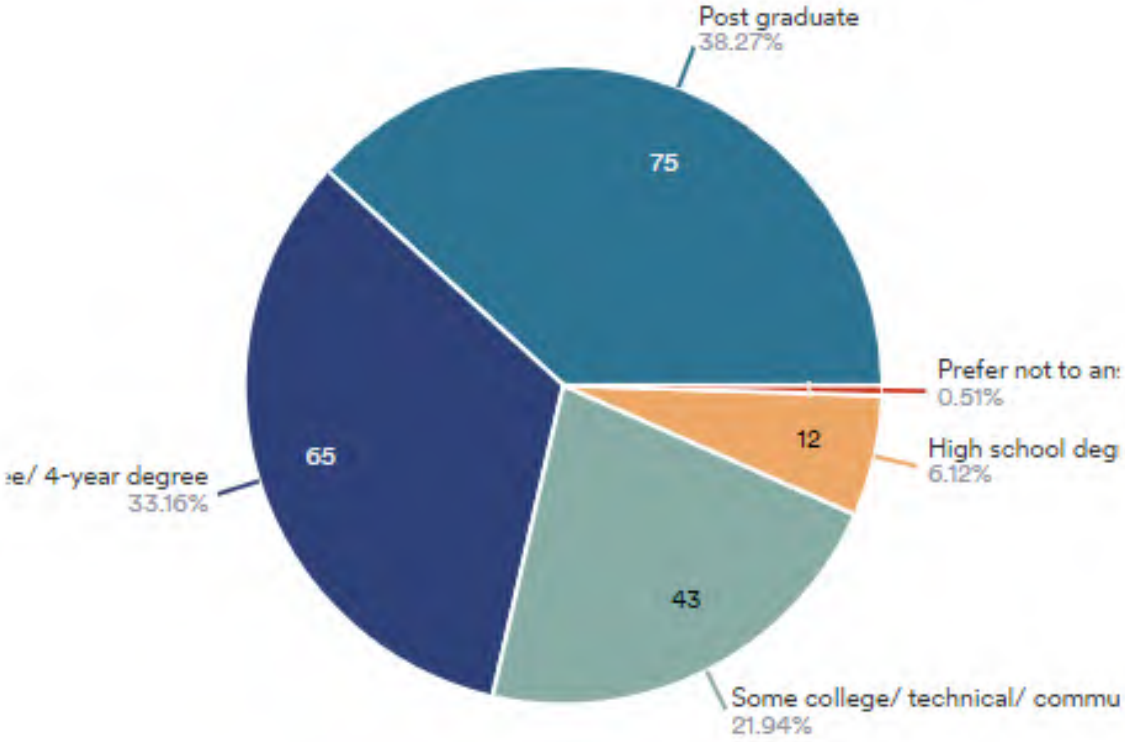
- French – 2
- Amharic and Oromo – 1
- Japanese – 1
- Tagalog – 1
- Tagalog and Cebuano – 1
- Italian – 1
- Hokkien, Bahasa Malaysia – 1
- Bengali – 1
- Portuguese – 1
- German, Dutch – 1
- German – 1

What is your age? *(196 responses)*



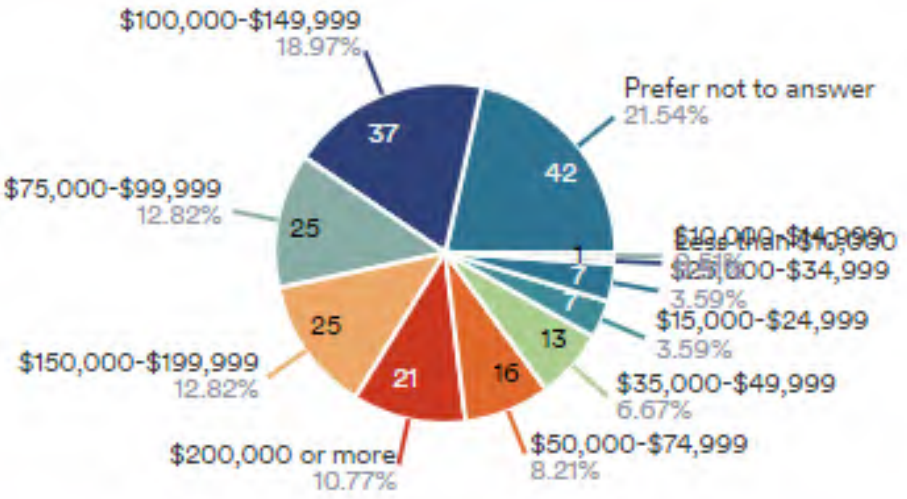
Data	Response	%
65 and older	60	30.61%
35-44	45	22.96%
55-64	34	17.35%
45-54	25	12.76%
25-34	19	9.69%
Under 18	5	2.55%
20-24	5	2.55%
Prefer not to answer	3	1.53%

What is your highest level of education? *(196 responses)*



Data	Response	%
Post graduate	75	38.27%
College degree/ 4-year degree	65	33.16%
Some college/ technical/ comm...	43	21.94%
High school degree or less	12	6.12%
Prefer not to answer	1	0.51%

What was your total household income last year before taxes? *(195 responses)*



Data	Response	%
Prefer not to answer	42	21.54%
$100,000-$149,999	37	18.97%
$75,000-$99,999	25	12.82%
$150,000-$199,999	25	12.82%
$200,000 or more	21	10.77%
$50,000-$74,999	16	8.21%
$35,000-$49,999	13	6.67%
$15,000-$24,999	7	3.59%
$25,000-$34,999	7	3.59%
Less than $10,000	1	0.51%
$10,000-$14,999	1	0.51%

APPENDIX A: FULL COMMENTS

These are the full unedited comments submitted in the online survey.

Natural systems, resources and infrastructure: Tell us more about information you might need, concerns you have, or other comments for this section.

(101 responses)

- Tualatin doesn't need to waste money combating our planets normal heating and cooling cycles.
- I appreciate the measured resilience approach which supports a variety of possible outcomes.
- Yardscaping; I plan to sheet mulch my lawn but I need to get sufficient chips. Does the city use all of the chips it produces?
- Add solar panels to tops of shelters and carports
- Considerations of wildfire spread with more dense tree plantings
- Tree city and green spaces, are solutions we need to integrate into new behaviors and a paradigm shift! Our everyday behavior needs to reflect our goals. 2050 is, arguably, too late.
- The City of Tualatin should partner with the Tualatin Soil and Water Conservation District (TSWCD) to implement some of these actions. I suggest the City request 20-30 minutes on the agenda of the TSWCD to explain the City's Climate Action Plan and the sections most applicable to collaboration with the TSWCD.
- Most of focus should be on business impacts due to the disproportionately high impact they have on city
- Climate change is the most important issue in mind.
- I think dog parks need more shelters. Neighborhood trees need more thoughtful long term plans. Support for removing sprinkler systems and gas inserts in fire places.
- I am concerned about the costs versus rewqrds. I am concerned that, since this is a global problem that the biggest "bang for the buck" is not in Tualatin but rather in China and India and other locations. (I am concerned that we can spend a lot for minimal returns.) I can see spending locally for local impacts, but spending or making substantial changes locally for global impact seems to have great potential for being wasteful. I am also concerned that this initiative seems to include activities with other objectives (e.g., cooking and warming centers, coat drives, welfare initiatives). Focusing on one initiative per problem has merit--diffusing effort by trying to be all things for all problems is a pathway to being ineffective.
- Need cost/ benefit analysis.
- I would like to see more incentives for native landscaping and planting for habitat, safety, and energy efficiency. It is still considered weird not to waste money, time, and resources on a traditional lawn. More education is needed and good alternatives demonstrated.
- I'm seeing a large number of old growth trees being removed in Tualatin by developers and also homeowners. I don't know why homeowners remove them, perhaps for safety purposes and that they are expensive to maintain. I worry about this.
- As I utilize the transit system for all of my transportation needs it is important for shelters/covered transit stops here and there to help combat in this turbulant Oregon weather.
- I think it is a much needed plan!
- My concern is that in my neighborhood we are in the 2nd year of mass construction-we have lost lots of trees/canopy trees, and have been breathing diesel fuel/truck fumes/road construction and noise pollution for almost 2 years and no one is concerned with this. We have increased traffic, no one is using the bike lanes, and the county/city are not maintaining trees/vegetation as they should be.
- The construction of additional asphalt-covered roads exacerbates global warming: do we know the difference in impact from concrete (white/grey) roadways?
  Stopping and starting at traffic lights and stop signs decreases vehicle mileage: could some of our streets be streamlined or made into one-ways? (Please consider the traffic patterns in Charlotte, NC.)

Our city park looks great! But are we still using gasoline-powered leaf blowers? We should do our best not to be hypocritical.
How accurate are the climate projections? Do the climate models include ranges of uncertainty?

- Would like specific drought tolerant tree names. Would like to see more trees planted in public areas. Is there a designer's drawing of a parking area that could be a model for a shady parking area?
- Would need more details and if costs would be increased or decreased
- How much this will cost us as tax payers vs the actual benefits of the projects.
- The cost for these changes is a huge concern.
- How much is this going to cost the taxpayers and businesses?
- Like many businesses here, our carbon footprint is dependent on how our landlord manages the property we lease. We do run normal business hours 5 am to 3 pm (off-peak operating hours) which contributes to less congestion at peak - on the roads and on the grid.
- Will arborists be included in the discussions, especially when seeking "more drought-resistant trees and increasing tree coverage," as well as better design standards for parking lots, pavement, and parks? In fact, arborists/urban forestry experts will have valuable insights regarding all of the above actions.
- Humans place an enormous stress on the natural balance. As populations increase the stress compounds. Controlled and measured growth within our environment is critical to understanding our impact on the future. The Plambeck Apt and Autumn Sunrise developments destroyed a large natural area. There will need to be significant changes to the City Planning strategy to undo the impact of that destruction. Water is a limited resource. Changing the fee structure for water use can incentivize lower consumption. Decreasing base fees and increasing per unit fees for sewer and water can be cost neutral to the City while reducing the need for this precious resource. Use Wilsonville as a successful example.
- Cost and effectiveness of the treatments
- Looks like you guys are taking a page out of the World Economic Forum. Power and control under the guise of "climate change".
- I am most concerned and interested in how we will reduce the amount of concrete we have in tualatin. Also, although I think Tualatin is very walkable, I find the prominence of parking lots to be very unattractive
- Web site is a mess.
- They are a waste of hard earned taxpayer dollars and will do virtually nothing to alleviate climate change. The climate has been changing for millions of years with and without human interference.
- A community with more trees and a long-term commitment to care and renewal of trees is something I highly value.
- Wetlands are one of our natural systems, resources and infrastructure. Wetlands are valuable for flood protection, water quality improvement, erosion control, natural products, recreation, and aesthetics. What is the city doing to protect the wetlands? The city needs to be held accountable for destroying the Nyberg wetlands that have led to flooding and destruction of our natural spaces (i.e. first allowing a club to build on it which now floods the road thlo the club, allowing extension of a parking lot for that club further reducing the important habitat, allowing so many unaffordable luxury apartments to further detroy the river and wetlands, etc.).
- When new parking lots are installed it would be helpful to install solar panels above them. Good utilization of space for energy collection.
- Plan is unreadable to the lay person. Any one who works in business would know to include an executive summary. The document is also missing cost benefit analysis so that taxpayers understand and agree whether costs are in balance with benefits.
- I feel that funds set aside and designated for climate change are a total waste. . There's nothing the United States can do about any kind of climate change until India and China make the same commitments. And, they never will.
- Plant native trees in these areas

- Its kinda impossible to predict how climate change will affect us. Very pro SMR (small module reactors aka nuclear) with power we can craft when ever we need when we need it.
- I think shade should come from trees or other natural things.
- The projects need to be something real, not virtue signaling.
- family re-unification for schools and other facilities where family members may be unable to cross natural boundaries
- Effectiveness
- At this time climate change is not my main focus. The drug addiction, homeless situation takes precedence.
- Houses and yards already provide areas for respite from the elements. Tree planning should be for making sure it doesn't damage sidewalks and/or sewer lines.
- We need the city planners to have commonsense rather than succumb to the woke philosophy.
- Like city help for keeping street trees in neighborhoods.
- How much is this going to raise our taxes.
- How to do composting of kitchen waste in Tualatin.
- I'm in favor of quality infrastructure to support real needs such as with drainage and sewage. I'm skeptical that there is anything you can do to "reduce heat".
- Cost, property taxes are continuing to increase in WA county
- Congestion
- I do support the effort to provide this type of support to the community, but the city is letting developers build more and more houses. How are you going to fund and accommodate these apparently-not-stopping increases in population?
  The more land will be covered by pavement, and the more people means the more cars on the road.
  I am baffled as to why we don't work more on preventing the extreme heat instead.
- Include more native trees and plants to support local ecosystems and pollinators!
- more trees, less blacktop
- I am supportive of the environment, but I feel at hte present time it is too driven by politics and without a clear understanding of the impact to our communities, business, and personal lives. Any Plan should have clear steps with opportunity to modify, adjust, and react as portions of the plan are tested.
- Too long to net zero
- Maintaining and improving our natural resources is one of the best opportunities we have against climate change, and make our community a more desirable place to live.
- Answer to this: When has any government agency affected weather conditions now being attributed to Climate Change, when after forty-five years of predictions by "climate experts" they only continue to move the goal line of achievement on the issue, take more tax dollars for a cure that has never been developed, and exempts several entities from participation?
  Unless governmental agencies begin to resist these contrived issues, citizens and businesses will be reduced to paying more taxes and receiving nothing but lip service and more faux planning and procedures that produce absolutely nothing for the investment.
  This is all false science!
- this sounds like more cost to build where we already don't have enough housing. We should be making it easier to develop land
- Not a valuable use of resources.
- In addition to drought resitant plants, can we consider using plants native to this area?
- Can outdoor design plans be shared so similar tactics can be used on private land?
- I fully support the strategies listed. My concern is that, in two instances just in the last few months, developers (or other parties?) have cut down beautiful mature trees - one line of trees on Tualatin Sherwood Road, and more trees in the housing development on Boones Ferry past the high school... because it was cheaper to pay the fines than to work around the trees. Preventing the cutting down of trees is vital to the success of the strategies outlined. Profit should not take precedence!!!

- I really believe that as of now - as the world works on fine tuning clean energy sources - we need an "all of the above" approach - diversified - that includes our current sources made as clean as possible....The US has reduced its carbon footprint over the last 2 or 3 decades - both by moving toward new sources and making our current sources better and cleaner.....
- I love the idea of breaking up large areas of concrete or asphalt (ie parking lots) with green space. Plus those are wonderful sites for solar.
- Timeline and extent of funding needed
- What is this going to cost and how are you going to pay for it? You need to use existing sources of funds, not expect new $ from residents
- Climate change has become the latest man made religion. Please stop shoving this down our throats. Not all of us believe man has caused this nor is there anything we can do to stop whatever it is those in power think man is causing. I do not support raising taxes, carbon credits or this ridiculous pus towards electric only.
- While I support the above rather generic measures the City should focus on more measurable actions. For example: 100% ban watering residential lawns June-Oct & impose drastic fines. Start a city/County program (as they did in other states) to promote & subsidize lawn removal. Reward the households that have no water usage difference between wet & dry seasons. Start a rebate program to transition to high efficiency toilets. Start a rebate program to switch people to heat pumps. Eliminate the city fees related to permits for solar installations & ALL other home energy efficient measures. Require all new house developments over a certain price point to be 90% netzero..
- Will this increase the already high cost of housing? My guess is it will, and anything that increases cost should be carefully considered as to how and not implemented if related to cost increases.
- You want more shade yet cut down so many trees for home/apartment building and also highway widening.
- I would like to know your estimate of how much these actions will reduce specific aspects of climate change.
- There are more pressing issues that need to be tackled, e.g. crime, than to try and appease a group of people and a government that have chosen to defy commonsense.
- Housing density requirements leave little room for vegetation and other shade producers, creating conditions a heat island (rooftops, roads, driveways, sidewalks and not much else. Can density requirements be relaxed to allow for trees and other shade producers to inserted between residences.
- I believe that there is way too much emphasis on "climate change" when we are facing far other more critical issues in our society.
- I have some concern about the number of lawns in the area that provide little to no value other than an idea that it's beautiful. It takes a lot of water and could be used to have more planting that is designed for our region, low watering needs, more shade, less unfavorable chemical usage that goes into our water systems, and so forth. Setting a target to reduce or eliminate lawns would be very helpful. Parks can be reserved for the recreational benefits of having grassy areas for sports and play. I think encouraging the use of native planting is helpful. I know that you attempted to get on the list to be Blue Zones certified and think that is a worthwhile objective. There is a need for a lot of education on the benefits of managing our diets differently. I don't like the decisions made on the food options available in Tualatin. Lots of fast food and awful packaging. I usually travel outside of Tualatin to get much better options for dining out. The committee might be made up of too many old tastes for eating out. I know restaurants have struggled to survive everywhere and it's been pretty evident in Tualatin over the years, but the trash is awful from those places and the food is not healthy for us. I notice the same thing at the Regal cinemas. We have to do something to mitigate the packaging we've become accustomed to having and disposing of. The community garden I'm involved with is something I look forward to every summer and am glad someone has donated the land and supplies to make it all happen. We need more of that and to teach people what to grow, how to grow it, and how to prepare it easily for healthy choices. Everyone loves their dogs, but not sure where all that waste is going. Just know that on occasion it's left in my yard.

Love your dog, love your neighbor, and clean up after yourself and make sure if you're sending your kid to do it they do it. Sidebar. Not sure what to do about pet waste. I have high efficiency furnace and A/C and good insulation in my home. I closed the curtain tightly when it was super hot to use less energy. I think others should begin habits around that kind of process. We are fairly economically advantaged in Tualatin and we need to think about conservation even if we have the means to just pay the increased bills. Education in the schools is imperative. The kids might be able to influence their parents better than we can. Kids are amazing in how they figure it out and internalize the steps that are needed. They are our future. Lots more education with him about bicycling, mass transit, conserving daily in our homes, and reducing trash for ignoring the temptation to eat bad food that is constantly advertised to them. I think we need better bike paths if we encourage bicycling. It's not safe in most places and more is needed. We have not had success with the mass transit objective - WES primarily. That's unfortunate. I commuted by bus as much as possible - #96 to downtown. It was wonderful. Not sure what the solution is but certainly some education might increase usage. Would love to have a Max come our direction and beyond to Wilsonville where there is so much traffic, people are sitting there exhausting fumes daily for no good reason it seems. It's horrid. The drive from Portland to Salem or Salem to Portland is definitely an issue for us. I would not want to live in Salem, but lots of people work there. We need to get with it on bullet trains. Oregon has to lead as Washington and California are full of people who are resistant UGH! Vancouver residents just want to take advantage of the Oregon infrastructure while touting that they don't have income tax to pay. It's a major reason I don't want tolls on 205 as it seems like so much of that traffic is because of Vancouver residents who don't want to pay Oregon income tax. Charge tolls on daily commuters from Vancouver who pollute our environment and ruin our roads. Sorry for the rant! Get mass transit for that commute and charge more for their road usage somehow - payroll tax for using our roads for daily work commuting? Maybe they'd choose to live in Oregon and pay normal taxes that can be used for our climate programs. I guess that's enough.

