TUALATIN CITY COUNCIL MEETING

MONDAY, NOVEMBER 27, 2023

TUALATIN CITY SERVICES
10699 SW HERMAN ROAD
TUALATIN, OR 97062

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

To the extent possible, the public is encouraged to watch the meeting live on local cable channel 28, or on the City's website.

For those wishing to provide comment during the meeting, there is one opportunity on the agenda: Public Comment. Written statements may be sent in advance of the meeting to Deputy City Recorder Nicole Morris up until 4:30 pm on Monday, November 27. These statements will be included in the official meeting record, but not read during the meeting.

For those who would prefer to make verbal comment, there are two ways to do so: either by speaking in person or entering the meeting using the zoom link and writing your name in chat. As always, public comment is limited to three minutes per person.

Phone: +1 669 900 6833

Meeting ID: 861 2129 3664

Password: 18880

Link: https://us02web.zoom.us/j/86121293664?pwd=SS9XZUZyT3FnMk5rbDVKN2pWbnZ6UT09

Work Session

1. ***5:00 p.m. (15 min) – Record Council Holiday Greeting.*** Tualatin Valley Community Television (TVCTV) staff will record a Tualatin Council festive holiday greeting that will air on channel 28 during the holiday season.

2. ***5:15 p.m. (90 min) – Climate Action Plan | Draft Mitigation Actions.*** The draft community Climate Action Plan is complete and the project team is now soliciting feedback from the City Council and community members. This work session is intended to be a review of the "Reducing Emissions" section of the draft plan, which is focused on climate mitigation (refers to the actions that are taken to reduce greenhouse gas emissions). The project team will review Tualatin's emissions inventory results and emissions forecast. Additionally, the project team will share focus area-level results and relevant feedback from the most recent online open house and information about the emissions reduction benefit and estimated cost per ton of emissions reduced for the strategies that were

analyzed quantitatively. The team will share examples of actions included in the draft plan, and answer Council questions on the draft emissions reduction actions included in the plan.

3. ***6:45 p.m. (15 min) – Council Meeting Agenda Review, Communications & Roundtable.*** Council will review the agenda for the November 27 City Council meeting and brief the Council on issues of mutual interest.

7:00 P.M. CITY COUNCIL MEETING

Call to Order

Pledge of Allegiance

Announcements

1. New Employee Introduction- Police Officer Jake Fehringer
2. New Employee Introduction- Parks Project Manager Kira Hein
3. New Employee Introduction- Parks Maintenance Technicians Joshua Murche and Nico Koltzbach
4. New Employee Introduction- Heidi Stanley, Creative Communications and Marketing Program Manager

Public Comment

This section of the agenda allows anyone to address the Council regarding any issue not on the agenda, or to request to have an item removed from the consent agenda. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

Consent Agenda

The Consent Agenda will be enacted with one vote. The Mayor will ask Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. If you wish to request an item to be removed from the consent agenda you should do so during the Citizen Comment section of the agenda.

1. Consideration of Approval of the Work Session and Regular Meeting Minutes of November 13, 2023
2. Consideration of **Resolution No. 5737-23** Increasing the Construction Contract Authorization Amount for the Hwy 99W (124th Ave to Pony Ridge Neighborhood) Project, part of the Tualatin Moving Forward Program
3. Consideration of **Resolution No. 5738-23** Declaring Certain Art Installations as Surplus Property and Authorizing a Loan of Installation
4. Consideration of **Resolution No. 5740-23** Authorizing Solid Waste and Recycling Rate Adjustments Effective January 1, 2024 and Rescinding Resolution No. 5664-23

5. Consideration of **Resolution No. 5741-23** Authorizing the City Manager to Execute an Intergovernmental Agreement with the Oregon Commission for the Blind For Mutual Assistance and Cooperation in the Establishment, Operation, and Maintenance of Exclusive Refreshment, Concession, and Vending Services at City of Tualatin Facilities

6. Consideration of **Resolution No. 5743-23** Authorizing the City Manager to Opt the City Out of Dupont and 3M Class-Action Settlements Related to Drinking Water Contamination

General Business

If you wish to speak on a general business item please fill out a Speaker Request Form and you will be called forward during the appropriate item. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

1. Consideration of **Resolution No. 5742-23** Authorizing the City Manager to Sign an Amended and Restated Intergovernmental Agreement to Participate as a Member of the Regional Water Providers Consortium

2. Consideration of Recommendations from the Council Committee on Advisory Appointments

Items Removed from Consent Agenda

Items removed from the Consent Agenda will be discussed individually at this time. The Mayor may impose a time limit on speakers addressing these issues.

Council Communications

Adjournment

Meeting materials, including agendas, packets, public hearing and public comment guidelines, and Mayor and Councilor bios are available at www.tualatinoregon.gov/council.

Tualatin City Council meets are broadcast live, and recorded, by Tualatin Valley Community Television (TVCTV) Government Access Programming. For more information, contact TVCTV at 503.629.8534 or visit www.tvctv.org/tualatin.

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.

CITY OF TUALATIN
Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Maddie Cheek, Management Analyst II
	Nic Westendorf, Deputy Public Works Director
DATE:	November 27, 2023

SUBJECT:
Climate Action Plan – Draft Mitigation Actions

EXECUTIVE SUMMARY:
The draft community Climate Action Plan (CAP) is complete and the project team is now soliciting feedback from the City Council on the "Reducing Emissions" section of the draft plan, which is focused on climate mitigation. Climate mitigation refers to the actions that are taken to reduce greenhouse gas emissions that cause climate change. The project team will review Tualatin's emissions inventory results and emissions forecast, setting the context for the discussion surrounding this section of the plan. Additionally, the project team will share focus area-level results and relevant feedback from the most recent online open house and information about the emissions reduction benefit and estimated cost per ton of emissions reduced for the strategies that were analyzed quantitatively. The team will then share examples of actions included in the draft plan, and answer Council questions on the draft emissions reduction actions included in the plan.

Please note that staff will not be covering all 90 mitigation actions one-by-one during this presentation. Instead, staff will present a handful of specific actions under each strategy to demonstrate the variation in scope and ownership between different actions. There will be time for Q&A at the end the presentation, so Council is encouraged to bring any questions or comments on any of the 90 actions that arise during individual plan review!

WHAT SHAPED THE "REDUCING EMISSIONS" SECTION?

This section of the plan was shaped by a number of factors including:

- ***Tualatin's emissions reduction goal:*** The plan strives to achieve net zero carbon emissions by 2050. This goal was selected by the project steering committee and aligns with the Paris Climate Agreement, Climate Mayors goal, and most other national and international climate goals.

- ***Tualatin's communitywide greenhouse gas emissions inventory:*** The project team conducted a community-wide emissions inventory in 2022 to identify and categorize the community's emissions sources. The inventory was based on 2019 data and included both local and imported emissions sources.

Local emissions refer to emissions 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. Tualatin's local emissions sources include building energy (42%), transportation energy (12%), industrial processes and refrigerants (2%), and waste disposal (<1%).

Imported emissions refer to emissions from things that are made outside of city limits, but benefit the people within the city who use those items or services. Emissions from the production of furniture, clothing, electronics, and food are all examples of items that count towards imported emissions. Tualatin's imported emissions sources include goods production (15%), food production (13%), fuel production (12%), and air travel (3%).

- ***Tualatin's emissions forecast:*** Local emissions in Tualatin are expected to decrease over time, primarily due to strong climate regulations from the State of Oregon in the building 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 meet our goal of net zero by 2050. The Climate Action Plan includes the additional strategies and actions that provide our best chance at reaching this ambitious goal.

- ***Community & stakeholder feedback:*** The project team spent the last year and a half engaging with community members and stakeholders to better understand their concerns, level of support for different strategies, needs, and opportunities for action. That information played an important role in informing the actions that appear in the draft plan.

Before drafting the plan, the project team conducted engagement to determine what kinds of strategies the community might be interested in. During the Fall 2022 engagement period, community members expressed interest in the following strategies: energy efficiency and conservation (strategy 4.1), increasing renewable energy use (strategy 4.2), planting trees (strategy 5.2), switching to electric and hybrid vehicles (strategy 6.1), active transportation (strategy 6.2), increasing transit transportation (strategy 6.3), working remotely (strategy 6.4), reducing food waste (strategy 7.2), buying more used or durable items, or repairing broken items, instead of buying new items (strategy 7.4), and recycling (strategy 7.5).

The Fall 2023 online open house, completed by 327 community members between October 16-November 10, revealed the following levels of support for mitigation strategies included in the plan:

- Buildings and energy use – 53% support, 29% do not support, and 17% need more information or have questions/concerns

- Urban form and land use – 61% support, 19% do not support, and 19% need more information or have questions/concerns

- Transportation: modes and fuel switching – 61% support, 22% do not support, and 17% need more information or have questions/concerns

- Consumption: food and goods – 65% support, 20% do not support, and 15% need more information or have questions/concerns

Stakeholder engagement with partners from the utilities, non-profits, businesses, state agencies, and other local agencies was critical to understanding what programs and partnerships already exist, and can be built

upon to meet Tualatin's emissions reduction goal. These conversations also helped the project team identify opportunities and constraints faced by stakeholder partners.