- I think shade, both natural (trees) and artificial (covered areas) is very important as it not only provides a safe space for individuals to go when it gets much warmer in the summer due to climate change, but also provides a potential meeting spot for individuals to go to that they can walk or bike to get there.
- I am concerned about the wildfires that threaten us on the east side of us. I am concerned about what could happen if one broke out in the park. I meant to mention it would help if the bridge crossing the river that goes to Durham Park needs shade over it if something can be built for it it would help. also more shade over the sidewalks would be great too. It gets so hot here in the summer.
- Incentivise private cooperation
- I want to be sure that unintended consequences have been thought through. For instance, if a drought resistant tree is one that breaks more easily in wind storms or something along those lines that may not be the best option as it may create other damage.
- back-up energy infrastructure to mitigate power overload during prolonged heat waves
- more details
- Stop pushing this communist nonsense.
- encourage walking, create local destinations like small grocer, encourage walking to local businesses for example car repair shop or health appt
- Yesterday I walked by Ibock park creek in the back and it reeked of diesel fuel from the spill by Tualatin High School. This is the second environmental hazard this creek has experienced in the last 2 years. Fire fighters told me it was trace but from the smell you could probably light the creek on fire. Unnaceptable.
- Are current parks improvements looking at different surfaces for basketball courts, tennis/pickleball courts and parking lots? Seems there is a lot o d money going into Tualatin parks now - how do the improvements rank for climate friendliness?
- While the climate is changing, the impact, the cause, and the ability to impact that change is based on flawed computer models and subsequent “science.” This effort will have negligible impact

considering foreign (China and India) continued and expanded use of coal and fossil fuels. This is a colossal waste if money and time.
- I think more trees providing shade is good, but let's make sure the trees are native to withstand the continuing climate changes.
- how much time would be needed for all of this to be done?
- Street trees are being removed and the city is not replacing them. It makes the streets look horrible.
- Your plan isn't science based and will do nothing but give you more control over the citizens.
- It will be nice to create more places with shade as the summers have been increasing in temperatures. It would also be nice to have more water refill stations at these places for our community.
- Tualatin needs to enforce the replacement of street trees in the parking strips. Many newcomers have cut down all of the trees on their properties. Trees are essential for CO2 removal. I can't understand why our former "Tree City" doesn't seem to care and doesn't bother to enforce existing regulations.
- Impact on property taxes?
- Pursuing drainage efficiency, cooler surface materials, and shade are only logical but pursuing them as a means of combating "climate change" is foolish, at best, or dishonest and evil, at worst.
- Costs for the community, especially with the prices going up. How are homeowners supported or incentivized to act climate friendly?
- None of these three plans will meaningly affect climate in anyway. The certainly do not need to be adressed by the city. If you want to plant more trees to capture carbon, that would be a low cost and just as good alternative. This looks like "feel good" policy.
- The plan lacks details of funding mechanisms. There are mentions of "free" resources, they are not free of cost. These types of misleading statements leads one to see this this plan more as marketing document than a serious analysis.
- How will u divert wastewater to reach max utilization?
- Well thought out and cost effective natural systems are good - flowering plums, and shallow rooted tree species have cost the city a fortune. Be well informed.
- I think it would be great if city of Tualatin could Partner with backyard habitat and friends of trees to offer neighborhood planning and planting events.

Health and safety: Tell us more about information you might need, concerns you have, or other comments for this section.

(79 responses)

- La capacitacion en la comunidad si es de mucha ayuda,así tenemos más herramientas para ver la situación climatica y así ayudar y tomar conciencia. (Training in the community is very helpful, so we have more tools to see the climate situation and thus help and raise awareness.)
- Stop trying to waste money. If you have nothing of value to do, adjurn.
- I appreciate the measured assistive approach which supports a variety of possible outcomes.
- I like the emergency preparedness workshop idea a lot. I would like to create a kit or have a checklist to follow. I also like the approach of stocking up on things regularly that get used and refilled, like cans. I have several emergency food kits that will be wasted if the time passes because the only time those get used is during a true emergency, feels wasteful.
- Where will the money come from for the financial support programs? Who will pay? Will our taxes go up?
- Some spaces are under used and others are too overwhelmed. Library resources can't do it all. Business need to adopt practices that care about more than share holder value.
- Need more specifics
- There should be a team in place at the library to help cooling centers. The empty Haydens building can be a huge space for many community needs. Plus it has the parking lot.

- Health and safety initiatives are fine. What is meant by "...supporting homeowners, renters, and businesses to be equiped with adequate temperature controls and air filtration systems." It sounds like buying cooling units for businesses and people. Is that what you see as the role of city government?
- Access to resources is key in all communities.
- You are not creating community-people are uninformed and this 220-plus page article is way too much.
- It would be nice to design facilities for heat refuge that use natural air flow and shade to cool , rather than just AC units.
- we need to provide shelter for the houseless but we also need to put forth an effort to resolve houselessness as it damages the city with increased crime, lower property value, and reduced liveability for residents.
- If you are adding shelters, then please also develop [more] programs to assist people experiencing poverty and low income.
- Will these systems require high cost long term maintenance schedules?
- How much is this going to cost the taxpayers and businesses?
- Most people are too busy with their daily lives to appropriately plan for the changes ahead. Easy access to resources, community outreach and providing services to the low income demographic are critical to the long term sustainability of our community.
- I join many other residents who hope that buildings like the former Hagen grocery store can be purchased or leased and used for temporary housing for people in need.
- People don’t have time for this mess.
- According to a Forbes article: "According to a 2021 study published in The Lancet Planetary Health, cold is far more deadly. For every death linked to heat, nine are connected to cold." It appears the bulk of Tualatin's effort is to mitigate the effects of extreme heat. This is not the highest and best use of hard earned taxpayer dollars.
- I would love to see more cooling and warming center locations for our neighbors experiencing houselessness.
- I really hope that we follow through to help those experiencing homelessness to have access to shelter.
- Provide safe affordable housing in the area, we dont need luxury apartments. The City needs to push Washington and Clackamas to provide funding from the Metro Supportive Housing Services funds that its citizens and businesses pay into to provide permenant housing and wrap around services as well as safety services in Tualatin.
  We need the City to be monitoring the air quality and banning use fireplaces and other air pollutants when air is stagnant.
- You should also use the common areas in our schools like the cafeteria and gyms for warming and cooling centers.
- I support this program to educate & prepare the community of Tualatin.
- More low income and transitional housing is needed for those experiencing houselessness.
- Not needed, irrelevant to solving the problem of climate change.
- A program to help homeowners get AC or heat installed
- Lets bring this back to SMR, being able to consume 10kw of power per person everyday is the larges quality of life change. We need more power.
- I feel like running ac more is probably the opposite of what we want. Unless that energy comes from a natural source like sunlight (solar panels) or wind, or water (I mean we have two major rivers near by).
- Air filtration and warming and cooling supplies are good. No ideological brainwashing materials, though.
- Can we use some of the empty buildings for shelters? ie old hagen’s building next to TJ Maxx?
- The library space is small. Engage owners of empty business spaces to make space available.
- Effectiveness, same as before

- Provided it is education based and not subsidy based, I would support. Any redistribution of taxes though direct City services or NGO's is not supported.
- Houses and yards already provide areas for respite from the elements.
- Help for low income families to get air conditioning.
- I need to know who will man the warming stations, safety of those that are in the warming station, will it be volunteers or paid staff and who would pay for the salary of those people
- How to protect my children from bad air quality when there are fires in nearby areas.
- Waste of time and money.
- See previous answer
- Trees provide shade and cool down the temperature around them. What is your measure to protect them?
- Nothing should be imposed or mandated by government that impacts lives. All of this is overkill and politically motivated.
- waste of resources, need more roads now vs. warming/cooling shelters for the one off event
- We live in a very temperate place with no events of below zero cold and very few above 110 degree summers. This is the PNW which has a desirable mild climate for the foreseeable 1000 years.
- Where do you store donations until an emergency occurs?
- But, again - I do know that PGE and NW Natural are both working on making their current sources of energy cleaner and more healthy....we do need a lot of power - I do fear brownouts, blackouts and power outages if we move too quickly.....and I think clean, and more and more reliable and safe Nuclear Power - the really small, efficient nuclear plants that are now in process and getting on line - especially in France and elsewhere - should be analyzed and looked into as possible solutions too. "All of the Above" is our best approach!
- What temperature controls do homeowners or renters need, as they can already control temperature with their thermostats?
- same as above
- Once again, where does the $$$$$ come from? If you are supporting homeowners, renters and businesses to have "adequate" temperature controls and air filtration, what does that really mean? You want taxpayers to come up with $$$$$ to buy other residents/businesses HVAC systems? That is a definite NO
- Climate change has become the latest man made religion. Please stop shoving this down our throats. Not all of us believe man has caused this nor is there anything we can do to stop whatever it is those in power think man is causing. I do not support raising taxes, carbon credits or this ridiculous pus towards electric only.
- Exactly who will use this space? How long will it be allowed? I support temporary use, as in until a period of extremely cold weather subsides. But the space, such as the public library, should not become any sort of permanent shelter.
- There are many areas in Tualatin for people to go for cooler conditions. Some of the issues are transportation. Tualatin isn’t serviced by a good bus or shuttle service through neighborhoods.
- Don’t want to encourage transients
- Does providing these resources encourage homelessness. These places need social workers to help people make better choices.
- The science is changing. There is no real evidence that extreme events are occurring more frequently than in the past. Unfortunately espousing this view is met with ridicule instead of logic. Please read this with an open mind: https://www.theepochtimes.com/article/era-of-unquestioned-and-unchallenged-climate-change-claims-is-over-5503316?cta_utm_source=Morningbrief&est=P4Ypx%2FrtnJjifpRTy%2BpT4T2rjMidczaFr%2FjfEVSg%2F9mLvmoPF2PSOCgwYonh4W4%3D&src_cmp=mb-2023-10-15&src_src=Morningbrief
- The "climate change" hoax is not of concern. "Health and safety" from rampant crime needs to be corrected before spending any money on a nebulous activity.
- A concern I have is regarding the warming centers, in that while they're beneficial to have, it may be dangerous to get to them if there are icy conditions caused by climate change. There should be a safe way to get to Tualatin Library on these days. Furthermore, I would like to know what education

is being suggested when proposing to provide resources to community members. Is this education only for adults in workshops or for children too, as both groups may find these resources important in both dealing with the effects of climate change and trying to reduce emissions.
- I believe these are largely “feel good” items for the community but don’t address the problems of inequity.
- I walk the sidewalk that goes by the little Forest that has paths through it. I see that a worker with a orange vest sprays the wild grass beside it on the right walking north. The rabbits eat this grass so I hope they will stop spraying it. I am also concerned about the cougar that was seen years ago and the possibility of more or that one still living in the park.
- Don't subsidize hobos
- I'm not sure that this falls under this category, but I would love if the city had information about how to get houses set up with solar energy from sources that they trust. It's hard to know how to go green when there are so many options and it costs so much and it's tough to know which companies or organizations are trustworthy.
- clean water systems during flooding and droughts; community gardens/education/distribution systems as private agriculture faces new challenges and higher prices.
- We don’t need you, communist.
- maybe plan for more shade structures in our parks?
- Maybe the City can promote Tualatin Neighborhood Ready, sponsored by Tualatin CERT, to help residents get prepared for disasters. It’s an excellent program!
- Unnecessary as the minimal weather disruptions have not increased or accelerated. Again, the facts do not support your “science” and assumptions.
- That the information provided is the most up to date, research driven
- how much would this effect taxpayers?
- Library is not welcoming place.
- I do support this. However, I think we need to communicate these matters on more places rather than just email. For example, I am a small business owner and I would love to have a coat drop off at my business. That way, I can share with others through social media or word of mouth about these drives.
- Isn't it time to acknowledge that the use of backyard firepits was an ill conceived pitch by landscape salesmen and home improvement shows? We have 2 neighbors who regularly pollute the air in our yard and home with their firepit smoke. We have run our air conditioner more this summer because we can't leave the windows open when they are indulging their need to burn things. Check out the EPA site for help understanding the toxic pollutants in wood smoke.
- Is there support and resources for preparing residences and homes?
- Homeowners and renters are responsible for meeting their own heating and cooling needs. Do not encourage the homeless to target Tualatin as a place to seek any amount of resources whatsoever.
- Would love to learn more
- The health and safety of Tualatin's citizens are not threatened or even inconvienced by the "Climate" nor it's change. Health and Safety should be the focus of Doctors and First Responders, not city councils or their associates.
- See comment above
- We need more and better outreach on emergency preparedness.
- Would be so grateful for emergency preparedness kits, savings to purchase food and water supplies, buckets for temporary toilets!

Economic shifts: Tell us more about information you might need, concerns you have, or other comments for this section.

(91 responses)

- Es importante tener acuerdos donde las empresas trabajen para tener un buen sistema de calefaccion o acondicionador. (It is important to have agreements where companies work to have a good heating or conditioning system.)

- Tualatin needs not try to nanny every taxpayer, business, ect.
- I appreciate supporting workplace protections for middle-class workers.
- How to offset the additional energy requirements to support more stringent cooling thresholds?
- You have made it specifically I see you have carved out the Latino community Until you can control the solar, flares on the sun, control the moon and its gravitational pole on the Earth, all this is a complete waste of time and resources, and is propaganda at best.
- Cooling options for buildings that don't further exacerbate climate change from emissions
- No comment; businesses need to think about more than the bottom line.
- Doesn't OSHA regulate the second item?
- The second item is just to vague. One would think OSHA already has rules on this.
- Cooling requires higher energy use which in turns drives the climate change acceleration
- What does requiring more stringent cooling requirements for indoor workers have to do with climate change? Where is your focus? By expanding to include indoor environments is this a power grab?
- Demonstrate the need before assuming it.
- I am concerned about the impact of code mandates that unnecessarily impose costs through one-size-fits-all requirements that don't fit the individual commercial/industrial contexts.
- I agree.
- Once the city has invited a business into our midst, it is reprehensible to change the rules after they are up and running. The cost of change is not borne by the business, but by us customers.
- This matter is the least pressing of the three mentioned so far
- Try to work with restaurants and create a workshop restaurant owners can attend to learn about the benefits of electric - specifically induction - cooking rather than using gas
- Will proposed building code changes increase the cost of building and subsequently the cost of rent for business owners?
- How much is this going to cost the taxpayers and businesses?
- Good and improving municipal and beyond infrastructure to support work from home connectivity.
- Will changes in municipal codes affect existing businesses and if so, how much time will they have to meet the updates? Will new businesses be required to meet the new standards and how will it be overseen?
- In my opinion, limiting growth and focusing on improving what is currently here is the cornerstone to a solid and vibrant economic base. We need flexibility and adaptability built in as our environment changes is ways nobody expects.
- Sounds expensive and more likely to add GHG emissions than reduce them.
- This is also something that impact people who work in Tualatin
- Tualatin needs to get back to basics. Make sure everyone has basic energy, sewage, communication, transportation. Stop wasting our time and money on make work projects.
- As indicated in prior comments you appear to be focusing too much on heat related possibilities. This is not wise and will waste hard earned taxpayer dollars. More codes and regulations simply increase costs and reduce the amount of profits businesses are able to pass along to employees.
- No corporate hand outs. There needs to be measurable outcomes for the community.
- The economy factor is overly generous in context. There are so many more issues as fair labor wages before we concentrate on forcing businesses to take a hit on updates etc. This is an important aspect yet ultimately needs to address other issues so that the costs of these improvements are put in prioritized accordingly.
- Recruit more businesses to get their workers involved in the CERT (Community Emergency Response Teams). Give incentives for employees to get this training including teachers in schools!
- You don't need to tell local businesses what to do
- Many manufacturing plants here in Tualatin, check if they have AC or heat in their companies
- SMR!!! i want redundant nuclear reactors in several different areas in Tualatin.
- This seems a little vague. I'd like like more details on what this entails from a monetary perspective
- Stop using climate change as an excuse to impose redistribution of wealth and other socialist goals

- Have better business outreach. Some of the business owners don't even know their mayors or city leaders.
- Hard to implement correctly
- How do you deal with massive climate disasters? For eg, if Tualatin were to be hit with a forest fire, it is very likely that most cities in the area will also be hit -- Beaverton, Tigard, Lake Oswego. Disasters of such magnitude cannot be dealt with by going to the nearest school shelter.
- There are already sufficient constraints through OSHA and DEQ that another layer of municipal code is not needed - how about just enforcing existing rules and regulations?
- Businesses who want customers/employee retention already provide this.
- just sounds like ways to get in our way and restrict freedom and growth. You haven't made any case for doing it.
- We need a government that is not governed by the World Economic Forum.
- City ordinances that restrict outdoor work during heat or smoke events.
- See above
- How to balance higher costs and climate friendly food choices?
- Waste of time and money.
- Cost to businesses
- I support the employees' and the customers' safety. However, the effort to cool down large buildings under the extreme heat situation will require a lot of energy, which will lead to further climate disturbance. Isn't it a vicious cycle?
  Trees prevent flooding. Why are we still let developers destroy them?
- none, I agree with everything.
- I am fully supportive of protecting our environment, but all the climate hazards are what we have dealt with for centuries. This is overstated and will only harm businesses and our communities with unneeded mandates and requirements.
- These activities will help with buy-in from business owners, who statistically tend to be more skeptical of climate change.
- Like my response on Natural Systems etc., anything associated with Climate Change will receive zero support from me - and from nearly 85% of the business contacts I speak with on a regular basis.
- more government regulation which already hampers my ability to do business in town
- Again, not an urgent valuable use of local resources. Feels good but not good use.
- I generally support, but would want businesses to be responsible financially to support the health and safety of their workers. Perhaps offer grants for those with constraints.
- What are the standards now for cooling and how much would it change?
- How would this impact the use of natural gas versus electric for cooling, codes, and local businesses?
- At what cost to your tax paying private firms
- Climate change has become the latest man made religion. Please stop shoving this down our throats. Not all of us believe man has caused this nor is there anything we can do to stop whatever it is those in power think man is causing. I do not support raising taxes, carbon credits or this ridiculous pus towards electric only.
- What is the expected additional costs to achieve this goal?
- This should apply to residential as well.
- All this does is add cost and people DO NOT want to pay more.
- There are good codes already in place.
- Small business greatly impacted by unnecessary regulation
- People are so busy today trying to survive and support family that it is difficult to keep up with what is happening around them
- I would like to know more specifics of how much this portion of the plan will cost and what the projected economic benefits will be. Please read this article:

https://www.washingtontimes.com/news/2022/feb/16/editorial-going-off-half-cocked-over-carbon/?traffic_source=Connatix

- Inflation isn't high enough without this added cost?
- Don’t forget local pollution such as dust from the Tigard gravel pit and reek from local businesses such as the asphalt company crating oil laden air across my neighborhood every day!
- We need to a much better job managing our forests which in turn will drastically decrease our incidences of wildfires and the damage they cause.
- Less fast food, more restaurants committed to climate change work. Bring some more companies to Tualatin that are involved in the economic development of environmentally useful housing and other manufactured products that we need to manage the planet's future. What would that look like? I'm not sure, but I love that Tualatin has industry and think that we should continue to build on that but focused on environmentally helpful organizations.
- I think it's important to both help local businesses and their employees feel supported which is being done with the proposals to help the business stay running during extreme conditions as well as allowing the worker to stay safe by mandating cooling during the extreme hot.
- yes concerned about wildfire smoke I need more info about updating cooling systems I like that you want to increase cooling and warming centers. I need more info about how the city could help prevent flooding. Hopefully you can target apartment complexes to prevent flooding as well.
- Cooling requirements? Thats your idea?
- Again, thinking through potential unintended consequences of these changes, additional costs to businesses, how that will impact keeping businesses in Tualatin, etc. But ultimately, yes, I absolutely support creating safe working environments for all.
- Economics focused on helping those at the lower end of the scale: housing, medical, transportation, clothing, food...etc.
- Communists destroy everything they touch.
- Increasing cooling requirements sounds like increasing A/C requirements, but what about buildings that use more natural methods of cooling instead of A/C systems that generate heat outdoors?
- Most offices are already too cold from AC and this is a huge energy waste.
- We need less, not more government control of the private market and individuals of this city.
- Please do your homework before simply changing the code to require more stringent requirements. What you are discussing will most likely require feedback from multiple authorities.
- I do not support more government regulations.
- what happens if this puts a strain on the income of a local business?
- The city should not pay for private business improvements.
- Your plan will have Zero effect on climate and negatively impact citizens and businesses
- Yes, it is important that we have AC but I think it's also important that if people are being offered AC through rentals; they fix it when issues arise. Too many landlords in Tualatin are not taking care of the home they are renting out. Many apartment buildings have mold and they do not fix it.
- Free enterprise does not include the government mandating what a private business must provide to it client base. This is restrictive and prohibitive.
- Not necessary.
- Examples of commercial and industrial uses affected; why they create heat, and how much they create; cost estimates of cooling technology and best practices
- See comment above
- How can u retrofit aging structures & infrastructures in a cost effective, yet functional manner?
- I retired from Clark County Building Safety just for perspective…businesses DO NOT NEED MORE MANDATES/REQUIREMENTS; the employees and employer will find middle ground without such. I am all in favor of outreach and engagement on any topic including this one, but not more rules.
- I’d there an innovative way to capture that heat and use it as energy?

Is there anything else you'd like to share about the ideas included in the Preparing for climate change section?

(66 responses)

- Darles el conocimiento del cambio climatico a las empresas,y así ellas tengan cartelones en sus trabajos e instalaciones recordando a sus empleados sobre este cambio climatico y se haga conciencia.
- These are very broad strokes which I support the efforts to investigate and develop. When it comes to specifics, I may not be supportive.
- This section seems appropriate, measured, and a reasoned strategy for wise government.
- I'm very impressed with the city's proactive approach!
- I'm surprised to not see more solar panels on city rooftops. Curious why that is.
- Implementing these climate, so-called, controls will only hurt Tualatin businesses. It will make us less competitive. Businesses will have to leave the city, the county, and most likely the state in order to be competitive, and to make a profit, and to be able to hire more employees so they can grow. You will squash the economy in Tualatin. This is one way to fix the traffic issues in Tualatin.
- 2050 is too late.
- Reward home owners financially for having trees on their property. Charge extra to homeowners who insist on having lawns.
- Climate change and local efforts to reduce is the most important issue to me.
- Mayor infraestructura o equipo para enfrentar climas invernales (nevadas)
- I hate seeing so many large, empty commercial spaces for years. There has to be a community need that can be met.
- I am very close to opposing the entire effort because of what seems to be a poorly thought out initiative. Many problems with it, as I outlined above. Clean this up, eliminate those items outside of purely global warming. Stop the panic. This is not an existential threat.
- Keep our city clean and safe
- You are neglecting the climate change that has come with all the construction that has come with Lennar housing in town. People are overwhelmed with construction noise, dirt, weather changes, traffic and inaction of the city government to address it-we've been told there's no money for a speed bump, or crosswalks or the sidewalk on Norwood that was promised 2 years ago at the pre-construction meetings, but our tax money was spent on this huge study that is while necessary doesn't address the now problems. I trust none of you.
- I would like 〽 NG NG NG NG FREE
- I think the Government should get out of the "climate change" business. The scientists that have promoted climate change are reversing course. This is politically motivated and needs to be left alone.
- This is a waste of tax dollars. Focus should be on fiscal responsibility in govt. If you can afford to conduct a study like this, we are paying too much tax.
- If you build it, they will come. So don't build it.
- Most of these projects are badly executed and never completed.
- In all business and public related activities, consideration must be given to ROI or return on investment. Can you tell me how much more or less climate change will occur if all these taxpayer dollar funded activities are implemented? No! I do not believe you can. Therefore the dollars must not be wasted.
- I notice there's nothing about flooding in here. Is that something the action team talked about?
- Save the nyberg wetlands! The traffic and public transportation is absolutely horrendous in Tualatin causing more cars on the road for longer causing more damage to our planet.
- Start simple to build on success. Recycle efficiently, make updated products price point for all, etc.
- How on earth can a small town like Tualatin make a material difference in its greater state of Oregon - northwest location? Any marginal improvement will be dwarfed by the lager geo mass. It's

like California trying to solve worldwide climate change by imposing costs to local taxpayers, while the coal plants around the world continue to add carbon particulates to the atmosphere.
- You're wasting our tax dollars on something that'll have zero effect on the environment
- Plant community gardens in Tualatin
- SMR!!!
- Leave our gas hookups alone. Tualatin doesn't want what the World Economic Forum is selling. We don't want economic socialism and cultural Marxism. We want liberty!
- How do you deal with mis-information regarding climate change.
- Climate has been changing since the dawn of civilization and beyond. It just depends on the frame of reference and start/end points chosen.
- Classes, programs, ideas for helping households grow local edible foods, including in apartment complex and high residential areas.
- Clean energy depends on rare earth minerals. The processing of these is not very climate friendly. How do we deal with this?
- Any action proposed needs a clear cost understanding
- Excellent work. Thank you.
- Nothing should be mandated by the City Government. Businesses should be involved in putting any kind of plan together for the impact is great.
- Again - tell me when throwing money (often unaccounted for in Line Item audits) has ever stopped a wildfire, flood, unexpected snowstorm, tornado, hurricane, earthquake, or any other Natural Disaster?
  Answer is NEVER has happened - Period!
- Why can't we focus on the problems we currently have rather than the possibility for future problems. More housing? more roads? better schools? These are problems now...they should be the priority.
- Remember the big picture here. Public safety and efficient run city. The here is one of the most forgiving on the planet. Earthquake risk is probably bigger. I say stay in our lane.
- Education will be essential because we need people to care about the problem in order to invest in the solutions before it's "too late."
- I don't support all this money being seeked for climate change. If you look back at history, hot weather goes in cycles. Use the moneys you have wisely and stop buying into the craziness of climate change. Natural gas is a clean renewable source and we should continue with using it.
- Better coordination through neighborhood groups. Make better use of the COI groups
- Extreme measures here in Oregon and more specifically here in Tualatin will do nothing to mitigate climate change. As long as other countries do not commit to a scientific plan all this effort and expense will be wasted. Carbon is not the problem and you can read about that here: https://www.theepochtimes.com/us/nobel-winner-refutes-climate-change-narrative-points-out-ignored-factor-5486267?est=X%2Fff9zWdLPK5r7PucfsHe0sZg3WZETF2tDr8RpNV3atK90yK0jV6d62%2B%2BI0JJOQ%3D&src_cmp=mb-2023-09-10&src_src=Morningbrief . Here's another viewpoint you should consider: https://financialpost.com/opinion/bjorn-lomborg-enough-with-the-net-zero-doublethink And one last discussion for you to consider before implementing major changes: https://www.hoover.org/research/global-warming-public-nuisance
- You get the idea- we don't need woke policies.
- Preserve our wetland and natural areas! All development should include areas of vegetation that produce shade other heat mitigating measures.
- We need to focus more on insuring our bridges, residential and commercial building are retrofitted to meet the standards for severe earthquakes. The subduction zone earthquake is long overdue and not enough attention is placed on addressing this pending catastrophic disaster.
- Thank you for being one of the 460 or so mayors who support the preparations. It's a big job and I hope the team is successful!

- None of this will do any good for our planet without drastic changes done in the BIG polluting countries like China and India. Compared to those countries, the pollution level in the US is not worth mentioning.
- The only concern I'd like to share would be about some of the financial aspects of dealing with climate change. For example, for individuals with low incomes it may be beneficial to provide them with transportation to the library so that they can access the shelter during the extreme weather events, as it may be expensive for them to drive and too dangerous to walk or bike. In addition, the cooling of apartments or homes may prove costly during the heat spells so I was wondering how the city plans to resolve these problems?
- I love all the ideas. The extra shade on sidewalks is great and bus stops should be included. I mentioned earlier that the bridge on the path that goes over the river needs to be shaded somehow.
- End corporate personhood.
  End interest-based finance (usury).
  Eliminate copyright law.
  There, fixed the environmental crisis in 3 steps. Get to it.
- All new developments with requirements and restrictions: leave trees and plenty of cool, green spaces; energy use from renewable sources (electric not gas). Local govt promotes solar and wind power, private rainwater storage, tree planting and veggie gardens, restrictions on tree cutting, and other individual preps.
- Climate change is a fantasy designed by the communist to collect power and wealth.
- I'd like to ban all gas powered leaf blowers they expel the same amount of pollution as a car driving over 100 miles. The noise and dust pollution is constant in my neighborhood and reduces my enjoyability of living here.
- We vote and we will vote you out
- I think we also need to focus on how we can conserve the resources we currently have, such as water. Sprinklers running when it's raining!
- This is from the Weekly Wolf team here at Tualatin High School, and if you would like to come in for an interview, or to talk about climate change, you can contact us at tuhsbroadcasting@ttsd.k12.or.us Thanks!
- Thank you for doing all that you possibly can to make our community safer.
- This is very comprehensive and a good plan, but should not stop here, and needs to be carried out.
- No I think the strategies seem in line.
- I think it is also important to teach our community the repercussions of the heat and flooding. Such as too much rain, ventilation is needed to avoid mold or fungal growth. Using your AC and not servicing furnace, results in AC breaking down. Also education on danger of heat to families with children, etc.
- Be transparent re impact on tax and funding allocation versus other projects. Also ensure that whatever happens is future oriented.
- Climate change as a phenomenon either influenced or created by man is a lie. Carbon is not a pollutant. The efforts of the communists to push a green agenda under the guise of fighting man made climate change is a politically and financially motivated lie that will result in the deaths and the suffering of billions of people if allowed to succeed. Don't plant those seeds here.
- There is no immediate danger, and therefore too early to prepare. It's best to watch and wait.
- Yes. Are u confident that a large enough chunk of the citizenry will come aboard & help w/ alacrity? I hope so.
- Please vet any requirements carefully before acting. I lived through the whole stormwater ramp ups in Washington County and Clark County and putting in requirements like pervious pavement and many erosion control measures that were costly and either ineffective, of insignificant worth, or downright ridiculous. Just because you can require something in the name of a good cause does not mean you should.
- Really appreciate the work my city is doing to prepare. Would like to see how it integrates with neighboring jurisdictions, County and sewer district.

Buildings and energy: Tell us more about information you might need, concerns you have, or other comments for this section.

(124 responses)

- Estamos hablando de paneles solares, esto también deberia implementarse para los edificios de apartamento ya que el costo de la luz es muy alto, aparte también el uso de luz electrica genera gastos extras. (We are talking about solar panels, this should also be implemented for apartment buildings since the cost of electricity is very high, in addition the use of electric light also generates extra expenses.)
- Install some solar and wind power. Don't throw money away on 'credits'.
- You can't ban Natasha until you can support the needs of the entire community and disaster preparation with the electric grid you have. We dobt have that yet. Banning natural gas just puts more people and homes at risk when it is cold.
- Mandating the elimination of natural gas goes too far. We see empirically that these policies hurt the poor by driving up the fundamental costs of living. Presenting vague "zero carbon emission" ideas does not translate into any practical plan that avoids making heating an older, moderately efficient home of a struggling single mother or retired couple in the winter. Zero-emission transportation is also not a solved problem. There's no concrete plan that shows how all the electrification will be supported by the electric grid. The science behind this philosophy is short-sighted and blind to the economic side effects. 1. The long-term temperature cycles suggest that the Earth is due for a major cooling caused by a major volcanic eruption. http://www.longrangeweather.com/global_temperatures.htm It's also interesting that the "science" on climate change is so lopsided echo chamber of opinion. "Whether most scientists outside climatology believe that global warming is happening is less relevant than whether the climatologists do. A letter signed by over 50 leading members of the American Meteorological Society warned about the policies promoted by environmental pressure groups. (see editorial https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1112950/). Looking at the National Climate Assessment impacts of climate on agriculture, it again seems myopically apocalyptic on anecdotal drought conditions being the evidence of agriculture being destroyed and the climate on its way to doomsday. https://nca2018.globalchange.gov/chapter/10#key-message-1 Given all the other political, health, safety, drugs, human trafficking and economic problems that have spiraled to epic concerns. Banning clean-burning natural gas is not our top priority today. I visited Los Angeles in the 1980s and the smog was otherworldly to me. I've recently visited Los Angeles many times in various seasons and it's nothing like it was. There's already improvement, and we should continue with incentives. I'd rather see us focus on public health and safety.
- Incentives for homeowners?
- Not sure I’m onboard with banning natural gas but yes to the rest
- You will create an uncompetitive business environment in Tualatin, by implementing these climate, so-called, climate controls. Businesses will shut down, stop hiring more workers, potentially move out of Tualatin and the county, possibly move out of state. Since you can’t fix the traffic issues in town, at least this will do it.
- I oppose banning natural gas hookups. Natural gas is a superior fuel for many uses, and banning it in Tualatin will have absolutely no impact on the world's climate (well maybe a 0.0000000001% impact). A silly idea. Poor people will be hurt.
- Would love simple educational resources to help individual homeowners know how to select solar options. It’s overwhelming.
- I own solar power!
- Do not support the banning of natural gas.
- I have natural gas heat and appliances. I’d like to understand how they are worse than electric. If we depend on electric then have issue with river flow and that power how are we doing better? I could see switching would cost me $25,000.
- Until reliable and efficient sources for additional electricity are in place I am against prohibiting or restricting natural gas usage.

- No more gas appliances?! WTH! Didn't learn that lesson in national news coverage of the issue? There isn't enough electrical generation capacity to charge all the cars, trucks, buses, water heaters, cooktops, and so on without a nuclear option which Oregon does not have. I suppose we could burn more coal, more natural gas, and dam more rivers. And install more non recyclable wind turbines and limited life span solar generation…
- Businesses contribute more to climate change and should bear much greater costs (via city building regulations, etc.)
- Homes need access to affordable vegetation changes to lawns, removing sprinkler systems and gas fire inserts. Apartment and condos need to be considered as well.
- natural gas residential users hardly make a difference in the greenhouse gases. Do you know how much electricity is made from natural gas now? We will need to burn more gas to makeup the power. that is crazy.
- Why ban natural gas use? Why limit people's choices? Are you proposing banning gas stoves? You will lose support when you begin imposing draconian restrictions on people for little gain. For example, just what and how much benefit do you see occuring by banning natural gas furnaces and water heaters?
- Need to demonstrate how the alternatives are less harmful then existing procedures, ie the entire cost, such as mining for battery minerals, debris recycling for batteries, wind farms, etc.
- I feel most apartment complexes won't make the changes you are pushing for due to cost
- I support renewable energy and energy efficiency. I adamantly oppose mandating electric-only appliances and banning new natural gas connections. Requiring electric only appliances and/or banning natural gas connections is a policy predicated on faulty, even fallacious assumptions. There are virtually no emissions reductions to be realized from banning new gas connections (Eugene = 0.1% emissions reduction by 2037 from a ban vs no ban; that's 1/10th of 1 percent; Portland = less than 1 percent reduction in emissions may be realized from a ban). How many power outages have there been affecting Tualatin citizens over the last several years compared to how many gas outages (zero)? What will the cost be of building new infrastructure to deliver energy currently being delivered by an existing safe and dependable energy system. We should rely upon and promote innovation across an integrated, diversified energy system, not put all our eggs in one, fragile basket. Just as the electrons moving through the grid are (slowly) becoming greener, so the molecules delivered by the gas grid will evolve with RNG, Hydrogen and other technologies. At the end of the day, banning gas connections is nothing more than virtue signaling. It will not reduce emissions. It will cost Tualatin citizens more for no appreciable benefit. It will put more people a greater risk of energy outages. It will eliminate a whole suite of options made possible by thinking creatively about how to utilize ALL of the tools available to achieve REAL emissions reductions, more quickly, more affordably and more reliably than dictating/prescribing an exclusive, simpleminded approach.
- Most homes are not a good candidate for heat pump systems! Would the grid even support this?
- I actually bought a house here relatively recently and completed a green renovation within a year to make my 1975 ranch net zero. I've had nothing but good experiences with the process and had no problems with permits and such from the City, so thank you for that.
- The electrification push of our communities is flawed. There are many data driven reports available that show that not only will our electric infrastructure not sustain the growth trajectory that is being proposed. In addition, our electrical grid relies on natural gas and coal as primary fuels for generating electricity, and that will only grow as the demand for electricity grows. All banning natural gas does is eliminate options to our citizens.
- I am in the plumbing industry and I have personally seen the impact of switching to one power source. This is a bad idea. When the power goes out and your only source of heat is electricity, people have no options. Also heat pump water heaters are efficient if they are only using the heat pump, the problem is that when someone takes just one shower the heat loss in the tank is too great and the heater switches to a regular electric water heater. This is not an efficient option and the strain put on the grid is too great. That is why power companies and the government have mandated that electric water heaters be connected to the internet/power company. This allows them to shut off the heater during peak electricity demands.