For example, during these conversations, Northwest Natural shared that increasing production of renewable natural gas (RNG) is an opportunity for Northwest Natural to reduce the carbon footprint of its operations. The utility also shared that the Public Utility Commission (PUC) regulations at the time did not permit it to increase the amount of RNG in the system and requested that the City write a letter of support encouraging the PUC to consider allowing more RNG in the system to decrease emissions from natural gas. The City signed on to a joint letter of support with the cities of Tigard, Hillsboro, and Lake Oswego in July 2023.

MITIGATION ACTIONS

There are 90 mitigation actions in the draft plan. Each action can be thought of as a “project” and there are many pathways to implement different actions. Some actions can be implemented by community members through existing partner programs without City involvement. Some actions may require support from the City in the form of providing education or information, convening partnerships, or conducting research to empower the community to act. Other actions are bolder and focus on policy changes and code updates, requiring a policy decision from the City Council in order to move forward. Reducing emissions to meet our ambitious goal of net zero by 2050 will take a variety of approaches and action from our entire community, including the City.

The project team will walk through a few example actions from each strategy to illustrate the variation in scope and ownership across different actions. There will be time for Q&A within each focus area; questions or comments on specific actions, including those not covered in the presentation, are encouraged.

ATTACHMENTS:

-PowerPoint presentation
-Draft Climate Action Plan Section 3: Reducing Emissions

Tualatin Climate Action Plan: Mitigation Actions

November 27, 2023

Overview

- Consultant introduction
- Emissions goal, inventory, and forecast
- Focus areas, strategies, and actions
- Q&A

Our consultants

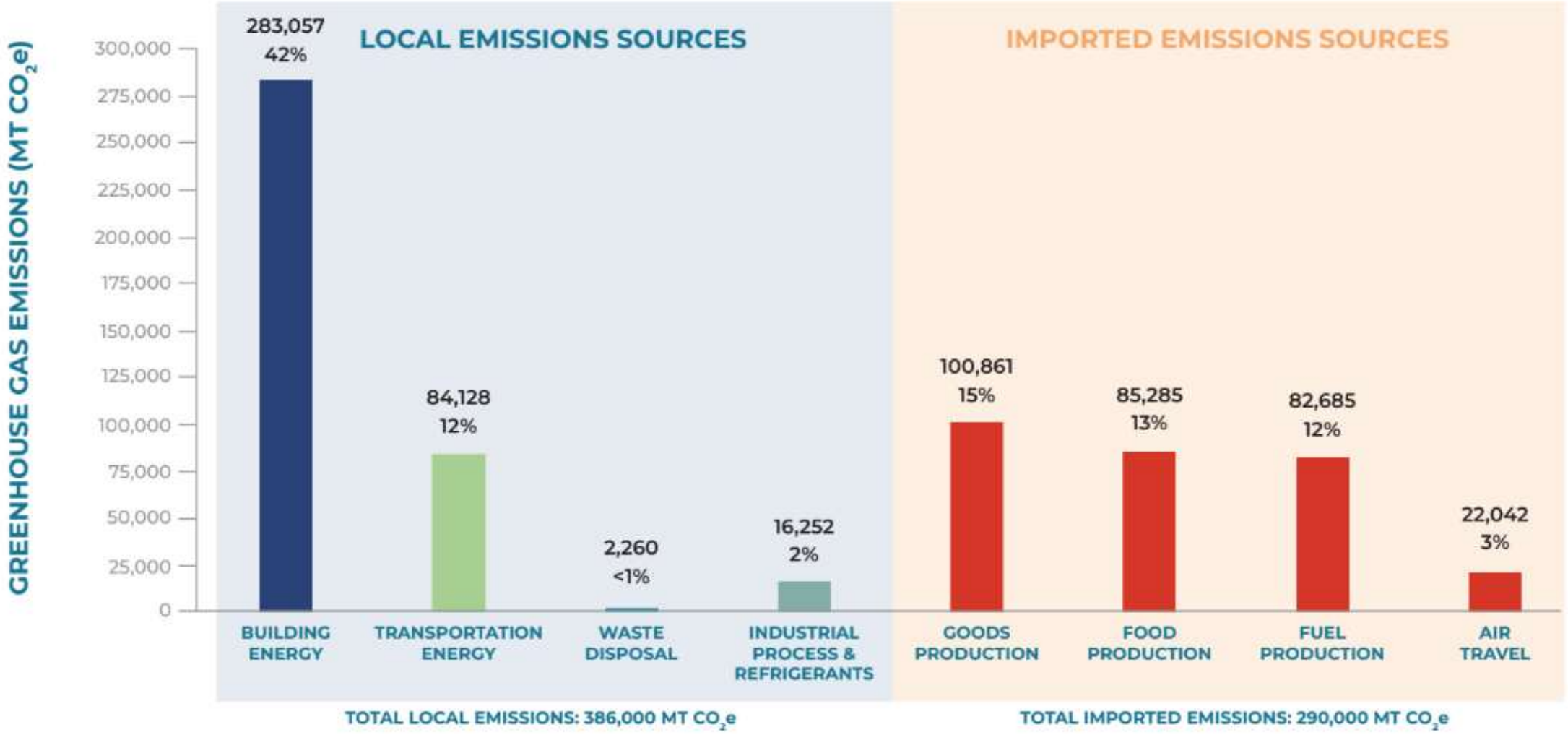
Joshua Proudfoot
Director, Climate and ESG
Good Company, a division of Parametrix