Do you want the power company to cut the power to your water heater when you are in the shower?
Please allow for gas connections in new homes. This permits homeowners and builders to use instantaneous gas fired water heaters which are very efficient and can keep up with demand if sized correctly.

- The building I live at is platinum green advantage label. I support more builds alike.
  Farmers and farm workers need access to care (of all kinds) as well as having access to resources for their community as well as demographic is key
- Way too expensive for the average home owner with no support from government.
- Don't shy away from clean nuclear power!
  You should acknowledge that your concern for home and water heating comes from your sense of moral superiority.
- Those who are leaders in the community for solar energy should get some rewards for their foresight .
- forced conversion from current infrastructure such as replacement with heat pump when furnace fails should be incentivized not mandated.
- This is the most important part to me
- I do not support a ban on natural gas hookups. I could support strong limitations on emission of methane on new installations. And support retrofitting existing natural gas appliances and distribution methods to reduce emissions.
- No more homes, subdivisions in Tualatin
- Climate change is a waste of public money.
- Generating electricity from the burning of fossil fuel continues across the PNW power grid. Trading out gas appliances for electric in private homes is a 1:1 trade out on carbon emissions and places additional costs on homeowners
- I support these efforts but have concerns that new codes / enforcement can exasperate the unaffordability of home ownership.
- I have concerns about taking away the choice for natural gas in new buildings. I have always been glad I have a gas water heater during power outages, because I could always at least take a warm shower or have hot water for food prep even when I didn't have heat. I think there should still be choice for natural gas - perhaps a better option would be to encourage the most efficient & conserving types of gas appliances.
- I do not support banning natural gas.
- Overall costs to make this shift and what happens to current homes with natural gas?
- How much is this going to cost the taxpayers, homeowners and businesses?
- All populations must understand their role in this, information must flow to all citizens emphasizing the importance of buy in and participation.
- I think banning natural gas hookups may be a step too far. What do the actual numbers say, in terms of emissions and what would be saved by electrical heating and cooking rather than gas..?
- What incentives will be offered to individual home owners/property owners of apartments/condos? These changes are expensive and those with limited incomes will be hard pressed to make these changes.
- Banning natural gas in new developments is a bold step. Bold but probably necessary. There are huge expanses of warehouse, business structures and parking lots that could generate solar energy AND shade the pavement if it were cost effective to do it.
- I'm against banning natural gas hook-ups. Also, if you're going to limit alternatives and force mostly electric power everything, you need to address the rising cost of electricity. It's going up quite a bit because of increased demand and increased regulation.
- Long term: if the rivers no longer have as much water that might impact hydroelectric power, where will power come from? We do not get enough from solar, wind to truly offset difference.
  How will you focus on affordable housing if gas hookups are no longer available? Heat pumps are much more expense (from what I understand) than natural gas furnaces.

- Climate change is real. However, as a mathematician, I can tell you that the recent changes in worldwide temperature have happened several times before and it is statistically impossible to directly tie the current human carbon footprint to the current climate change. The geological record makes it clear that the Earth goes through a drastic heating/cooling cycle periodically. This has been going on long before man was a significant factor. Now it may be true that man-made pollution is making climate change worse but to equate all the observed climate change man-made pollution is not supported by the geological record.
  I am all in favor of reducing pollution. I grew up in San Diego and in my early years, there were days when you couldn't see very far because of all the air pollution. Thankfully, the situation in San Diego is greatly improved today due to efforts to reduce pollution. Reducing pollution is a program that can stand on its own merits, it does not need support from hyped-up climate change extremists. Yes, there are so-called scientists who say that man is causing climate change but they selectively ignore the geological record which negates any credibility that they may have had.
- As a resident I get contacted all the time by companies pushing solar panels and I find it difficult to sift through what's true, what's untrue, and what's marketing. Is there guidance from the city on what the real tax benefits are and how to choose a good merchant?
- The wind only blows 1/3 of the time and the sun only shines 1/3 of the time. Renewable energy cannot be stored any more efficiently (if at all) than current energy sources. If you want renewable energy sources, increase the use of hydropower. Consider building one of the new modular nuclear power plants. And under no circumstances eliminate clean burning natural gas as an energy source for our homes and businesses.
- Require all new public buildings to install solar panels.
- I don't support the plan to reduce emissions by banning natural gas hookups in new residential buildings .
- You need to tell taxpayers on average how much these transitions cost as families are still struggling with inflation...
- I don’t like banning natural gas for kitchen ranges.
- What about people who already have natural gas? How can we encourage them to change to something more renewable?
- Natural gas is much more efficient in city areas where gas is available
  Heat pumps work in rural areas
  But you still need an auxiliary source of heat when really cold
- We need so much more power to convert to all electric power… build the SMRs focus on power delivery infrastructure.
- Again some more details would be nice, and how it would affect an individual
- Banning natural.gas is just stupid.
- Solar and wind do not work! They're terrible for the environment, have relatively short useful lives and don't even come close generating enough electricity. Banning gas hookups and requiring electric will drive up electricity consumption without adequately increasing the supply. Not enough electricity to go around. Please stop with the rush to impose the Green New Deal without thinking about the hardships you will be creating for families. We don't want blackouts and brown outs in the middle of winter. I have children to keep warm. We need a diverse supply of energy and not an overreliance on electricity. Solar and wind cannot and will not make up the difference. You know this. Don't impose something you know doesn't work.
- I do not support banning natural gas hookups or appliances!!!!
- Don’t ban natural gas as electricity is more expensive for some people
  To pay for.
- cost to homeowners and busiessowners may not be sustainable or adoptable
- Lots of technologies are still not feasible
- I am not at all sure that banning natural gas is a wise thing to do. Let’s keep the market open to all possible energy options.
- Electric and Hybrid-electric heat is not eliminating the emissions, only relocating them elsewhere. There is insufficient alternative capacity (solar and wind) to handle peak demands, and until the

storage problem is solved, electricity is a real time continuous balance of supply and demand. An awful lot of energy used to source, refine, and manufacture all necessary components and materials for solar and wind generation.

- Truly renewable energy can NOT be accomplished unless nuclear is included. Otherwise, it is a fools errand and reducing fossil fuels will result in a loss of living standard within the industrialized nations.
- Banning Natural Gas is just silly. Energy efficiency programs make economic sense. ANY attempt to reduce CO2 will NEVER have a measurable impact in Tualatin and are waste of resources that could be used reducing the heat island effect seen in all cities.
- Let's get solar panels on all public buildings including schools.
- I support everything but banning natural gas.
- Let those that have natural gas keep it. I do not want government control
- Many office buildings have all lights on all night even though there are no workers. How to incentivize better energy usage.
- Eliminating natural gas for electric will increase costs and decrease the stability of grid.
- The hydro dam is not environment friendly to the level people want to believe. There are already some studies about ground contamination by disposed or abandoned solar panels. Solar panels require a large area, so the forests are destroyed to place them. Did you conduct an adequate study going to electric is the best move? Why can't we try a code to consume less energy regardless of the energy source?
- Can we require more eco friendly energy in apartments?
- I do not support banning natural gas. This too is politically motivated and not needed for protection of the environment. It is still the most efficient way to heat. Many businesses could not provide services or manufacture without it. Sola, wind, and other electrical means are good for some solutions, but not all solutions. Do not ban natural gas use in homes or for business!!! I strongly do not support.
- Too long to net zero, do by 2035.
- Would appreciate getting all this info. mailed to me.
  Donna Scott
  6775 SW Nyberg St, Apt. B-108
  Tualatin, OR 97062
- I believe it is up to individuals and business owners to implement these practices - as the products for energy efficiencies are perfected (Electric Vehicles without infrastructure - case in point). Quit dictating practices that infringe on individuals Rights, beyond the immediate public safety (permitting of building materials, emergency services access, electrical, etc.).
- Renewable energies like solar and wind don't solve energy problem- they dont work all the time. Still need the same dependable systems. Nice extra but not at the expense of necessary improvements.
- Building owners have an inherent desire to have efficient cost effective systems. As soon as you mandate too much you lose one of the 2. Cost is directly inverse to efficient when it comes to buying systems.
- I dont understand what is bad about natural gas. It's less expensive and didn't think it was bad for the environment. Need more education on this.
- I absolutely do not support banning natural gas.
- Do NOT ban natural gas. Diversifying our energy systems is far better than relying on one alone. When our power was out for a week in a snow storm, we at least had hot water from natural gas. Wind and solar are not efficient and create their own environmental impact.
- We will end up overloading electricity system if everything is run on electricity. Natural gas should not be banned.
- The current ability and into the foreseeable future to produce enough energy for our community and State cannot be generated strictly from electricity. And electricity cannot be adequately generated without natural gas power plants.
  Also, homeowners and businesses should have the opportunity of choice, including redundancy for

when one utility system is down or fails.
I am strongly opposed to outlawing use of or bans on new natural gas appliances, including the opportunity for hydrogen-powered vehicles that require a conversion appliance that creates hydrogen from natural gas.

- Milwaukie has been a great guide to how we can electrify homes and buildings to reduce reliance and usage of natural gas, which is a big step towards minimizing emissions.
- Do NOT ever limit the use of natural gas for heating, cooking, etc in homes OR businesses in this city
- Climate change has become the latest man made religion. Please stop shoving this down our throats. Not all of us believe man has caused this nor is there anything we can do to stop whatever it is those in power think man is causing. I do not support raising taxes, carbon credits or this ridiculous pus towards electric only.
- See previous comments about energy efficiency across the city, both commercial & residential. Install more solar panels in the city, more LED street lighting, plant more trees, reduce water usage by eliminating lawns & imposing fines to all the households that waste water
- Again, my concerns are related to cost. Any mandate needs to be evaluated in terms of cost to developers that are ultimately passed on to consumers. If costs are increased, mandates should not be implemented.
- I DO NOT support switching to electric heat pumps. I prefer gas in cooking, dryers and heating my home. It is MUCH more efficient in the long run. Most people would not be able to afford the electricity bills if they were required to switch everything to electric.
- Natural gas is economical, plentiful, and self regulating. So called green solutions put unnecessary strain on older people
- Need good research before we jump into these methods. Some companies see$ before consequences.if we go all electric will we run out and be costly?
- Relying on renewable energy, particularly solar and wind is asking for trouble. When the sun doesn't shine and wind doesn't blow, those two sources simply do not function. I absolutely do not support banning clean and efficient natural gas hookups. I support what we have now and a concerted effort to explore building small modular reactors to replace any fossil fuel sources of energy. See: https://www.iaea.org/newscenter/news/what-are-small-modular-reactors-smrs
- Banning natural gas appliances is nonsense. This is a clean burning fuel that is essential for our homes and factories. Additionally, we have an abundant supply now and into the future. It you are concerned about pollutants, then ask yourself how much pollution is put into the air during our very frequent
wildfires... You cannot address one issue without addressing the other.
- So what are we going to do when the wind does not blow, nor have sunny days. We do live in the PNW, you know. I would never give up my gas stove, never. The world cannot nor will it ever be able to survive on wind/solar panel power. That is totally absurd.
- I have a concern about the cost of improving energy efficiency for the individual. While many want to help in lessening emissions, it may be a difficult change for individuals who have to purchase new goods to conserve energy such as swapping out appliances or changing lighting.
- I wish you had more control about the apartments that are already here. I live at TualatinMeadows apartments and I have cold air pouring in from the sink by the outside wall. So no insulation. The refrigirater wastes energy. I wonder if there is insulation in the other rooms. A water heater flooded my room when it burst and they put insulation in the walls that got replaced, but I have no idea if any exsists in the rest of the apartment.
- The TJ Maxx parking lot and the vacant, former Thriftway feel like perfect opportunities for solar panels on the rooftop and over parking spaces - protection from outdoor elements and solar power generation!
- Solar in OR is not always the best renewable source. What other options are being considered? What support with the state / fed gov offer.
- Your solar panels and lithium mines are environmental disasters.
- I would love to make these adjustments but the cost is a hindrance. Support for finding legit grants or financial assistance would be helpful.

- The electrical service to some areas of Tualatin is spotty, especially during times of wind, extreme rain, snow, or ice. As such, I don't support the banning of natural gas hookups because we would be subjecting a portion of our population to live without heat or hot water during their frequent winter outages.
- All new developments with these standards...
- Green is another communist lie.
- community geothermal option
- total dependence on electricity is a hazard
- Natural gas is taking a big hit. Are we looking at how the electricity is developed that is supposed to replace all the natural gas appliances?
- Wind and solar farms are unreliable and have proven to be insufficient. The electrical grid infrastructure is inadequate and subject to failure. This is not a realistic solution. Until technology increases to the point of a sensible alternative, net zero is an impossibility unless you are willing to accept a much lower level of livability.
- Requiring home energy scores is costly and time consuming and not as beneficial to a home buyer as most cities believe they are. I also have strong objection to requiring someone to upgrade their appliances. Sometimes switching from gas heating to electric is far more costly than just changing to a heat pump, you have to make changes to the entire home at a large expense.
- This is insane. Natural gas is a great alternative and gives people access to a source for cooking and heating water in case of electrical outages. The electrical grid will not be able to support the increased demands and people will be in a more vulnerable position when the government shuts off the power. The zero emissions carbon neutral Paris Accord goals are not realistic nor are they desirable. Climate change is real but history has shown that the TRUE science is never settled. More scientists are pointing out flaws in the models and hypotheses about the value of zero emissions, carbon neutrality. A lot of the science is flawed, it should always be vigorously questioned and debated. It is not the existential threat to humanity that certain globalists have proclaimed. The fact you are using my tax dollars on many aspects of this study is unacceptable. And lets never get to the point where people can't cut down the trees in their own yards. What other cities have done is a horrible infringement on private property rights. You can have street trees, encourage trees in parking lots. I would also move away from dense housing that doesn't allow any space for trees and cooler spaces (look at Bull Mountain - old neighborhoods with lots of space for big trees and dense housing neighborhoods that are a huge fire risk because there is not space between houses). Let's not engage in the climate hysteria. We've seen over the past 3 years how corrupted science can become. If something is coming from the UN, disregard it. Let's get the woke Marxist language out of our city documents too. We are focused on equality NOT equity. Seriously, this town is going down hill. We have lived here 25 years and I cannot wait to move next year. It's going to be a little Portland before we know it. I wish you were more focused on public safety, the QUICK cleanup of graffiti, making our town look pretty, finding a tenant for the long-empty Haggen store. Not trying to cram hundreds of houses in the small spaces left in our town resulting in cutting down thousands of trees.
- how would this effect older housing that might not be structured for more modern methods of renewable energy?
- Very Gòod!
- Keep your hands off of my stove and water heater you
- I support this more for new buildings and only with much financial help for older ones.
- I need more information as many contractors have told me solar panels are damaging to your roof. The rising cost of these items also results in people avoiding this. However, with proper education this could change the mindset of homeowners. This is best if taught by a professional than a door salesman.
- Solar panels are a junk technology. They don't produce when the sun doesn't shine and they're not an economically viable technology that only survives due to massive subsidies. This says nothing of the fact that nearly all of this technology is produced by the Chinese with rare earth minerals that are mined with slave labor, much of which is made up of children. We should be focusing on

nuclear plants and clean burning coal fired electrical plants. We should also be drilling and refining our own petroleum and natural gas products.
- There is no good reason not to try and save energy and reduce Carbon. As long as the economics are close to traditional construction, i dont have issue with this.
- Cost vs Benefit … I looked at adding solar panels to my house … the break even point calculated to seven years … questions about maintenance and roof impacts were not clearly answered … utilities and goods suppliers need to make it easy if not automatic, i.e., no choice, to acquire “smart” devices
- This ignores the impact that f heavier EV on roads, the environmental and humanitarian impact of mining for the minerals needed for the batteries, and the waste created at end of life for wind turbine blades and solar panels. Plan for home energy audits (as required in Portland) lists the OET as the only Stakeholder, ignoring the impact to home owner.
- Will there be governmental help to offset some of the expense?
- There is a recent fad to run to electric and demonize natural gas. Run the numbers, this is not feasible as a sudden direction. We have a roof full of solar panels, so I am not against sustainability efforts, but some folks want to move ahead full speed without careful analysis of the effects. We should have nuclear, the tech to make them safe was perfected in Corvallis, but the folks I c would characterize as energy radicals will have none of that, they want ALL ELECTRIC! an effective and reasonably priced solution/transition plan is more realistic and beneficial. Taking natural gas down or taxing it to death will hurt a majority if energy radicals have their way. Look at reality, we could cut all emissions while China an India burn at will - opening new coal plants monthly if not more frequently. Make sure any plans have a clear and affordable nexus.
- Costs
- I want what’s best for humans and the environment. I have gas furnace and stove. I could not afford to convert to heat pump without significant subsidies.

Urban form and land use: Tell us more about information you might need, concerns you have, or other comments for this section.

(128 responses)

- Si tener más cobertura de arboles sobre todo en el area de las fabrics y empresas. (Yes, have more tree coverage, especially in the area of fabrics and companies.)
- We have too many walking and biking areas already. No one wants higher density - vote for it and get voted out of office.
- The UBG is already stopping us from creating spaces for kids to play youth sports. Why would I want more of that?
  I do not want more people packed into smaller places.
  When Americans talk about walkable communities they are not talking the same way Europeans are. NONE of our communities are built around a walkable framework and it is impossible to make them effectively walkable for everyone unless you rebuild them. This isn't the UK where I can pick up food at a small store, go to a pub and restaurant, go to church, or play a pickup Futsal or soccer game within 10 blocks! We aren't set up this way and this flawed mentality needs to stop. You are just making it harder for our community to do what we want to do.
- Seems great, but there are at least 2 trees on the street tree list that should be removed. Tualatin currently has flowering pear trees downtown, and those are junk trees. The fruit is messy, and the tree form is ugly. If the variety in Tualatin is the "Capital Flowering Pear" or about the same, please remove it. Similarly, the "Shademaster Honey Locust" is a junk tree. It has a short lifespan, grows too quickly, is extremely messy.
- Pedestrian corridors to traverse Tual-Swd Road at a number of places- not just crosswalks. I’ve had too many close calls to consider most of them safe.
- But our traffic is so intense. I don’t feel safe as a pedestrian. Maybe pedestrian overpasses on the busiest roads?
- Any climate controls on land development will only make things more expensive. That is not OK. It will have zero effect on global climate change. It is vanity of vanities.

- Connectivity is a good cause and makes Tualatin more community friendly. I do not support the urban atmosphere or increased population in limited space.
- Seems a little crazy to strengthen tree removal guidelines right on the heels of removing a whole section of woodlands off Norwood.
- Look at Tigard for walkable spaces where people want to be.
- How do you increase tree cover when you are removing the trees to build houses? Example, Autumn Sunrise. Many trees and habitat were removed.
- I would love to be able to walk to a store. I live near Tualatin High and it's a ways to stores and carrying stuff home. .25 to .5 miles is an ok distance. The suburbs have issues and my neighbors will fight this. I'd like to convince them this would improve their property values.
- I find it ironic the City is discussing more tree cover while at the same time approving the removal of large number of trees. The Autumn Sunrise development is a prime example. Also promoting the installation of artificial turf on playing fields seems contradictory to improving the temperature and preserving nature.
- Collaborating with Tree for All is important for achieving these goals. Also, the City should commit to strictly limiting expansions of its Urban Growth Boundary into land currently used for agriculture, forestry and natural areas.
- Reward property owners for having trees and penalize those with lawns. Didn't move away from inner Portland to have a neighbor on top of me and arms reach on both sides. If you want high density housing, put it where the unwanted Max line will be in future.
- Better tree planning
- I do not support more people in a smaller area. Tualatin is already too crowded.
- The more I read about this iinitiative the more I see that it is over-reaching. You have the potential here to severely lessen resident's quality of life for what seems to be a very abstract benefit. And by the way, what does it mean to "roll a short distance" to get some item?
- Increasing density increases fire danger, and drives up the costs of housing. Increasing the land area of the urban growth areas would allow for affordable housing to be built, and increase livable space for all residents.
- Dense isn't always walkable or pleasant to live in/near. It must be more carefully planned then, hey, let's let them make it a 3 story (or more) apartment complex instead of a two story and minimal open space. More parks (not just resources for existing) are needed with increased population/density. Require developers to assist in providing this. If you are planning for more population also plan for MORE parks, other amenities. Also let's not pretend folks don't need, have cars who live here. Require adequate, actually adequate parking.
- Increasing density needs to be balanced against preserving quality of life. Higher density in new developments may be appropriate. For instance, I supported the recent code change to allow higher density housing along South Boones Ferry Road. However, changing codes in existing single family neighborhoods to allow for higher density through ADUs and the like gives me heartburn.
- I am concerned about high density housing. Research in the past has shown an increase in neurosis with more crowded living conditions. How would this be addressed?
- How about in future developments, use a street grid system instead of culdesacs? It's much more walkable!
- Safety for our children and elderly start with a clear path to school and the grocery store
- I support more trees, but increasing housing density does not always make for good neighbors- need more open area-we still have no park within 1.5 miles of Autumn Sunrise.
- Nowhere is there a mention of encouraging lower birth rates. Too many people is the main driver of climate change, really.
- increased density increases other infrastructure needs as witnessed by the decline of many urban settings. we should be cautious about densification without consideration of the social aspects.
- You let the big subdivision on Norwood cut down a thousand trees. Why is this important to you now.

- Creating a walkable city & increasing density sound like they are in opposition to one another. Of the two, I prefer the focus on creating a walkable/breathable/sustainable city.
- More trees are good, but climate change has been debunked.
- If increasing density, make sure to have more safe biking opportunities, transit options, and more park spaces. Make these options affordable to people experiencing lower incomes
- I don't support an increase in density. I do support planting more trees.
- I support, except for higher denser population. I don't like living on top of other people
- I have never wanted to own a multi-family or unit in a mixed-use development because of the inability to cap special assessment fees. As for single family housing, I don't support HOAs as they create a lot a bi-laws that are in contrast with "green living". In the past I have seen the areas designated for these higher density zones causing the loss of community when people can no longer afford to move to or live in their community.
- We live in the suburbs for a reason - not to have the kind of unlivable density that is present in big cities.
- How much is this going to cost the taxpayers and businesses?
- Tualatin has demonstrated commitment to this, expecially this past year.
- While "increasing density" has its own advantages, will public transportation change (increase? new routes?) as well? How will this affect the affordability of apartments/condos? And again, will arborists be included in the discussion about changes to urban forestry regulations? Will HOAs be required to adhere to any changes?
- Growth is the paradigm that every city and county must fight. Increasing density and choices in residential housing will be important. However, incentivizing dense growth just increases the impact on a smaller geographical area.
- I don't agree with increase density.
- Tree ordinances still need to allow homeowners to remove trees. The save the tree at all costs model makes for dangerous urban "forests" that cause damage in storms, which in turn is a waste of resources when people have to repair structures.
- Walking is good for everyone. I would love to be able to walk to the grocery store or favorite restaurant. To do that cities must change their zoning laws to encourage small businesses in residential areas. By segregating residential from commercial we are forced to get into our cars to do anything.
- This is simply another form of wasteful spending of taxpayer dollars. Can you tell me how much doing all this will mitigate climate change either here and/or world wide? Increased density leads to increased overcrowding which leads to higher rates of depression and anxiety.
- I'm guessing many home owners will resist this sort of rezoning and focusing on increased density. Hope are you planning to convince/encourage these residents?
- I mostly support this, however we do not need luxury apartments built on our rivers and wetlands. We need safe affordable housing.
- For ie, development of Boones Ferry, adding more issues, car emissions, etc. The roads are not built for the traffic that will be coming from these "improvements ", IMHO.
- Increasing density never comes with road improvements. That needs to be fixed. I support walkable neighborhoods and increased tree coverage. Who is paying for all of this? Our taxes in Washington County are already astronomical especially for senior citizens!!
- Not comfortable with high density. High density leads to higher housing expenses
- I don't believe that increasing density is a prudent thing to do. Let's not crowd more people into the spaces we have - let's have more OPEN spaces!
- Plant native trees, affordable housing and access for all abilities
- Yea make it pretty fantastic!!!!
  But lets circle back to SMRs… if we can't power everyones electric semi were all gonna die fighting over the last cucumber. Nuclear reactors in every gas station idk figure it out.
- Increasing density sounds AWFUL!!!
- I definitely support more walkable neighborhoods. Expanding the tualatin river trail would greatly help!

- High density neighborhoods have failed locally, so the current format does not work.
- we are already suffering from increased density and traffic is only getting worse. Walkability is fine but if you live miles from a grocery or work, walking or biking is not an answer. I am having a real problem with kids and adults on bikes, scooters, etc. using the middle of my neighborhood streets and causing a hazard for vehicles.
- No! Stop packing the suburbs! If we wanted to live in the city we would move there. Let Tualatin be Tualatin, not Portland.
- We have too many people and traffic already!
- We don't have much space to build on so where would we add a city hub? The commons is the only place. Why not revitalize it?
- The so-called "downtown" is a shambles without any evident plan. The only tree plan in evidence is to encourage developers to cut down existing trees. For a community the size of Tualatin, the urban park and walking space is meager.
- Thanks
- I love making the area more walkable. Not sure high density is the way to go. Not in favor of tree removal restrictions. Trees have a lifespan and sometimes need to be removed. In favor of planting more trees, but don't like the idea of restricting landowners from removing trees!
- Yep, that urban growth boundary has certainly worked out well. I certainly appreciate the increase in value my property has experienced.
- I don't think having mixed use development necessarily means increasing development density. I do not support denser development in suburban areas.
- Fine, but bicycles need to be separated from cars. Larger sidewalks for both.
- This actually has a measurable payback and can improve the quality of life and effective temperature experienced by our citizens.
- Community gardens and classes.
- Continue to connect bike lanes and trails so you can safely navigate. Busy intersections are especially important and often have no bike lane through them.
- I only support increasing density if the road system is updated to accommodate
- Again, why does there need to be removal regulations and enforcement for plants and trees.?
- Walking feels weird in suburban areas except when walking a dog. How do we make general walking more "normal"?
- Of all the bad ideas you have, forcing increased density is the worst one. Telling people when they can't cut down their trees is the second worst.
- Increased density means increased crime and diminished safety and community livability.
- Vital area of focus! I think we can an even better job in this aspect.
- I do support more trees but am firmly against more development. We must learn to accept inconvenience for a better future for our children.
- Keep adding walkable features! I love that about Tualatin.
- Having planned many cities and buildings, "livable communities" can be wonderful places .
- We have large areas of unused usable land. Becoming more dense is not an ideal solution given the inability to widen roads for traffic. Metro does not have all the answers with TriMet/Max. Going fully electric still strains our system and the cost of acquiring those vehicles and infrastructure is prohibitive for the he general public.
- This is also going to be a major draw for livability in Tualatin!
- more density on same roads is major problem.
- Moving people is a good use of resources. No one likes biking along a super busy road or feel like they will be hit.
- I have concerns about increased density and the correlation to crime.
- Would support safer biking lane options such as in Europe or other bike-dependant cities with a sidewalk lane or a separate area for bikes off of the main road. Drivers in America have much larger cars that are far deadlier when hitting a pedestrian or cyclist, and American drivers can be younger (15/16 years) or older (no age limit), be distracted with their phones and fast food, and overall not used to needing to share the road.

- I’m hesitant to want a tightly concentrated area of people
- The details matter, giving owners choices and not over regulating or removing value from propertt owners.
- It would be great to transform the area by the library to the lake. By connecting those places and bringing in local shops rather than chains, we can create a walkable downtown for people to shop at and reduce car travel.
- plant dry country trees and shrubs
- We are dense enough, thank you
- Climate change has become the latest man made religion. Please stop shoving this down our throats. Not all of us believe man has caused this nor is there anything we can do to stop whatever it is those in power think man is causing. I do not support raising taxes, carbon credits or this ridiculous pus towards electric only.
- Unfortunately the city totally does NOT impose the necessary restrictions for not removing trees at new developments.
- So long as these pathways are safe...as in many such pathways in Portland have become nothing more than highways for homeless, many of whom are drug addicts or mentally ill, to use to get around. Would you want such a pathway going by your home or neighborhood? I do not. The pathways in Portland are essentially unuseable.
- I chose to live in Tualatin because we are NOT a city. If I wanted to live in a dense area, I would have moved to the big city. I want Tualatin to stay residential and open. I would NOT be happy if we went the route of mix use large developments.
- Do not increase density!!!!!!!!!!
- I have experience waste just by trees planed. Some had large roots that destroyed sidewalks. Others had lots of debris,,Need to look into consequences before spending.
- I absolutely do not support the "15 minute city" concept. This is the United States of America and we should continue being free to travel as near or as far as we wish to enjoy our God given rights that are guaranteed in the Constitution.
- I am not sure that increasing housing density is a viable option because it would also increase traffic density.
- To answer this question, just ask the residents of Portland how they are doing with increasing the density of their neighborhoods. This is just another means of raising taxes to "address" the issues that are created by the same people who levy the taxes. BAD IDEA
- High density living creates its own problems, infrastructure being only one of them. It is easy to get it wrong and very difficult to do if right.
- Being able to safely walk, bike or roll to services and shopping is great but all I see Tualatin building are huge warehouses and large housing communities (just houses, not mixed use like shopping or places to work). This has included a lot of trees being removed. Tualatin has a long way to go to create a these types of areas.
- I support creating walkable neighborhoods as it would be helpful in reducing emissions as well as benefiting individuals by encouraging exercise. I also think that planting more trees in addition to keeping the trees already present in Tualatin is advantageous as trees help convert carbon dioxide into oxygen which will help reduce emissions.
- Yes there are too many commercial developments and more density would be wonderful. Yes I wish the resources I need were closer to where I live and its a long walk to transportation and stores. Too far.
- What stores and other resources will be added close to where people live so it is close enough to walk. There are so many places that are 2+ miles away from any shopping areas.
- Yes, plant trees
- Be very thoughtful about what increasing population density may mean. Increasing density by bringing in high cost multifamily apartment complexes or similar without really good walkability or bikeability is likely to increase traffic significantly as right now many people can only afford to rent at such high prices by having roommates and often each adult has their own vehicle.
- I would just want to make sure zoning changes are thoughtful. I could see this getting out of hand.

- I support increased walkability and tree cover but am concerned about the way developers would interpret and use any increased density changes. The reality is that some people will still want to live in single family homes with yards and set backs from their neighbors.
- How about Chestnut trees? They're beautiful, shady, and produce food and other stuff. More community gardens growing food. Rainwater collection.
- Do not let the communist control us.
- Boones Ferry Road south of downtown Tualatin should have some commercial uses, walkable business for the local residents.
- We need to do all we can to plant more trees and native species.
- this is the least walkable city I've ever lived in. because of the horrid zoning there is not a single cafe or bar I can walk to do. To do anything all residents have to get in a car further exacerbating the ever growing car problems. Mixed use and convert SFR to allow for small businesses like a market, cafe or neighborhood pub.
- Planting trees includes taking care of them. Half of the new arborvitae along Boones Ferry are already dead, less that a year after they were planted. Maybe they should have been watered during our long hot summer?
- Leave the free market alone!
- Do not increase density. That leaves no space for the trees and shade your were talking about. In fact, let's disallow yards less than 6,000 or 7,000 sq feet. Bigger would be better.
- Until we can address the on going traffic issues, which have been “explored and discussed” for the last 30 years, since I’ve lived here, with no solutions, adding more high density housing is absolutely ridiculous.
- This is a wonderful idea
- Support 100% but trails need to be finished and connected. Also, trees on street must be replaced.
- Again much of this should be done but at what cost to people who may not have the funds? This has been an important issue but never seems to get off the ground for creating density that definitely is needed and an actual way to create a space to have a way to do this never seems to come to fruition. It will always come down to a real transportation system that does not exit in Tualatin.
- I do not like that you combined the walkable neighborhood myth with increase tree cover.
- I completely agree. I have noticed a huge difference in the lifestyle of residents at Reed's Crossing in Hillsboro. Their community was able to bring a grocery store, restaurants and shop to this area. Friends and past clients have said it makes it enjoyable and has cut their costs of transportation by having things closer to home.
- Packing more people into a limited area reeks of the old Soviet block housing practices that housed the subjects of that evil regime across Eastern Europe for half a century. No, thanks. Disband Metro while you're at it.
- You can only support or not, but some ideas I’d support while others not so much. Mixing two different suggestions is not ideal. I am concerned regarding increasing the density when the infrastructure does not support it, see traffic jams
- Walkable Neighborhoods / towns have proven economic gains along with healthier communities. I support this.
- Much of the city is already built - and not walkable - so the practical challenge is “how do we put commercial uses in already developed areas?” And because higher density means “building up rather than out”, intrusion into backyard privacy in established neighborhoods needs to be managed or else residents in lower density houses will be very upset with city government .
- If I wanted to live in a crowded area I would have stayed in Portland.
- There are two things that folks cannot stand: Urban sprawl & high density.
- Tualatin was frankly not planned well from day one and trying now to regulate it into Mayberry is just the full-employment act for planners who rarely use viable data for their work. Sorry, but I have worked along side land use planners for over thirty years in government management positions within community development departments and nothing has improved my opinion in all those

years. I hate to say it, but most have no real world experience, understanding of economics, and substitute it with views inside some utopian cloud.
- Costs . We already get hit hard enough in this state .
- Yes, please - more of this!

Transportation: Tell us more about information you might need, concerns you have, or other comments for this section.

(120 responses)

- Para mi las paradas de los autobuses si deberian tener un mejor resguardo cuando se usen,talvez paredes plasticas transparentes para evitar estar empapado en el clima lluvioso. (For me, the bus stops should have better protection when they are used, perhaps transparent plastic walls to avoid being soaked in rainy weather.)
- I work at the airport, I would like to take transit but it would take hours out of my day, I would have to leave before my kids would leave to school and get home and by the time I made dinner it would be very late. If there was a max line or increased Wes train times and ran on weekends it might be possible
- We do not need more transit in Tualatin. Nobody wants to take a 'crime train', or bus to downtown Portland.
- Ridiculous. I am in full support of making it easier to bike and walk. I am in full support of EV chargers. I am in moderate support of increasing transit services. I am absolutely against "decreasing miles traveled" which reads like you are saying get rid or cars. This was obviously the goal of tolling 205 and look what happened. Any chance at doing something effective was crushed because the goal was to put people on public transit. The reason I don't like public transit is because I was forced to use it and it is simply the worst way to travel.
- These seem like good strategies and will likely promote community health and economic vitality.
- You are ruining our climate by allowing Trimet to drive buses all over Tualatin with one or two people at most on board. You are wasting space, clogging our streets, and costing citizens a Tualatin money.
- Who will pay for these EV chargers? EVs are owned mainly by the rich. Why should we subsidize them?
- Free charging stations. Financial incentives for home installations.
- Are EVs good?
- I am against mandatory EVs.
- Bike lanes that are truly safe. Feel some missed opportunity on Boones Ferry with this last paving. Barriers are better than lines.
- This section does not reflect the actual practices of people who live here. When you live in the suburbs you are also buying a commute in many cases. Dedicated standalone bike paths are a great idea for recreation but commuters outside of a small percentage eschew it for the more practical car.
- I would love to see more walking paths away from busy roads
- Establecer horarios con menor tiempo de espera en rutas frecuentes o en horarios. (Establish schedules with less waiting time on frequent routes or schedules.)
- Support more shuttles and work from home programs.
- I see new sidewalks going in that meander instead of being the shortest line between two places.
  (2) This would appear to be an effort to limit resident's freedom by getting them out of their cars.
  (3) Very non-specific action points with this. For example, what is an improved bus stop? What does it mean to advocate to transit agencies?
  (4) This aspect of this initiative seeks to limit resident's personal freedom. Don't do that.
- Who pays? Taxes are a burden for all taxpayers. At what point do we have saturation? Case in point we just passed a park bond, and added a park fee. Where is this money going to, what metrics are being used to demonstrate efficacy of operation?
- I can’t afford a new electric car, I don’t have time to just sit and charge my car at a store

- I would love to be able to walk or bike to Fred Meyer from Fox Hills neighborhood (near Brown's Ferry.) Unfortunately Nyberg is dangerously congested. How do you get the many huge trucks to not exit the freeway onto Nyberg? Years ago we were told that road extension (124?) was going to reduce trucks through there. False.
- The strategies listed seem reasonable and I support them as such. I support more options and more available options. I oppose mandates and social engineering that masquerades as urban planning. One prime example is the townhouse development off of 90th Ave. Planners determined that limiting parking to one vehicle per housing unit (or less) would limit vehicle ownership and promote transit use. Instead, it's an absolute parking disaster.
- More EV chargers? How's the grid going to handle that AND heat pumps?
- I support sharing the road not only with land use strategies, transportation strategies, developing strategies, changing commerce and bike traffic
- Need more safe public transit here, not scooters or EV chargers. i do not want to rely on electric charging stations and electrical grid issues and cost of EV vehicles for transport.
- Public EV charging should cost around $.06 per mile to be attractive. Can you achieve this?
- What are traffic calming measures? I hear speeding cars on the freeway at night, and it is both noisy and polluting , as well as dangerous. These drivers should be fined heavily. Perhaps a fuel rationing program should be considered .
- forced conversion to ev as opposed to hybrid is objectionable. bicycles do not pay taxes for road use and act entitled switching from vehicle to bicycle usage rapidly and in unsafe manners. how do we afford infrastructure in the future?
- Public transit is a health concern for me more than an access issue. My husband uses it weekly though but could really benefit from more coverage while waiting for the bus. His work laptop got ruined in his backpack last week from the heavy rain
- Laughable. Again huge subdivision going in on Norwood. Can't go into Tualatin after noon on Friday due to traffic. Can't go to wilsonville after 4pm any day due to back up on bones ferry. On Friday the traffic is past the high school. Major problem now
- Tualatin government needs to get out of the climate change debate. It has been scientifically debunked.
- Increasing EV chargers is critical; the more electric vehicles on the roads mean the more demand there is for EV chargers
- EVs are NOT "eco-friendly". Each EV battery requires the mining of 50,000 pound of Earth, often in under-developed countries with lax environmental standards. They're also much heavier than ICE vehicles, which will put undo strain on our infrastructure (roads, bridges, parking garages, etc).
- i like the idea of safe non-individual automotive transportation, however, I don't believe removing vehicle lanes, narrowing intersections, not adding dedicated turn lanes, or not deploying sensor adapting traffic lighting are the best answers as these constraints cause more vehicle congestion with longer commute times sitting in traffic waiting energy. Not everyone is physically able to walk / bicycle to where they need to go. And not all working people have the ability to be away from work long enough to do errands at lunch with mass transit.
- How much is this going to cost the taxpayers and businesses?
- Transit is still lacking in frequency and connectivity in the southern metro areas of Portland.
- I see this as an enormous challenge. Americans love their cars and immediate satisfaction of their wants.
  I wish the City planners all the luck in changing the consumer culture, because that HAS to change.
- I also support continuing to explore funding sources like tolling. Some "diversion" is acceptable. Local trips should be on local streets.
- EV cars are a joke. The environmental damage being caused by the mining of Lithium negates any possible benefit. Someday there may be technology that allows EV to be affordable and sustainable but we are not there yet.
- Doing what you suggest will take generational change in human behavior in the United States of America. We have God given rights to life, liberty and the pursuit of happiness. Not just in a government defined area of containment.