Jessica Pickul
Executive Officer + Senior Program Manager
JLA Public Involvement

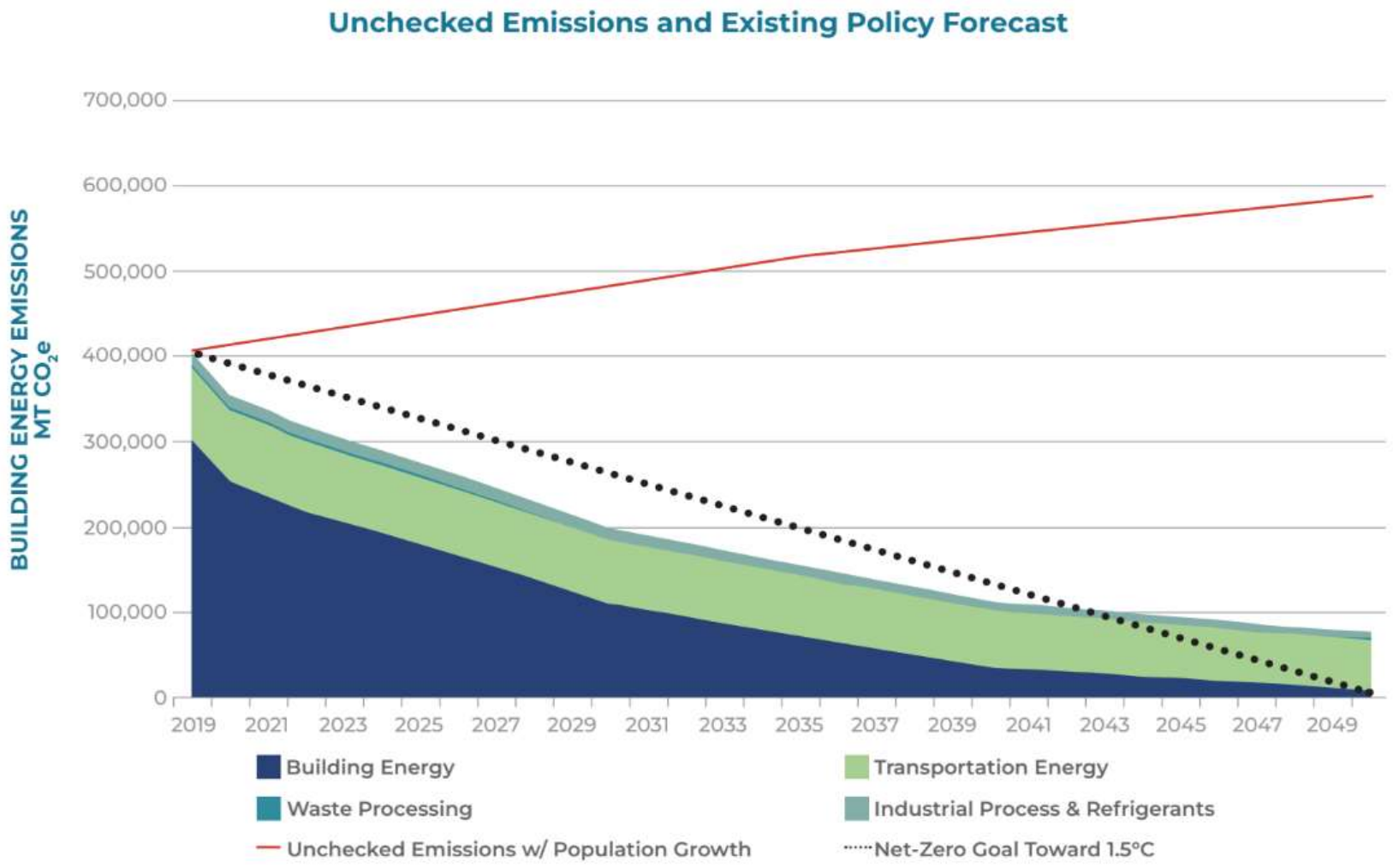
Emissions reduction goal

NET ZERO BY 2050

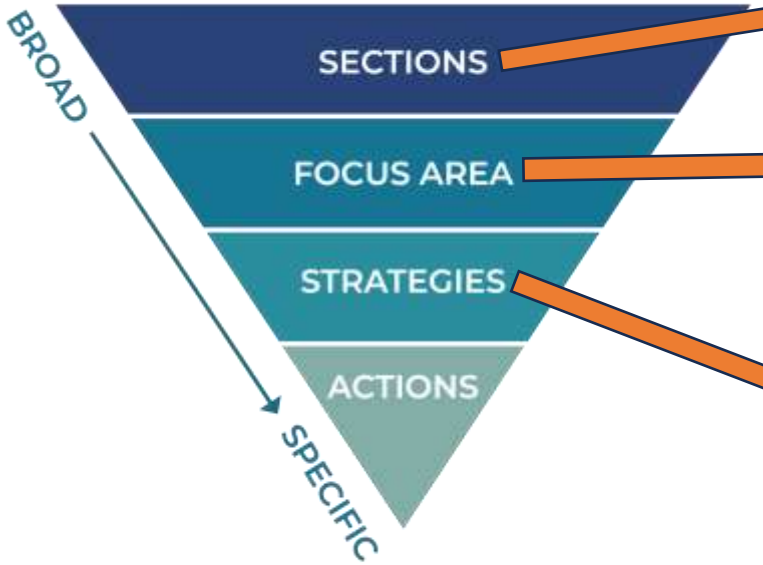
Community-wide emissions inventory

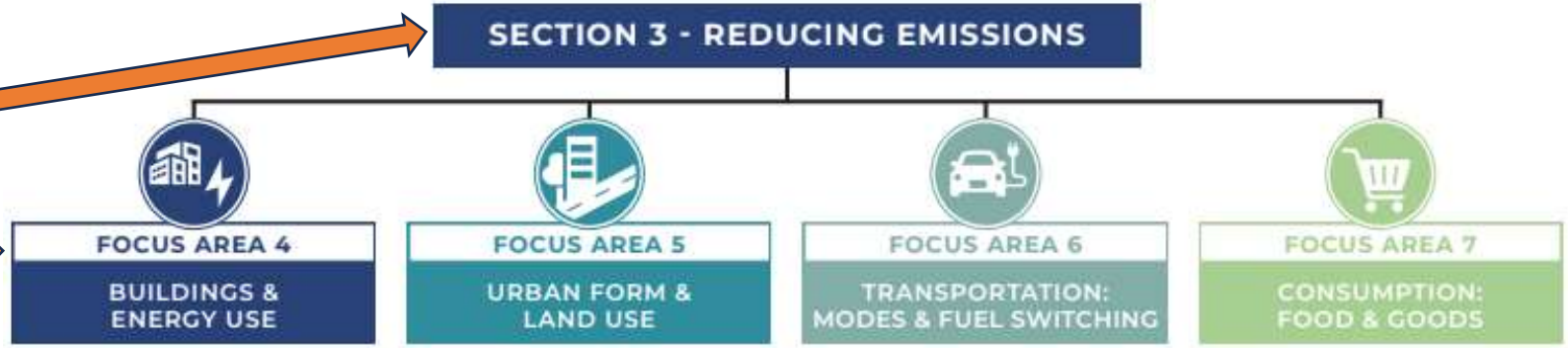


Emissions forecast

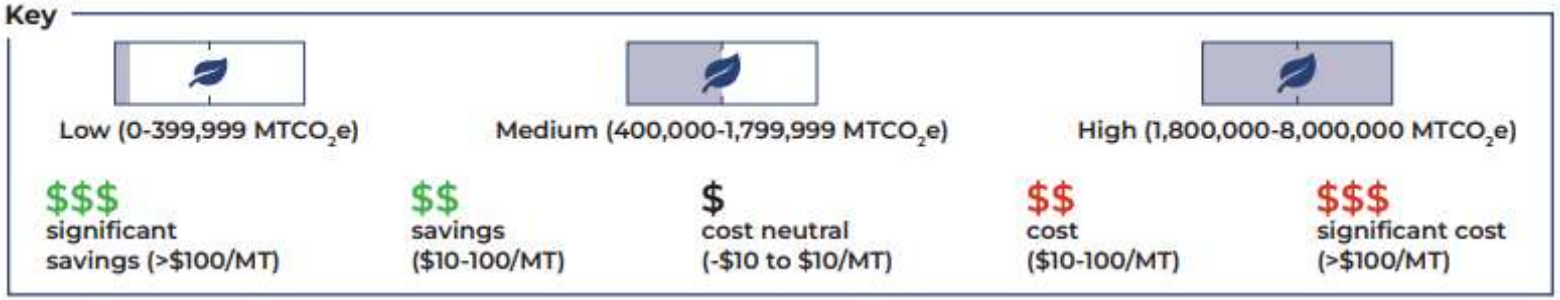


Focus areas, strategies & actions

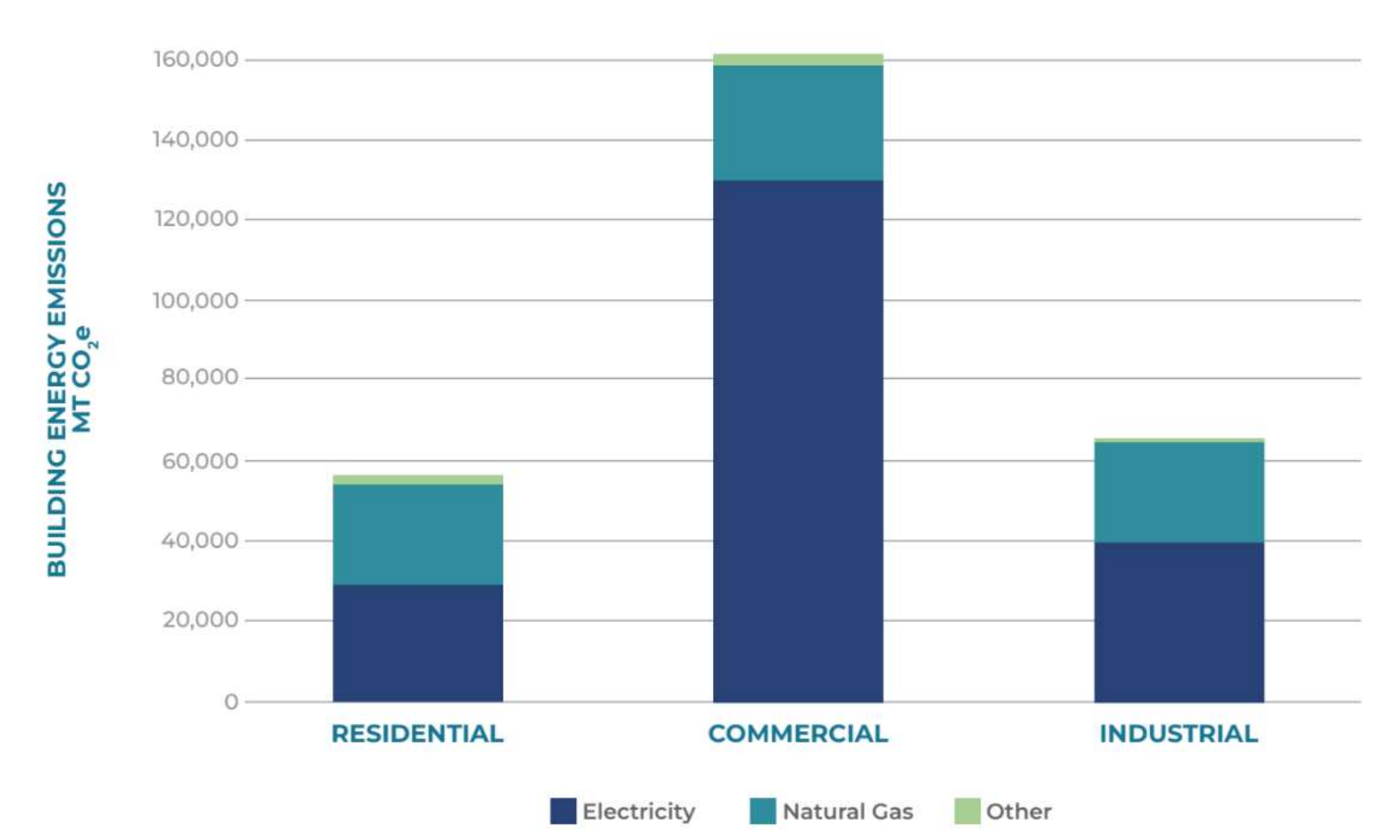




Ten strategies were analyzed to determine emissions reduction potential and cost.