- Adding more access to public EV chargers would be great. I'm not currently a homeowner and don't have a place to charge an EV so they weren't a realistic option for me when I was car shopping last year (despite that being my ideal choice).
- This needs to be well thought out. Putting some lines on the road and reducing speeds does not help when their is no proper public transportation in our city.
- See note prior. Density driven single family homes do not necessarily add carbon neutral to our city. 1-2 years from now, the Boones Ferry Rd will be a parking lot of cars especially at rush hours.
- Like most stuff , it is the details that count
- Increase car lanes and bicycle lanes
- How do the EV chargers get their energy? Solve this first before you recommend transition to energy sources which may not make a difference.
- The power grid for United States is already overloaded. Introducing electronic vehicles into RMF structure will cause brownouts and blackouts. They're simply not enough power. Battery power is inefficient and causes more harm to the environment than fossil fuels. Quit wasting our money.
- Transit that comes often and goes far would be helpful
- SMRs everywhere we need gratuitous amouts of powr!!
- Leave us alone! Stop imposing this crap on us!
- I can't see how this can happen in Tualatin. A bus system would be a waste of money!
- MAX to Tualatin!
- Encourage e-bike use. Lime scooters are a good idea that will take a while to catch on.
- EVs are bought by wealthy
- I do not support making people switch to all electric. Have all options and let the market have all options for people to select what works best for them. I do not think strong arming people to go with one option is how it should be. I am not convinced going all solar and all electric vehicles is the way we should go. I still have lots of questions about all of these batteries we are using and the mining for things to make these batteries and the disposal of these batteries. Keep options open for all people.
- Especially more safe bikeways!
- Sidewalks good, bike lanes that do not occlude the flow of vehicular traffic are good as well. Municipal code that increases in population density looks like an effort to justify WES and drive Metro to extending light rail to Bridgeport or beyond. I support public EV charging stations, the $$'s associated with installation, maintenance, and on-going costs associated with (all) those stations should be averaged and portioned to each EV on the road and attached to the registration fees due to the DMV.
- Tri met wants to limit or change services for commuters into Portland from suburbs.
- Need to address the nations electrical grid first. Capacity and security.
- once again, there is a visible result of the dollars and effort expended.
- Continue adding bike lanes.
- Let us drive cars when we want and don't make everything electric. It shouldn't be government run.
- Most transportation efficiencies have resulted in large amounts of dollars with little or no participation
- How do make public transportation more available? How do we reduce the stigma associated with public transportation?
- If government forces or makes more costly the use of autos community livability will diminish.
- Lots of challenges here, but definitely worth the effort!
- I do support the increased public transit services. We should limit the use of low-efficiency vehicles (pickup trucks used to commute for an office job.)
- Not sure EVs are the answer, but supportive of the trains and transit
- What is written is too extreme at this time. Ev's have their place, but it is not the only solution. This too is being politically driven.
- Change to ev by 2035

- I'm tired of continually seeing busses driving around with practically no one on them. This is a waste of resources.
- Adding more EV chargers would possibly strain our resources. Would the public ones be Solar powered?
- This will be especially helpful for kids, the elderly, people with disabilities, etc. Thank you!
- Tri_Met continues to lose millions of tax dollars annually, while taxing businesses that may have employees that never utilize the service. Yet, they plot more transit lines with fewer ridership.
- I like driving my car. nobody rides the MAX. I lived in Boston for many years- people take transit when its faster and cheaper than their car. its neither of those things here. Add in that its not safe and its a waste of money.
- Picking winners here is risky. Tualatin is 1/2 residents and 1/2 commuters who work here. Caution is in order because the mix is so different from most communities.
- More widespread public transit is important--seniors, young people, people who can't afford their own cars all would benefit from an efficient system.
- I generally support, but recommend strategically increasing public EV charging stations. Some current stations appear to be better utilized (New Seasons) than others (Fred Meyer). Invest in units that are well placed and adaptable to changing charging technologies.
- Ride Connection would love to partner with the City of Tualatin and other private businesses to obtain grants for installation of EV chargers that can be used by the Tualatin Shuttle during the night and would be open to employees during the day or based on what makes the most sense as part of the agreement and partnership.
- Not happy the express bus from Tualatin to downtown was cut.
- Increasing density without increasing capacity creates a lot of pollution in our area.
  Also, batteries are made with highly toxic materials and take lots of energy to produce, so are not as green as advertised.
  Improving public transportation scheduling and safety are critical to have citizens engage in large enough numbers to make it viable.
- I think expansion of frequent Tualatin-focused public transportation could help reduce mileage. There's good connections to neighboring towns but less frequent service from many neighborhoods to shopping centers or essential places like banks or groceries.
- I need my mobility for doing volunteer work around the county
- I oppose electric vehicles. They are too expensive for the average Tualatin family. There is no access to adequate charging for anyone not living in a single family home. PGE has no plans to increase their generating capacity to accomodate the need for electricity if all of these plans were even 10% completed. I oppose any measures that will result in brownouts or blackouts due to lack of energy. In addition, consider the impact of all this if there is a storm and power generation/delivery is impacted. Ever lived through an extended outage? More than 4 hours? It's not fun - and can be life threatening.
- Climate change has become the latest man made religion. Please stop shoving this down our throats. Not all of us believe man has caused this nor is there anything we can do to stop whatever it is those in power think man is causing. I do not support raising taxes, carbon credits or this ridiculous pus towards electric only.
- What is the projected additional costs to achieve this goal?
- Install more EV chargers at public places: city hall, parks, library,
- EVs are too expensive and the raw materials used to make them and the environmental issues related to disposal create just create more problems. EVs are good for short trips and commutes, not longer trips especially to more remote areas. EVs are however a good option for public transportation.
- You could roll all of these options out and people will still drive their cars. People like the freedom that comes with being able to go where you want to go, when you want to go. Not having to rely on mass transit.
- Charging stations take too much time and are often not working, it's not worth it yet, innovation will come

- We need better transportation connections. Look to Europe for better ideas.
- See my previous comments.
- EV vehicles are not the answer. These vehicles are not reliable and when involved in a crash they cause a biohazard with dangerous chemicals that expose first responders and others. The electrical grid cannot support the dream of millions of EV on the road. We don't have enough electricity to adequately supply the power for these vehicles (without creating many more nuclear power plants). Ask any EV mechanic how expensive it is to replace an EV battery in one of those vehicles. You will see that it costs between $20,000 and $35,000 for a replacement. This is required on most EV way before they reach 100,000 miles. Not efficient, not practical and not something we should be promoting.
- I would never, no, never own an EV. The batteries as well as the EVs are made in China and the minerals used to build the batteries come from poor countries in Africa where there is slave labor to retrieve the minerals. And how will the batteries be disposed of? More garbage for our land fills. Why do we want to enrich China? And EV stations require the use of fossil fuel power.
- Adding the Red Line to Ride Connection has been useful for me as I ride it from Avery/Martinazzi to the library and back. Expand Ride Connection north up Martinazzi and you'll get more riders. Provide better, safer and closer places to lock up a bike when visiting public places like library and parks. The bike racks are too far from what I am doing (and unsafe, such as the library having a bike rack right next to the street and bus stop). These bike racks also need to be made safe for ebikes -- yes the ebike owner must lock their bike and take out their battery and key, but closer in, more secure racks would promote much more ebike riding.
- It would be useful to have more information on the incentives for EV chargers and vehicles in a public area or online somewhere as it is sometimes difficult to find all the information on various websites. Furthermore, it would help me if the changes in frequency of transit service were put in the library or some other public place because this is an important in me taking public transit.
- I would like to see the city lead by it's own actions and changing the way it does business. For instance, stop using gas powered lawn and park maintenance equipment, stop allowing parks employees to sit in 3/4 ton pickups with the engines running for extended periods of time. I've already talked to city about this with on change in behavior. I just don't get it! The city needs to lead by example or won't be taken seriously.
- yes would love if it were easier to get around by walking and reducing traffic. there is rarely a time that the traffic is sparse. People continually race down 90th Ave by apartments and other.
- There needs to be more ways use public transport for seniors. Coming from the airport to Tualatin takes about 3 hours in transit and 20 minutes to drive. There is just no incentive, especially as a senior, to take public transit in its current state.
- Will the power grid support this?
- Safer areas for biking and walking! There are streets like Killarney Ln that do not have side walk. This is very dangerous.
- I would love to see this, but it seems like there will need to be a lot of work done to create a cultural shift to get enough people to use it to be financially feasible and functional.
- Would love home charging incentives or rapid charging stations in tualatin
- looks good
- EVs are a dishonest communist joke.
- make Ride Connection go deeper into residential areas, weekly trip to Fred Meyer, library
  Also, praise those who use alternatives, share their enthusiasm, discounts to those who walk or ?
- we don't need more ev charging stations. people can charge at home and only the wealthiest have ev cars so this would be an uneven benefit for the rich. we need some completely separated bike paths. the double line does not make me feel safe with 30-40 mph vehicles right next to me
- This will not work in the US or in Oregon. Another feel good pipe dream. Get realistic. This is not Europe or Asia. Distances travelled will not accommodate this solution. Travel should be made easier with expanded surface roadways to accommodate less time idling and more efficient travel.

- This is not appropriate in a non-Communist country. Stick to things like crosswalks with flashing lights. That's good. Don't mess with the roads. Given the toll roads that are coming, the already bad traffic will only get worse. Don't do anything that impedes the flow or slows it further.
- The light rail that has been running here in Tualatin, would be able to serve more people if it ran at more convenient times.
- More trails and safe places to walk.
- The gri
- However again these have been discussed and talk about and nothing much has changed. Also much of this will not work well with those of us over a certain age who are beginning to maybe not be able to drive in the nearer future but define aren't able to bike or scooter and even perhaps walk and also carry groceries.
- I would suggest we wait on this project. It is better to tackle things one by one and adding too much construction to areas is resulting in angry citizens and higher traffic zones/times.
- Seems like people do not use public transport frequently in the area. What are alternatives and barriers
- EVs are another communist lie. They are not cost effective, not efficient, and require massive amounts of rare earth minerals that must be strip mined and collected by slaves, often children. The batteries that power them cannot be recycled and our power grid cannot support them in mass quantities.
- While only a limited of people can afford an EV, it would be great if we could encourage more people to move instead of sitting in their cars.
- It's still too early to prove EV's are tomorrows winner in "clean" transportation. Hydrogen or ?? could still be the future. Let market place settle this prior to our town getting involved.
- I think the city can make alternate mode options available, but it's really up to individual citizen's circumstances as to how successful trip reduction will be … EVs May reduce greenhouse gases, but not congestion
- What funding mechanisms and why do you only want the 1% to use the freeways and increase greenhouse gases by over crowding surface streets?
- Good luck with this one
- Would love to see more connected mass transportation options so we can use our cars less, and love ask the bike lanes - more of these please.

Is there anything else you'd like to share about the ideas included in the Reducing emissions section?

*The question **"tell us more about information you might need, concerns you have, or other comments for this section."** was not displayed for the reducing emissions section. Many respondents entered their comments for that question under the **"Is there anything else you'd like to share about the ideas included in the Reducing emissions section?"** question, combining answers for both, which is shown below.*

(111 responses)

- Hacer una vez por mes ferias de reparacion de electrodomesticos, y también en el consumo de frutas y verduras que hagan menos empaques o no usarlos como las fresas,las uvas esas cajas de platico son innecesarias. (Hold appliance repair fairs once a month, and also in the consumption of fruits and vegetables that require less packaging or do not use them such as strawberries, grapes, those plastic boxes are unnecessary.)
  Estaría bien hacer cajas o puntos donde uno pueda ir a dejar zapatos usados que alguien más pueda usar como los de los niños que quedan en buenas condiciones. (It would be nice to make boxes or points where one can go and leave used shoes that someone else can use, like the children's shoes that are in good condition.)
- Stop looking for tiny, niche busywork. Try considering things that 75% of Tualatin taxpayers might support.

- I grew up poor. This is not new to me. I have been doing most of this my whole life. However, not buying new things is not the answer. What about when your parents pass away and leave a full house of items. You already have a full house of items. Where does this go? I do not want my dad's old beat up gas and smoke spewing monster of a truck. Fixing it at a repair fair won't do anything. I currently have a shop vac that just stopped working. Repairing it costs more than a new one that handles the electricity used and has more space. Why repair my old one? My computer is so old that it won't update anymore and does not have space. I can't update it. What do I do with it now? These repair fairs are fine for some things but what we really need is a better way to remove things we don't need faster and easier. I'd pay for that. Not repair fairs.
  Have you ever tried telling a 5yr old to eat something they don't want to?
- There are problems with consumerism and mass agriculture, but this has the smell of anti-capitalism and vegan dogma. Even if well-intended, it's vague in its scope and purpose. Buying what you need is always great advice, and I think it makes sense to host repair and reuse fairs to empower economically struggling community members, and to help items find a longer life rather than senselessly going to the landfill. But I think it makes way more sense to promote buying local (reduces transportation expenses, directly impacts our local economy), building community gardens, zoning fringe, open-space areas for local-scale free-range chicken farming and livestock farming. I think the "eat plants" narrative is over-reaching. It seems better to educate the public to skip the donuts, Wonder bread, and carbonated corn-syrup-sweetened soft drinks (which are plant-based or non-meat food items) but toxic to public health at the scale they are consumed by the general population.
- Already doing a lot of this
- Interested in community rentals too to decrease consumption
- Add composting to garbage service!
- What does "community led" mean? Are people forced to do things they don't want to do?
- Consider more vegetable gardens at all schools to help supply either the cafeteria or kids or Packed with Pride
- Reduce is best, recycling is a joke.
- Second item should not be in this section
- I think I am the only person in my neighborhood doing the urban doing the urban composting. How can the city communicate is a question for me. Maybe info at the local grocery stores.
- I am against waste, but I am going to continue to eat meat. Seems as if this section is combining disparate issues.
- These strategies are some of the most direct ways we can help reduce greenhouse gas emissions. These strategies (e.g., reducing consumption of animal products) save money.
- Plant based diets are great if you can afford them and want to get skinny. I don’t want to be skinny. I want to be strong enough to do actual work and enjoy meat in all its forms. Lab meat has such a high carbon footprint and honestly, a little gross.
- Puntos de recolección señalados y con accesibilidad (Designated and accessible collection points).
- Reduce restrictions on home animal access like chickens and goats.
- Do not tell me what to eat or do. You can try to convince me, but do not use the power of the state to alter my behavior when no specific individual is being harmed by my behavior. This entire initiative is now beginning to smell like a Big Brother initiative. You will lose public support by trying to do too much.
- I support efforts to compost, educate, etc. I am concerned we carefully assess what projects/opportunities are actually helpful and consider costs.
- The latter two strategies seem to have some nexus with the City. I don't think there is a role for the City (beyond PR) regarding the first two strategies. I don't mind being encouraged to voluntarily repair/recycle/reuse, etc. but I think the City has higher priorities on which to deploy limited resources. Please don't presume to tell me what I should or shouldn't eat.
- I support this, but while it needs to be community led it also needs to be backed by government funding
- Planting a garden gives you fresh local food to eat and to share

- Educational purchasing starts with the consumer.
  I live at a platinum earth advantage building and that I endorse more builds and use of renewable energy and resources
- Tualatin was very slow to the compost game and has restricted recycling
- It will be hard to change the thinking of Americans that more is better, and a sign of success. A bit of change every year can make a big difference.
- I try to do these things, except for the veggies one. Cheese is my go to snack and favorite food group. I do support local though by picking Tillamook when purchasing most cheeses. I always look out for the local labels in grocery stores (like eggs) and make sure to choose local when I have the choice
- No more subdivisions in Tualatin
- Tualatin needs to focus on other items that are real - not dictate what we should eat.
- Make events centered around these to ensure you maximize getting the word out about these
- I love most of these ideas, I'd like to have the ability to drop off items for recycling too, instead of waiting for the weekly recycling pick-up. I have recently moved here and I donated or repurposed a lot of the packing paper & boxes, but there was a lot that was too damaged, so I fill my recycling bin every week, but still have loads of it in my garage, so I fill in the space of my trash container with recyclable paper to help clear out the garage before winter. Also, it's hard to find places that take the recyclable plastic bags, material, & the other recyclable plastics not allowed in our bins - again, I end up throwing them away :(
- Make sure the composting options do not contribute to increase of the rodent population.
- How much is this going to cost the taxpayers and businesses?
- While our space is designed with designated receptables for food and non-recycleable waste, it is questionable as to whether building maintenance is carrying that effort back to the landfill and/or composting receptacles.
- I support most of these actions, however, eating more plants and less meat and dairy ignores the role of regenerative farming for meat and dairy producers. "Eating more plants" often translates to eating more processed foods and the origins of those plants and additives can be questionable. Big Ag growing tactics are unsustainable and rely upon toxic chemicals. I agree that factory farms for dairy and meat are toxic and harmful to humans, animals, and the climate. Farmers practicing sustainable/regenerative techniques provide needed protein to our food chain as well as fertilizer for plants. We don't have enough land to shift everyone to a plant-based diet using conventional growing standards and hypodronics rely on more chemicals. In my opinion, reduced consumption of meat and dairy is sustainable and for many individuals, the best protein and fat sources in their diets.
- This is the area my home has made the largest change for the better. But, we are facing with changing the consumer culture that has been engrained for generations.
- This seems a bit idealistic. How would this be implemented successfully?
- We have become a throwaway society. Unfortunately, most of our devices are not economical to repair. Pressure needs to be placed on manufacturers to provide a very low-cost refurb program to encourage people to get their item repaired so that it stays out of the landfill. Additionally, we need to do a better job providing incentives for people to donate working items so that lower-income households can use them, Not everyone itemized their taxes so perhaps a credit against the Tualatin Water & Sewer charges?
- The government needs to stop trying to control how we live. All the actions you are proposing come at a cost. You have not even estimated the cost but you will go ahead with the proposals and mandate that the overburdened taxpayers pay for them. Enough is enough.
- I would love to see city-wide composting plans that include apartments and condominiums.
- Community composting options?
- These should not be community led, we depend on our elected officials to do their job, advocate for the people who elect them and pass laws for the good of the people and not so they or their friends/familiar get richer.
- Offer more community pick ups for recycled items. Once to twice a year.