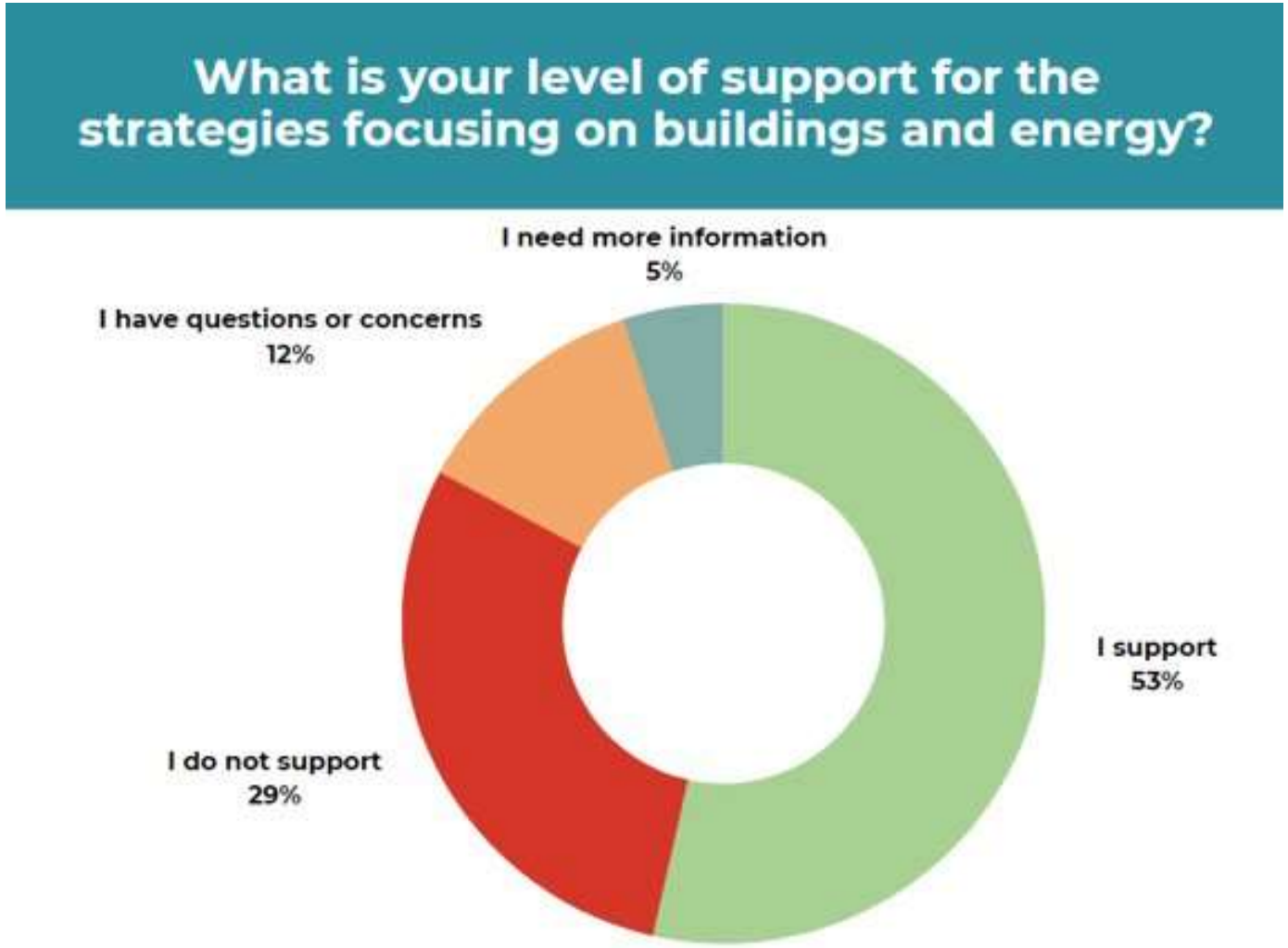


Focus area 4: Buildings & energy use



Building energy by type and emissions source

Community feedback



Key themes:

Strategy 4.1: Energy efficiency and conservation

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

BUILT ENERGY SMART

Oregon Reach Code

Strategy 4.1: Energy efficiency and conservation

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.

IMPLEMENT

YES, 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.

SUPPORT/ADVOCATE

4.1.5 - Require home energy scores to be completed at point of sale for homes.

CONVENE

YES, POLICY DECISION

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

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

SOLSMART
NATIONALLY DISTINGUISHED. LOCALLY POWERED.

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

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.

IMPLEMENT

YES, POLICY DECISION

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.

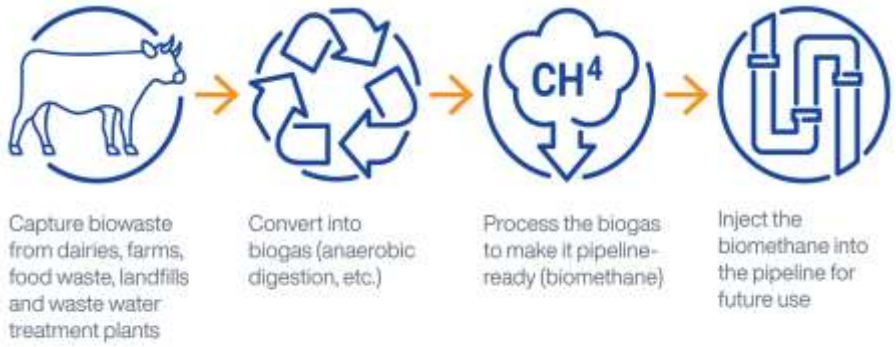
SUPPORT/ADVOCATE

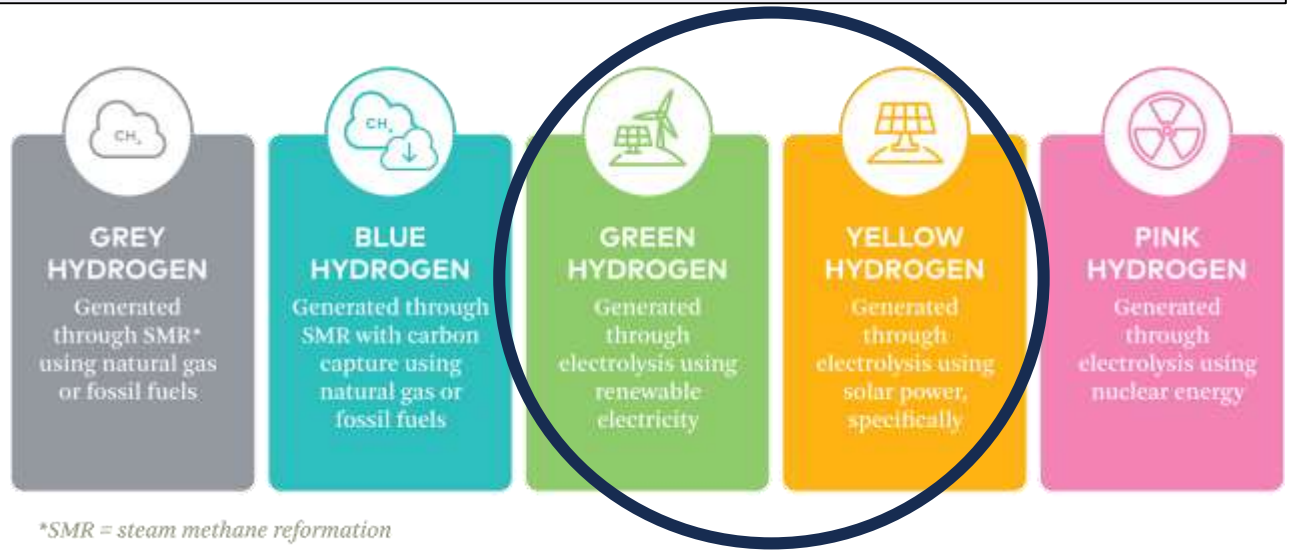
4.2.3 - Install rooftop solar. Solar panels typically provide cost savings over time, reduce emissions, and increase grid resiliency. Rebate programs exist to help property owners offset the upfront costs of installing rooftop solar. Request a free quote through Energy Trust of Oregon's Solar Program.

SUPPORT/ADVOCATE

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

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





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

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.

IMPLEMENT

SUPPORT/ADVOCATE

4.3.2 - Advocate for state and federal level financial and political support to increase the number of on-site hydrogen electrolyzers or thermal mass-based resistance boiler retrofits at sites that have large, industrial heat loads. 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.

SUPPORT/ADVOCATE

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.

SUPPORT/ADVOCATE

Strategy 4.4: Electrification of space and water heating for *new* buildings

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

Strategy 4.4: Electrification of space and water heating for *new* buildings

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.

SUPPORT/ADVOCATE

IMPLEMENT

YES, POLICY DECISION

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.

IMPLEMENT

YES, POLICY DECISION

Strategy 4.5: Electrification of space and water heating for *existing* buildings

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

Strategy 4.5: Electrification of space and water heating for *existing* buildings

4.5.1 - Replace existing gas furnaces with heat pumps to heat and cool homes and buildings. Financial incentives may be available through the Oregon Department of Energy's Community Heat Pump Deployment Program and Oregon Rental Home Heat Pump Program, and through the IRS's Energy Efficient Home Improvement Credit and Residential Clean Energy Property Credit.

4.5.2 - Replace existing gas water heaters with electric water heaters. Water heating accounts for 20% of the average home's energy use. An energy efficient water heater can save hundreds of dollars per year in energy costs.

SUPPORT/ADVOCATE

4.5.3 - Require replacing gas furnaces with heat pumps when they fail. Heat pumps provide both heating and cooling capabilities, are highly energy-efficient, and are more environmentally-friendly option compared to fossil fuel-based furnaces.

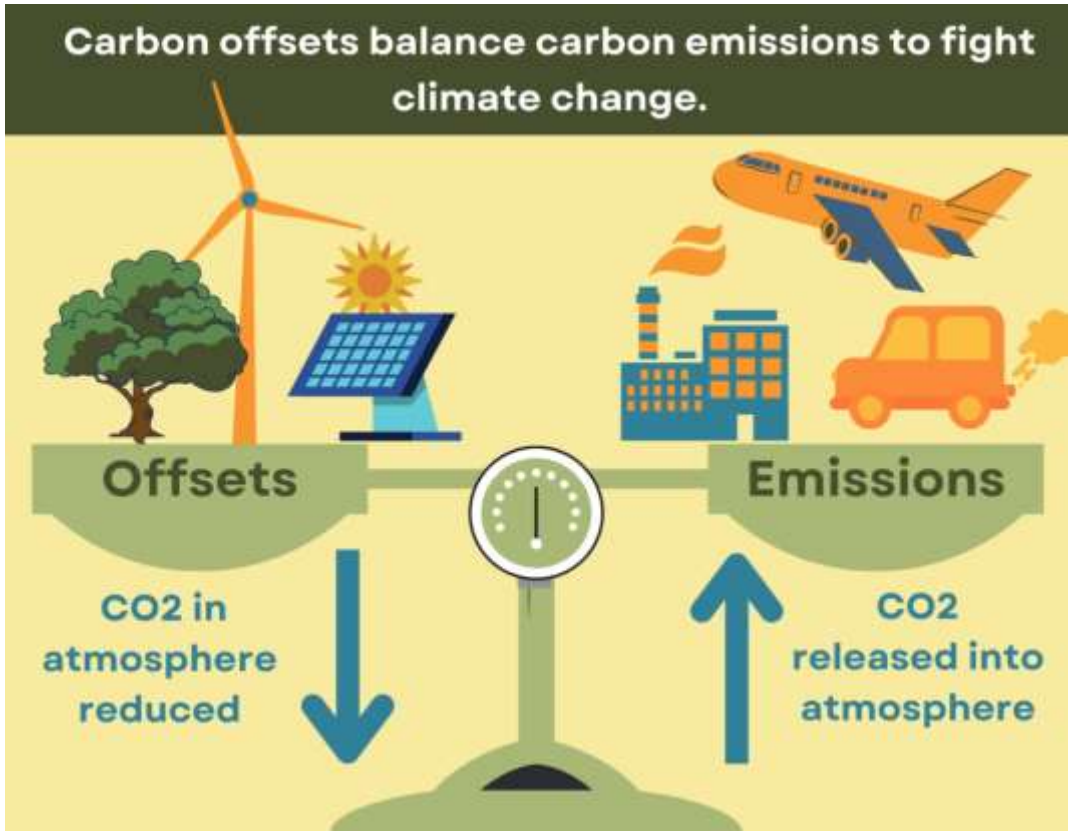
IMPLEMENT

4.5.4 - Require replacing gas water heaters with electric water heaters when they fail. Heat pump water heaters are highly energy-efficient, can deliver significant energy savings, offer both heating and cooling capabilities, and result in less carbon emissions compared to gas water heaters as the electricity grid continues to decarbonize.

YES, POLICY DECISION

Strategy 4.6: Voluntary purchase of verified carbon offsets

This strategy was not analyzed in terms of emissions reduction potential and cost.



Strategy 4.6: Voluntary purchase of verified carbon offsets

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.

SUPPORT/ADVOCATE

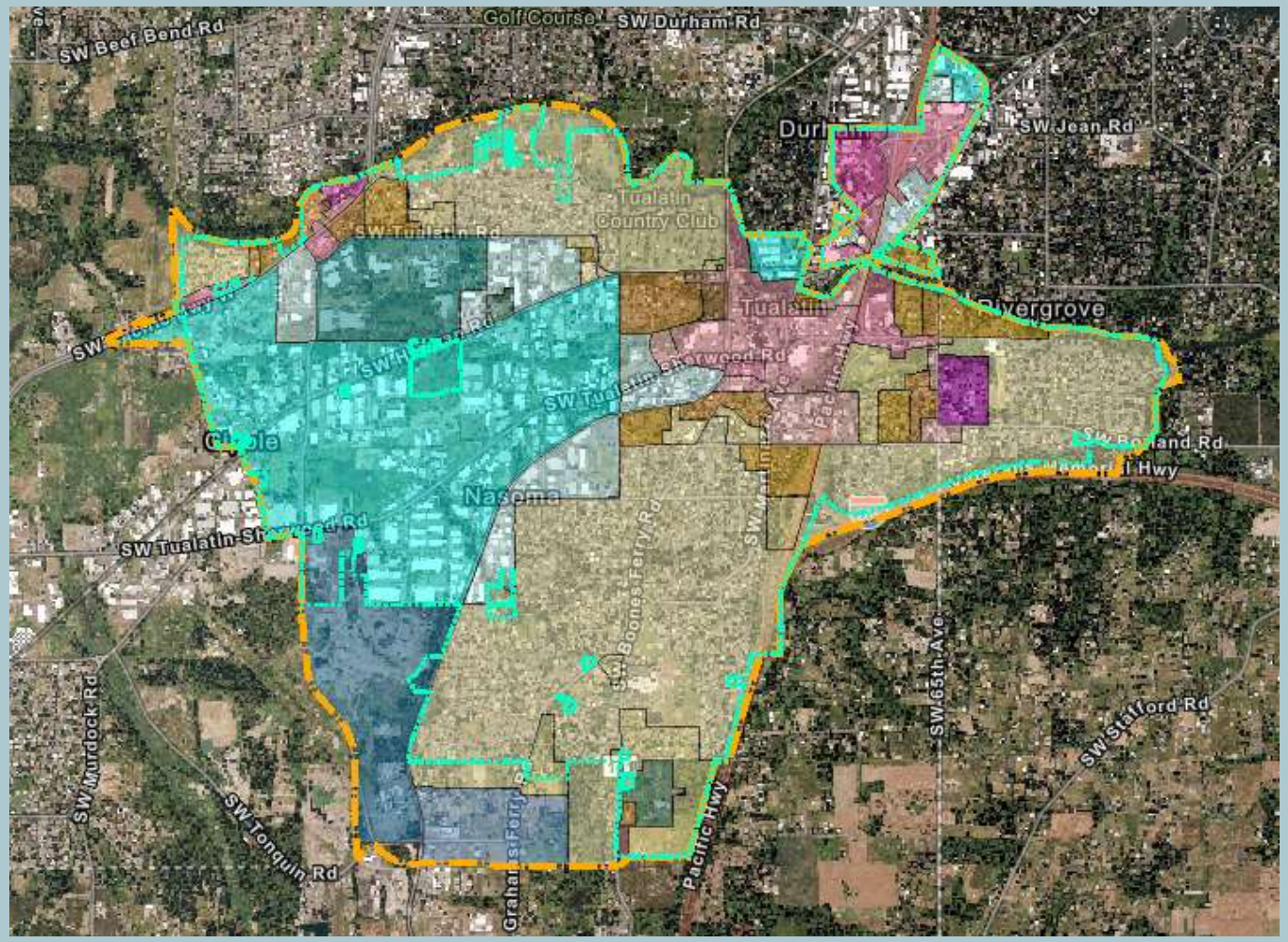
4.6.2 - Educate the community about high-quality, reliable carbon offsets. It is important to identify and promote high-quality and reliable offset options because carbon offsets can be difficult to accurately measure and verify, run the risk of being double-counted, and may have negative social and environmental impacts.

SUPPORT/ADVOCATE

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.