- I love the idea of recycling and eating more vegetables to reduce carbon. We must educate ourselves for a better planet for a new generation.
- This is a behavioral change that the city government will never be able to make unless you provide concrete incentives.
- Composting can and should be higher up the scale. ShareWaste is a great resource for the community
- Again questions about implementation. I think a community / city compost would be nice where we get access to the dirt after it has all broken down. This would help encourage growing your own food at home. The city of sunnyvale where I moved from a long time ago had this where you could pick up composted dirt at the city dump so that you could garden at home
- No!
- I do not support a local government telling what to eat how to live!
- Community composting sites
- I am not confident there is anything community leaders can do to achieve this goal
- Agree with the recycling and composting.
- Nothing new in this information, just new packaging (PR) and applied social implications.
- This shouldn't include People's dietary choices; focus on things you can control like composting and reducing wastes.
- Sorry, carnivorous. Someone else can eat insects and grass.
- Don't be so naive
- This is simply none of your business. Let citizens make their own minds up about this. The one thing that is City business is supporting the composting options simply because this makes economic sense.
- Reduce costs of "healthy foods"
- Make it easier to recycle single use plastics.
- I don't want to eat more plant foods. STOP with mandates. Let people eat the foods they want.. this is ridiculous!
- How do we make food more seasonal/local/organic without increasing the cost?
- No support for forced composting
- I strongly support these points. Buy less for less waste and more savings, and eat less for letter health! I am glad to see the serving portion at some restaurants is getting less because of the inflation. Not all leftovers will be consumed and the containers are so wasteful.
- Allow farms in Tualatin.
- Would like to see more glass recycling options, wine bottles and liquor bottles with deposit would be great!
- Too extreme in many aspects.
- I wish we had a compost collection service and a center that you could drop off items you no longer want and they could fix them and resell them for cheap. Or break them down and recycle or re-use the parts.
- I do not support programs that limit my choices and tell me what I can and cannot eat.
- Having a farmers market or something similar would be helpful when it comes to buying local. Right now, Sherwood and Tigard are our nearest options.
- I think we need to do more to reduce animal consumption city wide. Education is key. The city should support things like meatless meetings, or meatless Mondays and promote on social. Lead by example.
- My household is cognizant of what we purchase, often checking how its made or recycled. Again, this is citizens "Free Market" choice and government needs to stand clear for consumer Rights.
- People can live their lives how they want. Not governments job to tell people what to buy. Focus on building and providing infrastructure
- Let people decide for themselves. Youtube and hundreds of other resources are available. The city does not need to reinvent anything here.

- It is difficult for low income community members to eat foods/products that will improve diet. Healthy foods are more expensive in general.
- More support for composting and charging more for the larger garbage bins.
- Where would the library of things live? Love repair fairs. Can you hold one on repairing upholstery on furniture?
- Where's the beef? Healthy meat is critical to a healthy diet.
- Having compost added to the yard waste bins has been a major success!
- Buy less? Seriously? You control our diet? Seriously? Is Tualatin becoming communist?
- Climate change has become the latest man made religion. Please stop shoving this down our throats. Not all of us believe man has caused this nor is there anything we can do to stop whatever it is those in power think man is causing. I do not support raising taxes, carbon credits or this ridiculous pus towards electric only.
- No one should tell another person, or worse yet limit by any law what to eat. Education is fine, but that should be the extent of it.
- Good luck getting Americans to switch to this lifestyle. In the era where it is cheaper to buy something (made in China), I guarantee you, people are not going to go to a repair fair. That is a fairy tale dream!!
- I don't support this area as you are trying to control others.
- We already do the recycling conserve use less mantra
- Need more education on nutrition and meal planning and gardening.
  There is too much packaging, and large quantities.
- We already adhere to the majority of items on your list. But getting the remainder of the population to implement those will take a generational shift in thinking and beliefs.
- You are contributing to the downfall of the USA. Is that your hope?
- Not eating animal products "like meat and dairy" is complete nonsense. God put these items on earth for human consumption. It is a myth that animals are causing the "climate change" that government is promoting.
- yes, I've heard the motto by the globalists. Own less, buy less and you will be happy.
- I support the ideas included in the Reducing emissions section and for the Food and goods section, I would like to add that it may be beneficial to show people how various things are being recycled as it makes one want to make the effort to recycle instead of put in the garbage. Also, I haven't heard of "Repair Fairs" and think this may be useful, so it would be helpful for me and potentially others if they advertised these fairs more often or in different ways.
- love idea of reducing dairy and meat. I dont use either. love it all
- Would appreciate a "local compost pile" as I do not have a space that is far enough away to keep the smell and rodents away from interfering with my neighbors.
- Create systems to encourage large stores to take and sell used products. Amazon has tons of great priced used goods. Give incentives to Walmart, Costco and others to sell used goods.
- We need city sponsored composting!!
- I think that pushing an agenda of eating plants is short sided to some people's cultures where meat and dairy are a part of the cultural and religious practices. And, I think it is essential that the plan consider the issues of food insecurity (where in access to fresh fruits and vegetables is limited) that many of our community members face. It would be short sided to decide that eating plants is more important that simply getting food, any food, to the people who need it.
- need I repeat, "veggie gardens"...
- I see your lies, communist.
- Recycling drop-offs at businesses, library, senior center and so forth. Rechargeable batteries are recycled at Best Buy, regular batteries are recycled at Batteries Plus, Home Depot and Lowe's accept fluorescent light bulbs, Fred Meyer accepts plastic bags and their branded ziploc bags. Clothing swap days at local churches, Heritage Center or public facility and advertise it. Perhaps leave a rack of clothes up at the Senior Center maybe with coats or clothing seniors are interested in.

- Buy less stuff also means having the means and opportunity to get rid of the old stuff. Bulky Waste events seem to be a rare these days. We need Metro's support to continue to sponsor Bulky Waste events to help keep our neighborhoods clean and the environment
- blaming meat for emissions is ridiculous when you consider a volcano or aircraft launching. meat is an essential part of a healthy diet.
- What about food packaging and the tremendous a,Lunt of non-recyclable plastics being used?
- Leave the free market alone!
- This sounds like World Economic Forum propaganda and again, I am frustrated that you are using my tax dollars on this drivel when you could be cleaning graffiti off of signs within 24 hours or increasing patrols in neighborhoods so we have fewer 3 am prowlers. That would be useful.
- How realistic is it to get people to change their diets?
- Why doesn't Tualatin have food composting? We need it!
- I support and think it is important to create community gardens and give classes educating people how to grow their own crops. This can start small with things such as tomatoes, herbs, etc and moving up.
- I'll buy whatever I want, and in whatever quantity I want, with the money that I work to earn, thanks. If it breaks and can be fixed relatively easily, I'll fix it. If not, I'll throw it away. I'll continue to eat a balanced diet of vegetables and meat and will not be giving a second thought to the carbon emissions involved in any of that.
- I frequently use our buy nothing group to gift and share unused items, or share food with the neighbors. I am all for it!
- Our city should play no role in telling its citizens what to eat, what to buy, or how to go somewhere. Just run the city, make it easy to walk & bike....Plant some trees. You're "pretending" these efforts will change climate, they will not.
- Yes, delete this section - it’s offensive.
- Not right away.
- Totally on board with this because I know about it; need more education and provisions to encourage this behavior. (Offer countertop compost receptacles, talk more about fast fashion and it’s toll on environment, etc.)

Is there anything else you'd like to share about the draft plan?

(100 responses)

- Gracias por hacer estas encuesta para la comunidad!
- First... I received this info in my mail Nov 12th.... so I guess you don't really want community feedback that much.
- I applaud the thoughtful effort and community outreach. Thank you!
- M
- Thank you for your efforts!
- Very impressive, I look forward to some volunteer opportunities to help with getting approved and implementing these plans
- Thank you for your efforts
- There is some good stuff in here, but some of it is disturbing and even silly.
- I wonder if there could be funding and a partnership with the high school (maybe even middle school) to teach about environmental science and apply practically by involving kids in planting trees and pollinator gardens on school property, designing and building water capture systems for irrigation of school fields, building / planting green walls, etc.
- How do we volunteer to help? gregory_campagna@hotmail.com
- Kudos to the City for developing this comprehensive plan!
- Who is representing the other scientific theories and opinions on the causes of climate change in these workgroups? I did not see any listed.
- I don’t think the government should be able to regulate our homes, how we spend our money and require us to buy certain items.

- I have questions about how much real-world experience those who drafted this plan have.
- Yes, it should be put on the ballot.
- I support everything stated but have concerns on how the community will adapt and actually do the things stated
- With the City's limited resources, please focus on providing essential services to citizens with such as public safety, effectively facilitating and managing growth, transportation and utilities. The levers the City has to address climate are extremely limited at best and will have no material affect. Create and expand access to choices; don't mandate, exclude or otherwise ban options. Use honey, not a hammer.
- Great that this Climate Action Plan is finally coming about!!
- Sounds awesome. Thanks for making our city better !
- I would like to see changes happen , on a yearly schedule. Like banning gas leaf blowers, and giving an incentive to replace with either electric or manual tools . Have a contest for the best drought tolerant street strip landscaping. Get rid of the flowering pear trees as an option, as they are messy and do not provide much beauty or shade most of the year.
- forced change, as opposed to incentivized change, is a reduction in freedom
- City council & mayor should really consider growth in Tualatin. 31 year resident leaving as its no longer a great place to live.
- Please scrap these plans and be fiscally responsible with our money instead of continuing to increase taxes and regulation.
- There Is No Climate Emergency, Say 500 Experts in Letter to the United Nations https://www.aei.org/carpe-diem/there-is-no-climate-emergency-say-500-experts-in-letter-to-the-united-nations/
  Thousands of scientists sign 'climate crisis hoax' document https://www.msn.com/en-us/news/us/false-claim-climate-crisis-hoax-statement-signed-by-thousands-of-scientists-fact-check/ar-AA1jaKoq
- No
- What about the Tualatin River? I see oil etc floating on the water upstream from Roamers rest. What can we do about that and other forms of pollution going into the river?
- Please stop wasting taxpayer dollars.
- no
- It is impressive - complete and full of insight into national efforts and data.
- Thank you for bringing this topic into the City Plan for the future. Good planning, changing norms and incentivizing conservation may help
- I don’t agree with banning natural gas hookups and setting up a single source dependency on a yet to built strengthened electric grid. Northwest natural is also planning for lower carbon natural in the future.
- Way too much background information. You should break it up into two documents 1) with all the definitions and other background and 2) the planned actions and timetable.
  I would welcome the opportunity to assist/advise you in this project. While I disagree with parts, there are also many parts that I would love to see implemented.
- Thanks for doing this work!
- Thank you for this commitment!
- This is very disappointing, and not grounded in what is needed to make a difference in our community.
- nope
- Before I can even consider it, it needs to have an executive summary AND a rigourous cost-benefit analysis. As it stands, it's just virtue signaling with hidden costs...
- Yes, if you’re actually following the science, you’ll see that all of these ideas are useless.
- Community garden and compost options would be great
- You can not afford to take gas out for being an option at this point
  Gas this year is going down 4 % in 2024. As well as electric is going up 17 percent in 2014

Not a good plan for now
Until you can get electricity. More cost efficient

- We need SMRs and the total amount of power generated in this city needs to be way more than we consume. We need nukes!! SMR facilities will make charging cars feasible. Gigawatts we need to much power it crazy!!! All your industrial facilities need loads of power!!! Can you imagine making a tank with a file!!! We use lasers and lightning and we will need more power!!!!
  More urban density!!!!!
- We want to strongly support the continued use of NATURAL GAS in Tualatin. We are concerned that we may run short of electricity.
  Sincerely, Husband and Wife
  Mae Heide and Samuel Goodwin
- Generally agree with the need and approach. I did not see any mention of painting rooftops with reflective paint to decrease heat. Also, tax credits are great but as a retiree on SS, tax credits are of no use to me since my income is not taxable.
- How much will this cost and how will the cost be administered? Will it be in the form of taxes, higher rents? There is nothing that I saw in this article that explains who is going to pay for all this and how much it will cost.
- Crumple it up and throw it away.
- You have not stated clearly what difference this will to the overall climate change other than more government control dictated by the state or federal control! Tualatin is so small in the scheme of things.
- You're all sellouts and government criminals on the take; pushing lies, and propaganda.
- REVITALIZE CITY CENTER (commons) so people would want to go there more often.
- Please ensure that there are direct, measurable, benefits of any tax dollars spent on this plan. For instance, a planted tree provides direct visible benefit. No Tualatin resident would ever see any measurable result from even the most draconian CO2 reductions in our city.
- Thanks for doing this!
- Are you really going to mandate emission control on electric vehicles too?
- A bunch a Woke Houies came up with this bolonga
- I would like to have opportunities to volunteer and provide actionable material for the community.
- You are just wasting MY money. Seriously, the impact that all of this is going to have is going to be zero, or overall negative.
- Please provide access to the draft plan
- Glad the City is doing this - it isn't something we can ignore or only respond to. Preventative measures are key.
- I know the city is trying its best, but please stop developers from destroying the city. The more population is not the answer to the city's better future. The irony is these developments call for more migrants from out of state, and the native Oregonians are still struggling to find affordable housing. I hope we can charge good-sized property purchase tax to the property buyers who will not live in the property or out-of-state/foreign buyers.
- I'm so encouraged to see this plan.
- I do not support the plan as written. It is too extreme, driven by politics and not by facts and understanding of it's impact to our communities, businesses, and families trying to feed their families. Expensive and extreme!!!
- It is a mistake to limit Natural Gas usage. It is a clean burning fuel and when you limit options it makes the rest a lot more expensive. In addition, this Country cannot produce enough electricity that it would take to move everything to electric use.
- This is awesome! I'm so proud of Tualatin for pursuing these initiatives. I just hope other neighboring communities like LO and Sherwood are also on board, since much of this can't be effective in isolation.
- I like that the climate plan not only addresses reducing emissions, but it also shows concern for the people who are greatly affected by climate change by preparing for the effects. This plan addresses tools for citizens for a safer space to live.

- I appreciate being asked prior to major expenditures, or added taxation is heaped on home and business owners.
- This is a waste of time. Safer/better schools, better roads, and decreasing barriers for businesses and development should be taking efforts of city leaders. I'm tired of this place. Been here since 2009. So many people have moved to more family and business friendly places and so many others have taken their kids out of our schools due to dumb things like this- No focus on the core purpose of schools or city government. You can dismiss me based on my white, male, business owner wealth but I pay the bills and employ people in this city, and donate significantly to school and kid programs. If too many bill paying, community contributing, activity and school donating types have had enough of this place we're in trouble.
- The city should be very careful about making plans that make planners feel good and council members feel good. It's other peoples money and I highly doubt most take the time to make their desires known. The vocal few sway the system too much.
- 95% of our commercial activity is completed outside of the Tualatin area. We have an office staff and minor storage here in Tualatin and we do not add much to the environment.
- Happy the City of Tualatin is doing this.
- It is obvious that we our in a warming cycle. But it is not determinable when that cycle may flip. We just this summer and fall broke high temperature records several times from the 1940s. We know that there have been cold cycles since 1940.
  How do we know how long the current warm cycle will last before it flips?
  Taking extreme measures in reaction to a cycle does not seem very wise or sustainable in the long run.
- I'm so happy the city is being a leader in this space and taking climate change seriously. I hope there is a strong push for limiting car travel, reducing natural gas use and other changes that can make a major impact on the reduction of emissions. While easy steps are a great way to begin, we will have to cross those harder bridges at some point.
- Tell the tax payers they will have to carry the financial burden if it is to work. Improve the tech training in the schools so that students are able to fill jobs in the new clean economy
- Climate change has become the latest man made religion. Please stop shoving this down our throats. Not all of us believe man has caused this nor is there anything we can do to stop whatever it is those in power think man is causing. I do not support raising taxes, carbon credits or this ridiculous pus towards electric only.
- Natural gas is an exceptionally clean buring, safe, and reliable fuel. There should be no regulations limiting natural gas hookups, expecially in homes, new or existing!
- I feel this is way to detailed for the average citizen to understand. I don't understand most of what you are trying to do. I really would like to know what percentage of each demographic section answered this survey.
- All I see is my city trying to tell me how to live. I'd prefer to make my own decisions. If I want a gas stove, I'll have it. If I want to drive my car, I will. This little city of 30,000 people is NOT going to make a dent for world wide climate change. I know you have dreams, but there are countries of billions of people that need to make changes first before our little city wastes my tax payer money on these projects.
- Sounds to me like you've already made up your mind what you want to do. I've lived here long enough to know that community I put is a 'have to' for you and you'll still do whatever you want.
- Focusing on CO2 emissions and the elimination of fossil fuels is not the answer to this issue as has been explained through previous articles I have cited. I really hope you read them. Here is one more that discusses another important angle that needs to be discussed: https://www.americanthinker.com/blog/2022/07/the_one_point_that_can_get_people_off_the_global_warming_obsession_train.html . Please consider this with an open mind.
- Generally, I do NOT support the plan. This is just going to increase taxes and the results will not be beneficial to our society. Not a good idea.
- so another bond will be issued to fund all of these proposed projects. Just what the taxpayer needs during this time of high inflation.