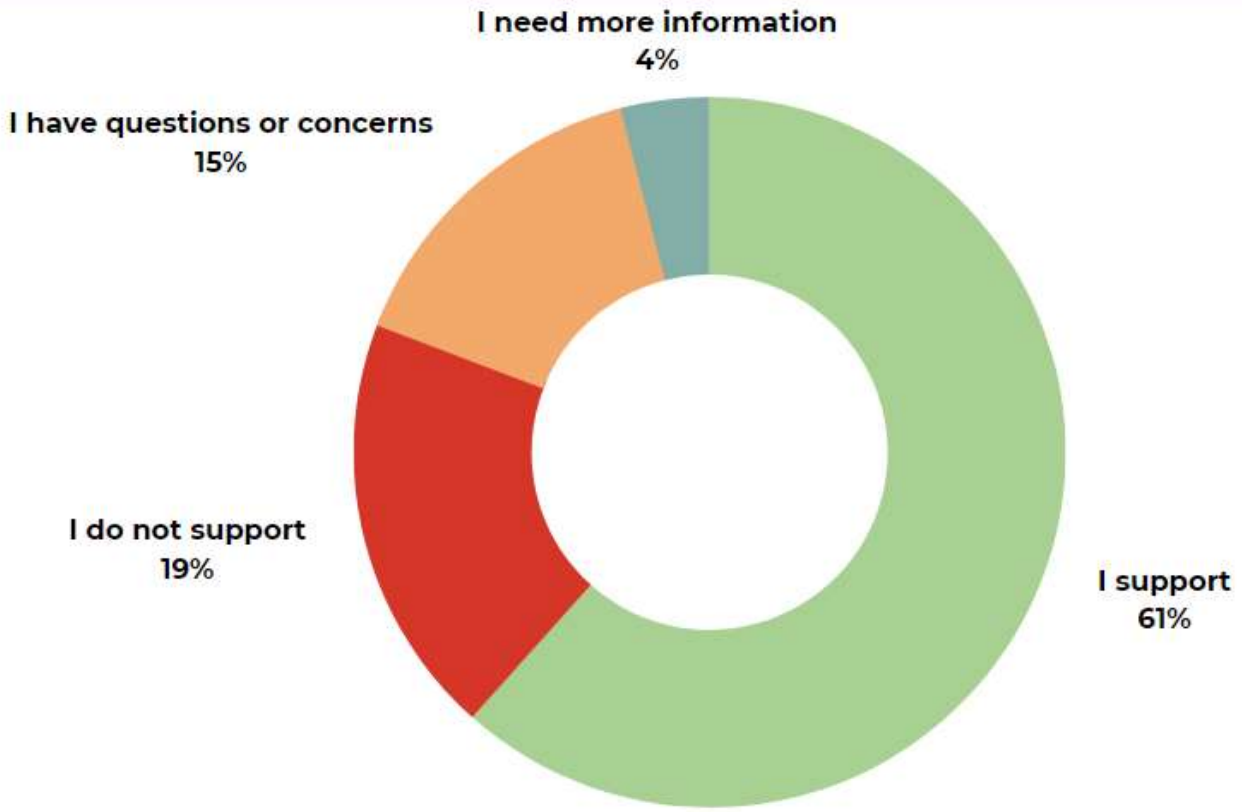
SUPPORT/ADVOCATE

Focus area 5:
Urban form & land use



Community feedback

What is your level of support for the strategies focusing on urban form and land use?



Key themes:

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

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

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

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.

IMPLEMENT | CONVENE | YES, POLICY DECISION

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.

IMPLEMENT

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.

IMPLEMENT | YES, POLICY DECISION

Strategy 5.2: Urban/community forestry & carbon sequestration

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

Strategy 5.2: Urban/community forestry & carbon sequestration

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.

CONVENE

5.2.5 - Increase enforcement of street tree regulations (TDC Ch. 33) on private property to encourage tree preservation during redevelopment and landscaping on private property. This action supports Strategy 1.1.

IMPLEMENT

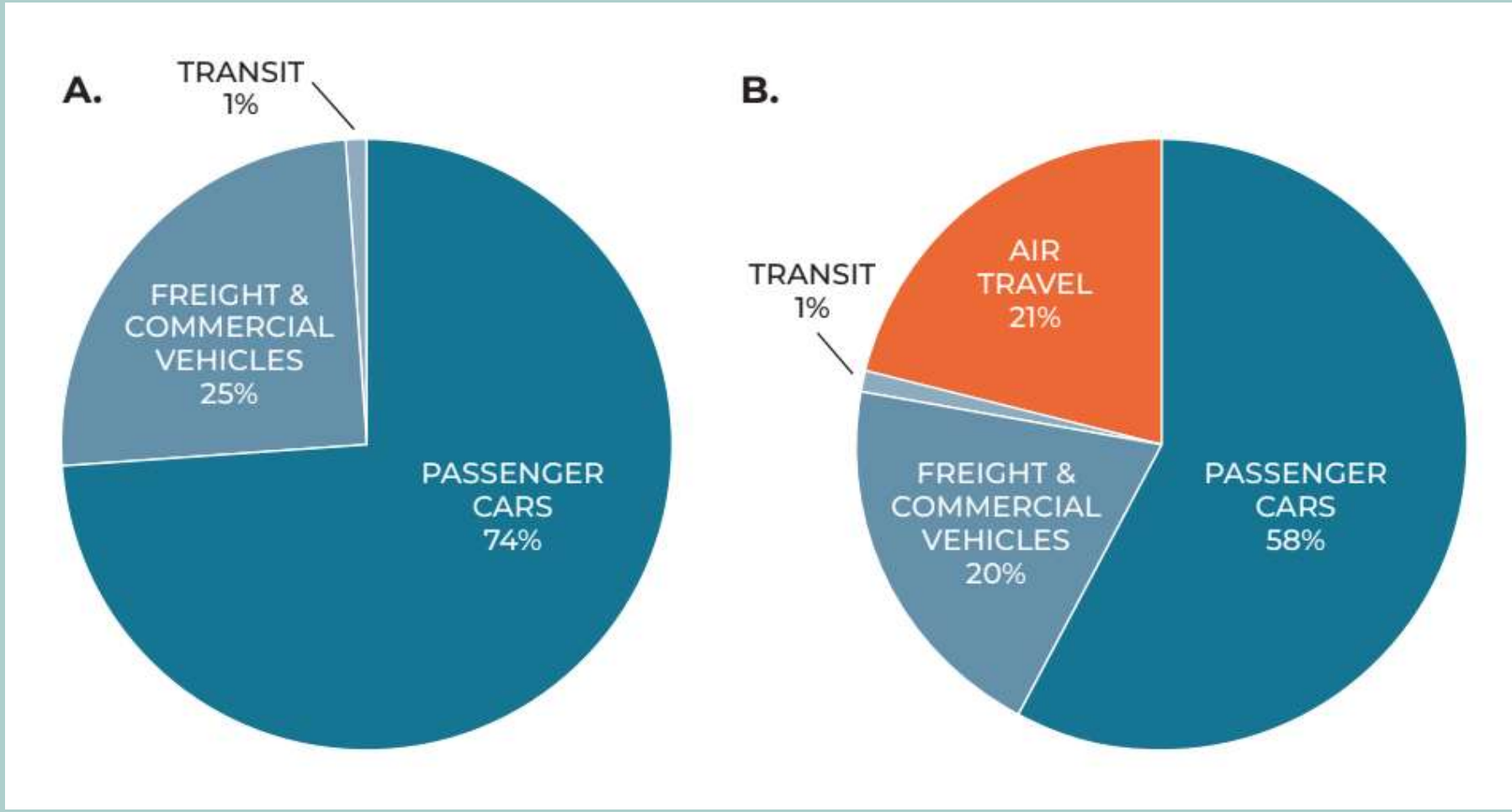
YES, POLICY DECISION

5.2.7 - Encourage tree preservation during development. Evaluate establishment and enforcement of replanting requirements. Provide guidance to ensure that the right trees are planted in the right places.

IMPLEMENT

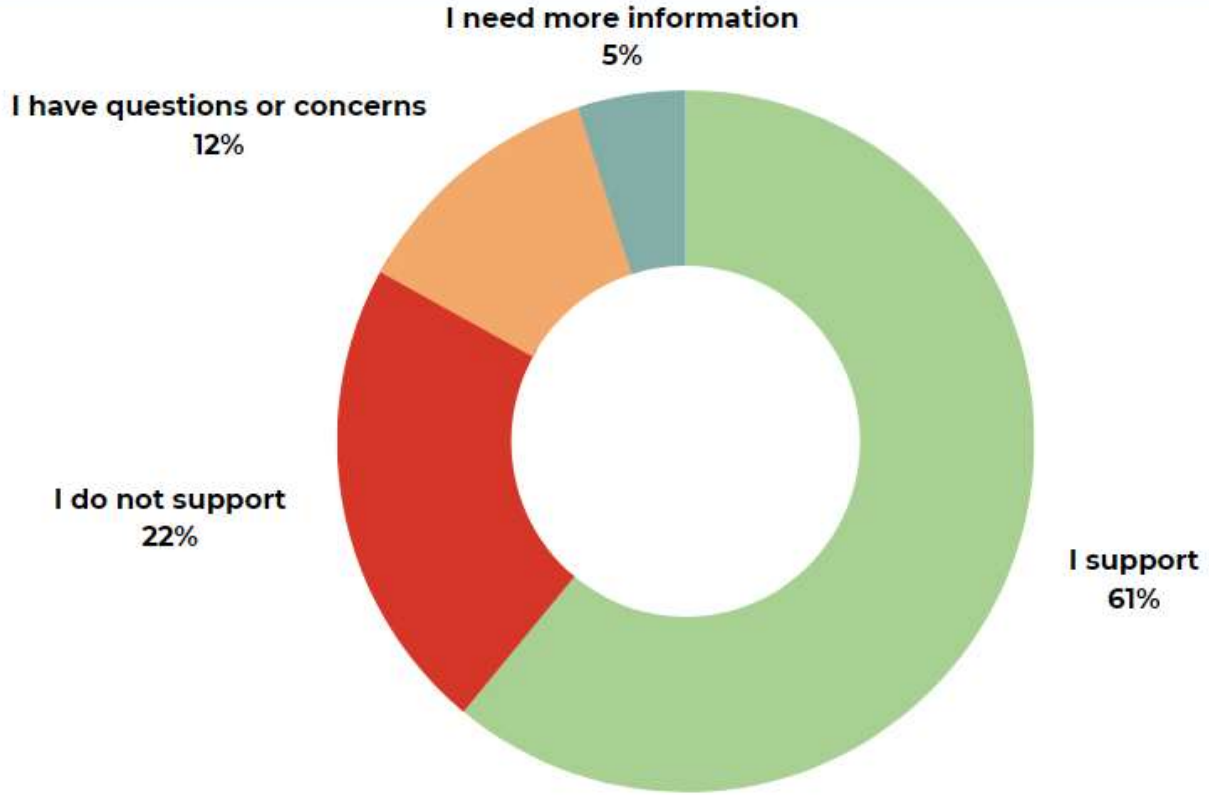
YES, POLICY DECISION

Focus area 6:
Transportation – modes & fuel switching



Community feedback

What is your level of support for the strategies focusing on transportation?



Key themes:

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

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

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

6.1.1 - Establish parking and 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. 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.

IMPLEMENT

YES, POLICY DECISION

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.

SUPPORT/ADVOCATE

IMPLEMENT

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.

IMPLEMENT

YES, POLICY DECISION

Strategy 6.2: Active transportation to reduce car miles and gasoline use

This strategy was not analyzed in terms of emissions reduction potential and cost.

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

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.

IMPLEMENT

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. Electric micromobility modes should embedded throughout the entire plan and focus on making these options a viable option to move throughout the City. While 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.

YES, POLICY DECISION

6.2.6 - Develop 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.

IMPLEMENT

YES, POLICY DECISION

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.

SUPPORT/ADVOCATE

Strategy 6.3: Transit transportation to reduce car miles and gasoline use

This strategy was not analyzed in terms of emissions reduction potential and cost.

Strategy 6.3: Transit transportation to reduce car miles and gasoline use

6.3.1 - Advocate for increased transit service coverage and frequency. Robust and reliable transit service can increase the appeal of taking transit over driving and create greater mobility for the entire community.

SUPPORT/ADVOCATE

CONVENE

6.3.3 - Convene large businesses in Tualatin to lobby TriMet to expand transit service to destinations with large employee populations.

CONVENE

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.

SUPPORT/ADVOCATE

IMPLEMENT

YES, POLICY DECISION

Strategy 6.4: Remote work options to reduce car miles and gasoline use

This strategy was not analyzed in terms of emissions reduction potential and cost.

Strategy 6.4: Remote and flexible work options to reduce car miles and gasoline use

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.

SUPPORT/ADVOCATE

IMPLEMENT

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.

SUPPORT/ADVOCATE

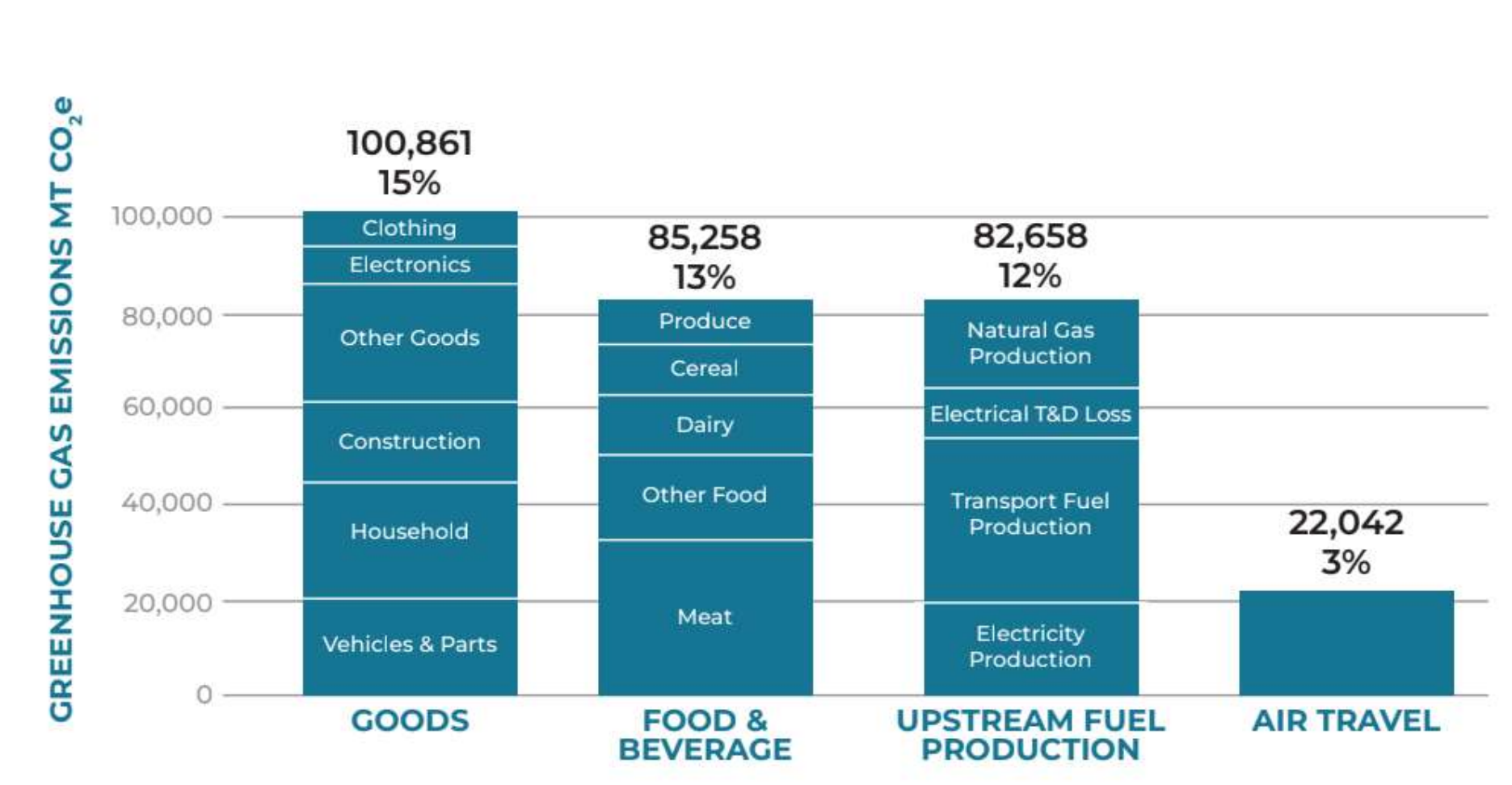
IMPLEMENT

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.

SUPPORT/ADVOCATE

IMPLEMENT

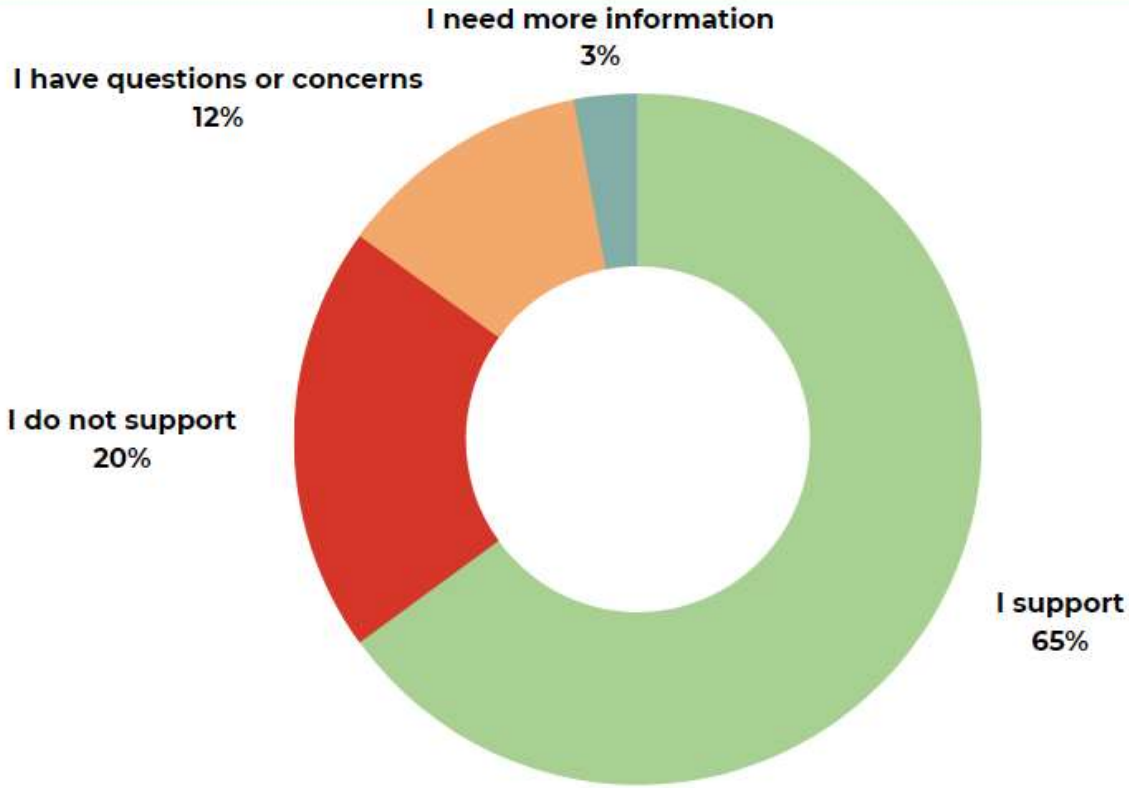
Focus area 7: Consumption – food & goods



Tualatin's consumption-based emissions by type

Community feedback

These strategies need to be community led. Are you willing to implement the actions in the food and goods section in your own life?



Key themes:

Before you buy or use it

These strategies were not analyzed in terms of emissions reduction potential and cost.