- The city needs to strongly advise their maintenance truck drivers to turn off the truck when they are sitting still reading their phones or paperwork. There is no need to keep the truck running as there are plenty of places they can park in the shade if needed.
- The draft plan includes many important goals and ideas to reduce emissions along with minimizing the effects of climate change, the only thing I'd like to add would be that after the plan is adopted, I would like to see posted somewhere the updated plan and emissions inventory to see how the progress is and what else can be done.
- I noticed there was a suggestion that the city provide standby generators to small businesses during power outages. Don't see this as a city function and do not support it!
- It usally takes years for things to get completed but I hope this plan goes into effect.
- Thanks for doing this...
- Get the communists out of Tualatin.
- Can we recycle with neighboring cities? Currently some Terracycle items are accepted by a Tigard church which has a bin to drop off 24/7 accepting items like old toothbrushes and toothpaste tubes.
- Walkable cities!!!! Mixed use with walkable community activities close by not requiring a car. Stop allowing horribly ugly industrial buildings with zero architectural review, this will cause blight in the future. Stop acres of ugly parking lots and chain stores. Learn what a successful downtown looks like, look at Bend or Newburg. Stop using cancer causing round up in our water ways or any landscaping. It's so prevelent now it's measurable in all Americans bodies. Ban round up completely. Educate people on natural landscaping that requires little to no maintenance. Stop putting the space between the sidewalk and the road which is a dumping ground for lazy homeowners using tons of roundup which enters our water ways.
- A colossal waste of time.
- I strongly oppose limiting energy choices before we clean and expand the electric grid. Not having natural gas in a home doesn't mean the energy to heat that home isn't coming from fossil fuels, it is just at a different point and that point may actually add more GHGs to the atmosphere not less. There is not enough other electricity out there yet for our region to fully eliminate one of our main sources of heat and cooking. I would rather see stricter/better ventilation requirements than starting with elimination
- I would like to see food carts in Tualatin. This would help with additional food options, community and supporting small business. Please add additional Lime scooters to the Tualatin area, these are really becoming more popular and more people are using them. Will also cut down on emissions.
- I think that the cost of preparing this has far exceeded any real value. I expect you to spend our tax dollars more wisely. There are a few common sense pragmatic ideas but a lot of this seems to stem from the climate hysteria crowd. Many of their claims are based on models that are flawed. They do not have data to support their hypotheses. It is not settled science because science is never "settled" it MUST always be open to dissent, debate, skepticism. If it isn't then it is propaganda not science (as we learned during the Covid years)
- Thank you, great job!
- If we take all the cars from Tualatin residents and shut down all businesses to lower carbon emissions. It will have zero effect on global warming. You are only implementing this to make yourselves feel good or to exert more control over the citizens.
- It needs lots and lots of actual specifics of what CAN be accomplished and a time line for how and when so til then this a guide. Please also remember you need to build trust and if you don't accomplish what you say you will even if it is just very small steps you will lose the trust and it takes years to get it back, so don't promise what you can not actually realize which in the time you say you can realize it.
- I think it is a good idea to share this with more neighbors in Tualatin. Share this class on Facebook, Nextdoor, BNI groups, Alignable, etc. This way everyone who does business or resides in Tualatin can contribute to the results.
- Climate change is a lie. EVs are a lie. Carbon as a pollutant is a lie. Stop pushing the agenda of the anti-American communist death cult. See below, there are only two genders.
- This kind of "pretend" climate action is just that. Pretend in that it will make no change in the climate in any possible way. In reality, this kind of "action" is what makes citizens lose trust in their public

servants and cause citizen anxiety. You should make clear, there is NOTHING Tualatin can do to change the climate, but we can do our best to provide a walkable, bikeable community for those who can actively travel. We can plant appropriate trees, and do our best to create a nice canopy of CO2 absorbing trees. Anymore than that is just silly pretend....don't do it.

- Don’t turn Tualatin into Portland!
- I hope you didn't spend much of our money on this.
- Thank you for all your hard work on this plan and for making this online open house accessible to the community.
- Great Job, Thanks!

APPENDIX 7: DENSIFICATION BENEFITS MEMO

To: Nic Wesendorf, Deputy Public Works Director
From: Beth Miller and Claudia Denton, Parametrix
November 20, 2023

Introduction

The purpose of this memo is to use the Central Urban Renewal Zone as a case study to highlight the benefits of increased housing unit density toward reducing the City's emissions as well as the co-benefits examined in the City's Climate Action Plan (CAP). During the creation of the CAP densification was looked at and scaled only from a vehicle miles traveled (VMT) reduction lens. This was done because it is difficult to scale a strategy this complex and variable across emission types. Denser housing typologies do help reduce emissions from building energy as well as provide a whole host of additional benefits beyond emissions reduction. By looking at small area with clear assumptions, we can better identify and measure the total impacts from increasing housing unit density. It is worth noting many of these impacts compound as density increases, meaning the denser the development in the area, the greater benefit would be achieved.

The actions found in Strategy 5.1, 'Dense future development resulting in reduced future vehicle miles traveled', directly support the outcomes in this memo. The City could use a variety of actions found under Strategy 5.1 to achieve the goals highlighted below in addition to reducing emissions from less vehicle miles traveled. Additionally, the City of Tualatin has adopted a Housing Production Strategy in 2021, which further supports Strategy 5.1. This document identified strategies that explore opportunities for increased density, and multi-family housing that encourage more efficient use of urban land.

Densification in the Central Urban Renewal District

For this study, we have forecasted potential benefits of increasing the number of housing units in Tualatin's downtown core, or the Central Urban Renewal District. With just under 150 residential units and totaling 258 acres, the area has a large amount of land that is either undeveloped or devoted to surface parking. It's worth noting not all 258 acres is developable as it includes streets, parks, and other undevelopable area. Tualatin's Housing Needs Analysis (2019)[1] calls for 1,014 new housing units in the city by 2040 based on Tualatin's previous rate of population growth. This memo compares the Greenhouse Gas (GHG) consequences of developing new housing to match the city's current housing distribution, meetings the Housing Needs Analysis goal by adding 452 housing units in the downtown core area, or an Enhanced Densification estimate that places all 1,014 units in the downtown core area.

New housing development options and assumptions:

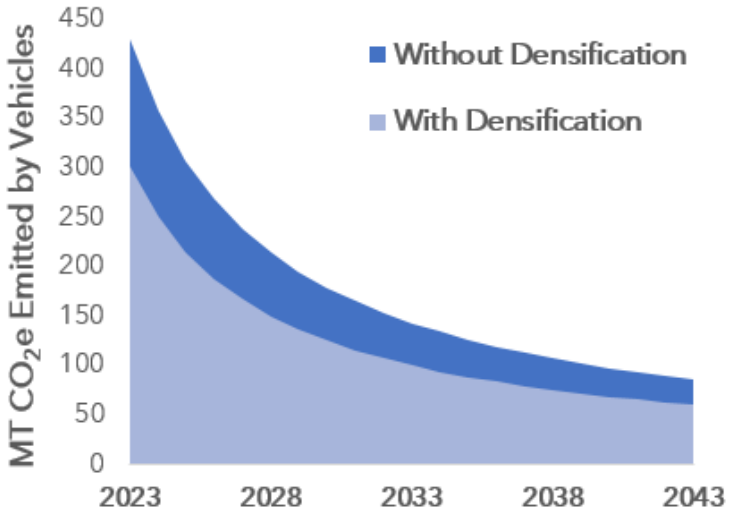
- **Match current housing** (9 units per acre) – maintain the same percentage of single-family homes, duplexes, apartments, etc. requiring a similar amount of land, travel, and building energy.
- **Meet the Housing Needs Analysis goals** (13 units per acre) – assume 452 additional units of denser housing in the downtown core
- **Enhanced Densification** 24 units per acre) – build all 1,014 units as high-density apartments in the downtown core, through redevelopment.

This memo also discusses additional benefits of densification to health, equity, the economy, transit, quality of life, and infrastructure.

Densification GHG Benefits

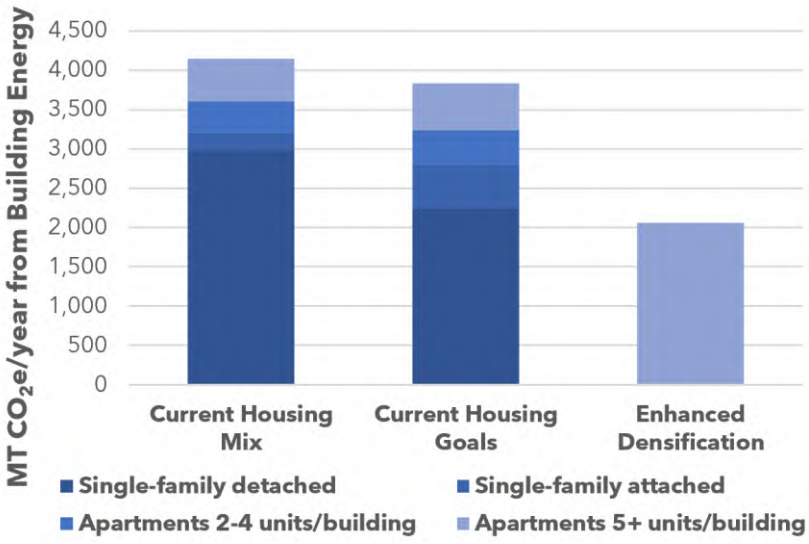
Vehicle Miles Traveled

Increased housing density may result in up to a 30% reduction in residents' Vehicle Miles Traveled (VMT). Even as the emissions associated with cars declines with increased adoption of electric vehicles, decreased VMT can could potentially provide a real benefit: **1,116 MT CO2e saved over the next 20 years.**

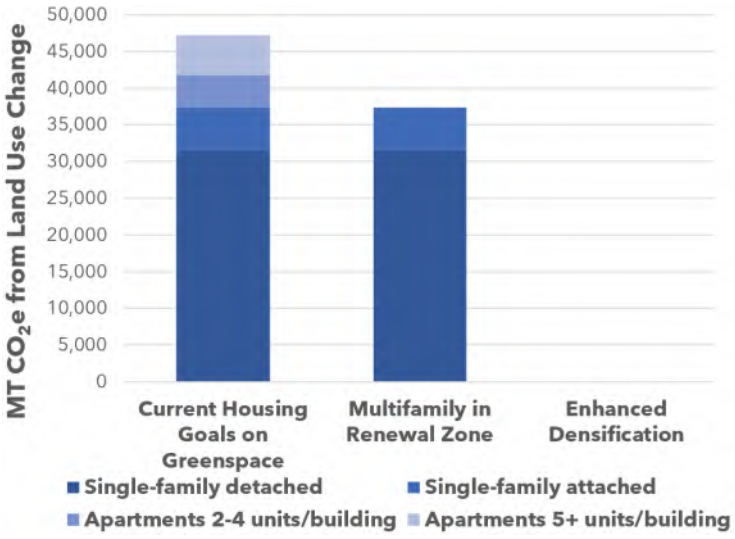


Building Energy

Apartments typically use 63% less energy than average single-family home. The benefit of densification for building emissions is not in the location of the homes, but the type. The figure at right compares the energy needs of 1,014 new homes. 1) constructed either as they have been (Current Housing Mix, 41% apartments) 2) Constructed as planned (Current Housing Goals, 45% apartments), or 3) Constructed as 100% apartments (Enhanced Densification). The Enhanced Densification development saves **1,776 MT CO2e annually**.



Housing Stock ImpactsHousing types have a direct impact the amount of land required for construction. As trees, vegetation, and soil is disturbed, carbon is released into the air creating carbon dioxide. If all of Tualatin's project housing need is added as multi-family in the Renewal Zone, up to **47,224 MT CO2e** of emissions could be avoided. Additionally, high-density housing would only require about 42 acres of land for all 1,014 units. The graph to the right compares three scearios 1) Current Housing Goals on Greenspace shows the emissions associate with putting all 1,014 new units on undeveloped land. 2) Multifamily in Renewal Zone shows emissions associated with putting just the planned multifamily homes (452 units) in the renewal zone. 3) Enhanced Densification (requiring just 42 of the 258 acres) shows the result of putting all 1,014 units in the Renewal Zone.



Other Densification Benefits

Aside from the GHG benefits, densification – especially transit-oriented development and 20-minute neighborhoods – provide other important benefits to community members.[2] The State of Oregon[2], Metro[3], TriMet[4], and the EPA[5] all encourage densification. By bringing people and businesses closer together, the need for cars is reduced because travel distances are reduced, and it is more cost-effective and convenient to provide high quality community services such as transit and active transportation infrastructure. When people get out of their cars, good things happen.

Health and Safety *Cars are dangerous.* When cars and people collide, the consequences can be fatal. Fewer cars mean safer streets for walking and biking. *Cars create pollution.* Over time, communities will be able to transition from gasoline cars to electric vehicles. In the meantime, car exhaust and other fluid emissions poison into our air and water. *Cars mean more sitting.* Sitting for extended periods of time has been linked with a range of adverse health outcomes. People who live in denser 20-minute neighborhoods have been shown to have lower obesity rates[6], and other indicators linked to overall health.

Equity *Neighborhoods that are walkable are more accessible* to young people, seniors, and to people with different abilities. *Cars are expensive* and require certain physical, mental, and age characteristics to operate. Furthermore, while increasing density is often correlated with increased rent because of a neighborhood's increased desirability, intentional provisions for affordable housing along with increased transit and other non-car mobility keep overall cost of living down.

Economy *Small businesses often rely on foot-traffic to drive sales.* Businesses located in 20-minute neighborhoods can experience an increased customer base. Furthermore, the availability of services within walking distance can encourage people to spend their dollars closer to home, increasing the economic vitality of the neighborhood.

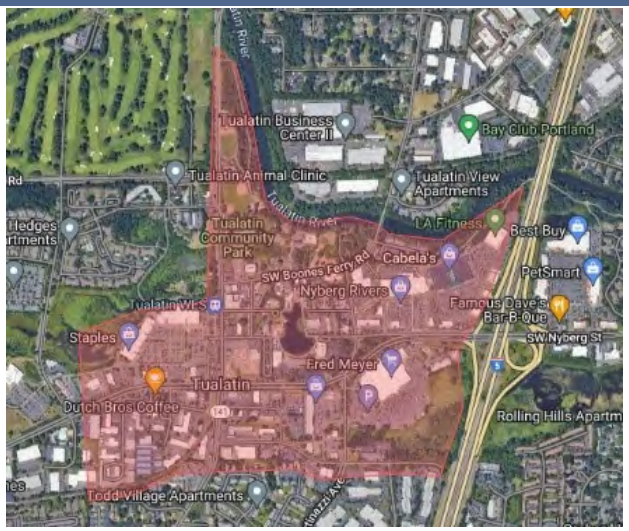
Transit *Densification allows for successful transit*. Transit access has been linked to improved physical and mental health, physical activity, employment outcomes, medical care, and resiliency during disasters. When transit is available, VMT emissions decrease further, as do land use emissions. Increased transit provides opportunities for additional means for people to access their most basic needs, including education, employment, and healthcare.

Quality of Life *Densification can increase social cohesion*, bringing people out of their cars and into relationships with one another. Human relationships are a critical component of a high quality of life. Furthermore, social cohesion – the willingness of neighbors to help neighbors – is the number one predictor of a community's ability to be resilient in the face of and recover from disaster. In this way, a denser community is a more resilient one.

Infrastructure *Densification makes infrastructure more affordable.* The density of homes and businesses influence both the cost of providing services and the tax revenue generated. More dense development helps create a better balance between revenue generation through taxes and fees and the operation and maintenance costs of shared public infrastructure.

Methodology and Sources

Estimates for the Downtown Core Area were done for the area shaded pink, at right. The Tualatin Housing Needs Assessment provided information about the projected growth, current housing distribution, and future goals. The population in region was not available from official sources, so the units in each of the three apartment complexes (Villas on the Lake, River Lofts, and Tualatin Mews) were ascertained through web searches. This area is designed to exclude the wetland area and focus on the area that has already been developed.



VMT Benefit

Current VMT was estimated using the Replica[7] modeling tool, which aggregates vehicle trips with anonymized cell phone data, and estimates total VMT for a given region by season and weekday versus weekend. We estimated VMT per capita for the downtown Renewal Zone area for a Thursday in the spring of 2023, as well as a Saturday in the same season and then extrapolated these daily numbers for the entire year (260 workdays and 105 non-work days). We also assumed the average fuel economy would increase linearly between a current average of 25 mpg to an assumed average of 125 mpg equivalent in 2043 to account for the adoption of Electric Vehicles. This is a relatively conservative estimate which likely under-estimates the emissions from VMT. We used the California Air Resources Board's formula[8] for assessing the decrease in VMT due to increasing density.

Building Energy Benefit

Building energy benefit was estimated using energy footprints estimated for a previous study for the City of Eugene (Building Decarbonization Plan[9]) which used energy estimates for central Oregon for different housing types. Enhanced densification (all 1,014 new units) was contrasted with Housing Needs Analysis goal and current housing mixes to provide the bounds of building energy usage. Any densification that exceeds the current goals will fall between those two extremes.

Housing Stock Impacts

The City of Tualatin Housing Needs Analysis (December, 2019) provided assumptions for housing types and dwelling unit density. Above ground biomass and soil carbon content was estimated from Global Forest Watch. Using both data sets allowed for estimating acres of land needed to build the new housing, as well as emissions from the release of carbon per acre and/or dwelling unit. Emissions were then estimated for the housing type specified in the Housing Needs Analysis as well as enhanced densification (all high-density apartments with 5+ units per abuilding) for both greenspace development and the downtown Renewal Zone.

Sources

[1] Tualatin Housing Needs Analysis

[2] ODOT Housing and Transit Study

[3] Metro, Transit Oriented Development Program

[4] Trimet, Transit Oriented Development

[5] EPA and Local Government Commission, Creating Great Neighborhoods

[6] Wang et. al. “Higher walkability associated with increased physical activity and reduced obesity among United States Adults” Obesity 2022

[7] Replica

[8] CARB Handbook, pg 70

[9] Eugene Decarbonization by 2045 Plan