7.2 - Reduce emissions from food

- Community-driven, opportunities for City to educate

SUPPORT/ADVOCATE | CONVENE | IMPLEMENT

7.3 - Road materials management

- **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.

IMPLEMENT | YES, POLICY DECISION

7.4 - Reduce consumption of new materials

- Community-driven, opportunities for City to educate

SUPPORT/ADVOCATE | IMPLEMENT

7.6 - Reduce emissions from landscaping

- **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.

IMPLEMENT | YES, POLICY DECISION

After you buy or use it

7.1 - Landfill diversion of organic materials (composting)

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

- **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.
- **7.1.4 - Work with Republic Services to incentivize reduced food waste.** Look to Eugene's "Love Food Not Waste" program as a model.
- Opportunities for City to educate

IMPLEMENT

YES, POLICY DECISION

7.5 - Responsible waste management

- Community-driven, opportunities for City to educate
- **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.

IMPLEMENT

YES, POLICY DECISION

Next steps

- Finalize plan based on feedback
- Council adoption of final plan
- Implementation begins

Questions?

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.

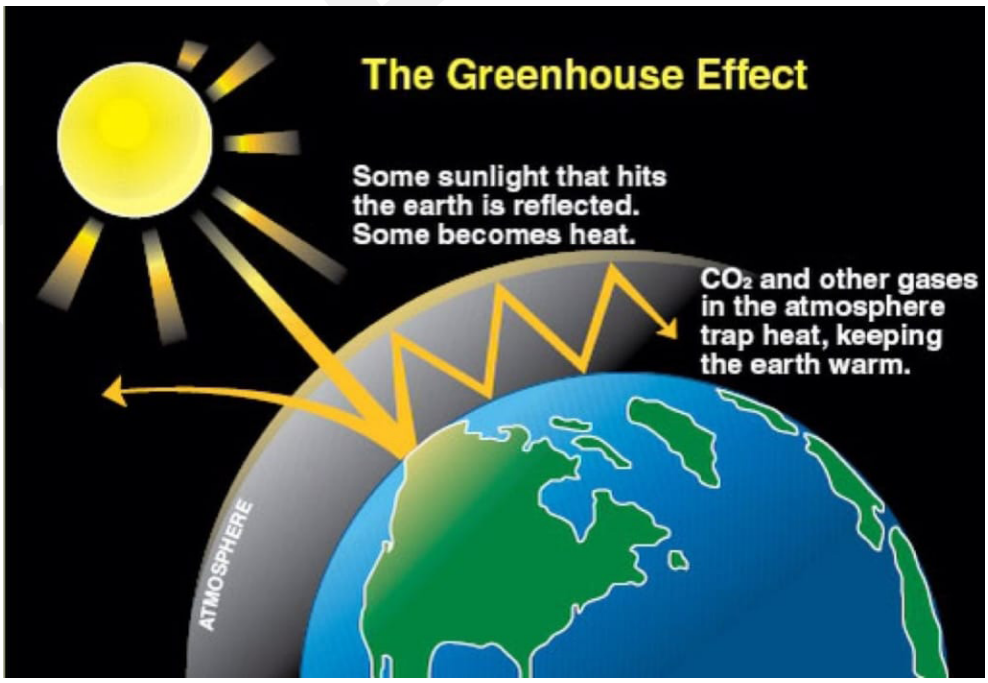


FIGURE 20: The greenhouse effect is a result of carbon dioxide (CO_2) and other greenhouse gases in the atmosphere trapping heat, which warms the earth over time (note: the atmosphere is not drawn to scale. The atmosphere is far thinner than is depicted here). Figure created by Aaman Kler.

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 dioxide (CO_2) and 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.

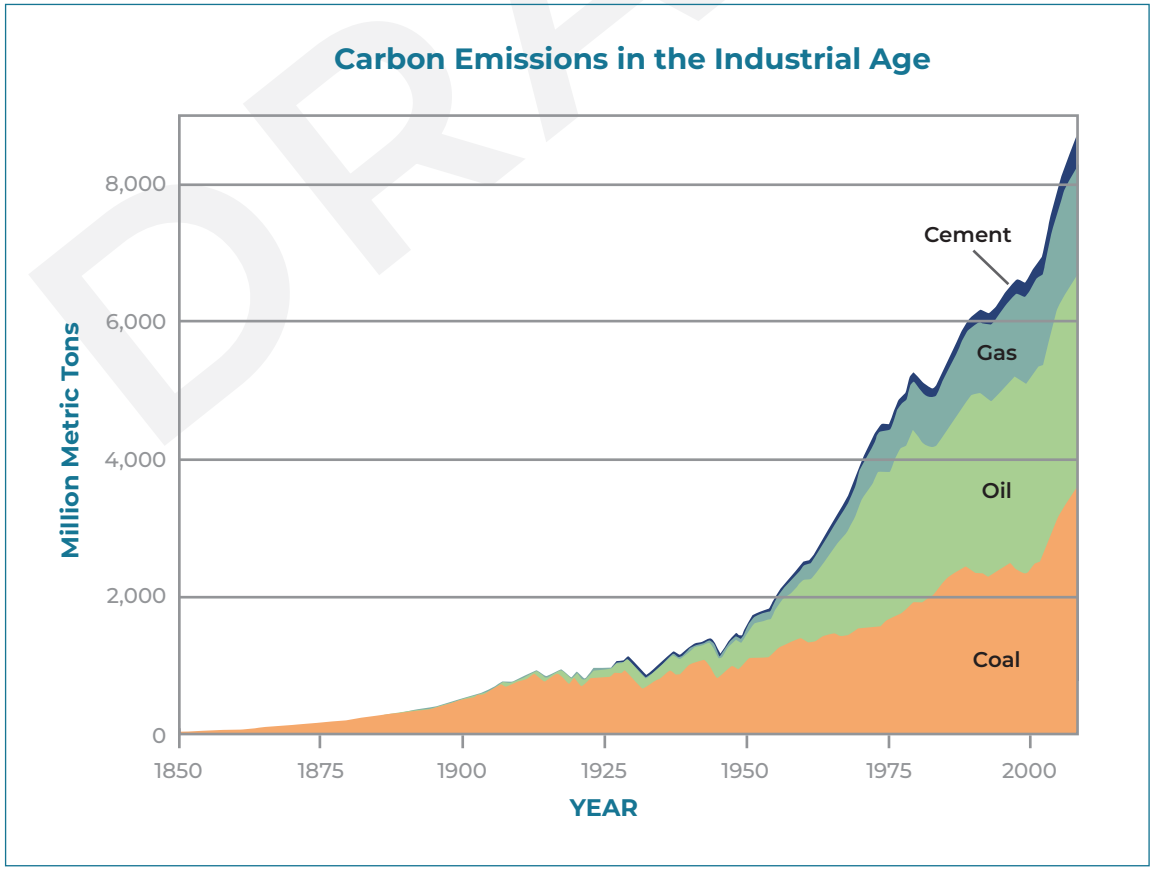


FIGURE 21: Increasing use of fossil fuels since the mid-19th century.

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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.

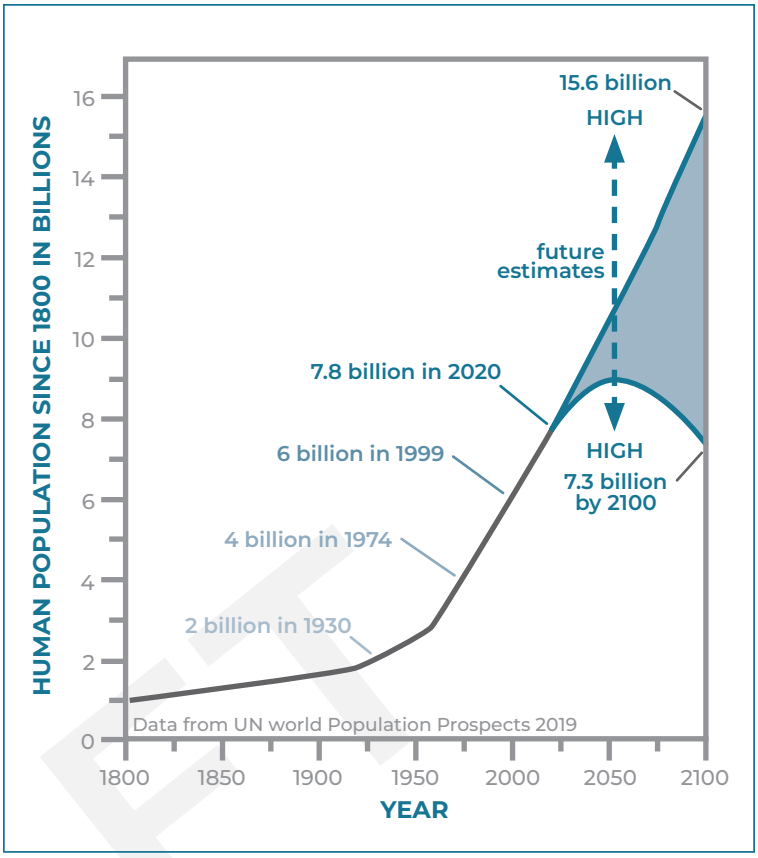

FIGURE 22: Increasing human population since the 19th century. Figure from Wikimedia Commons.

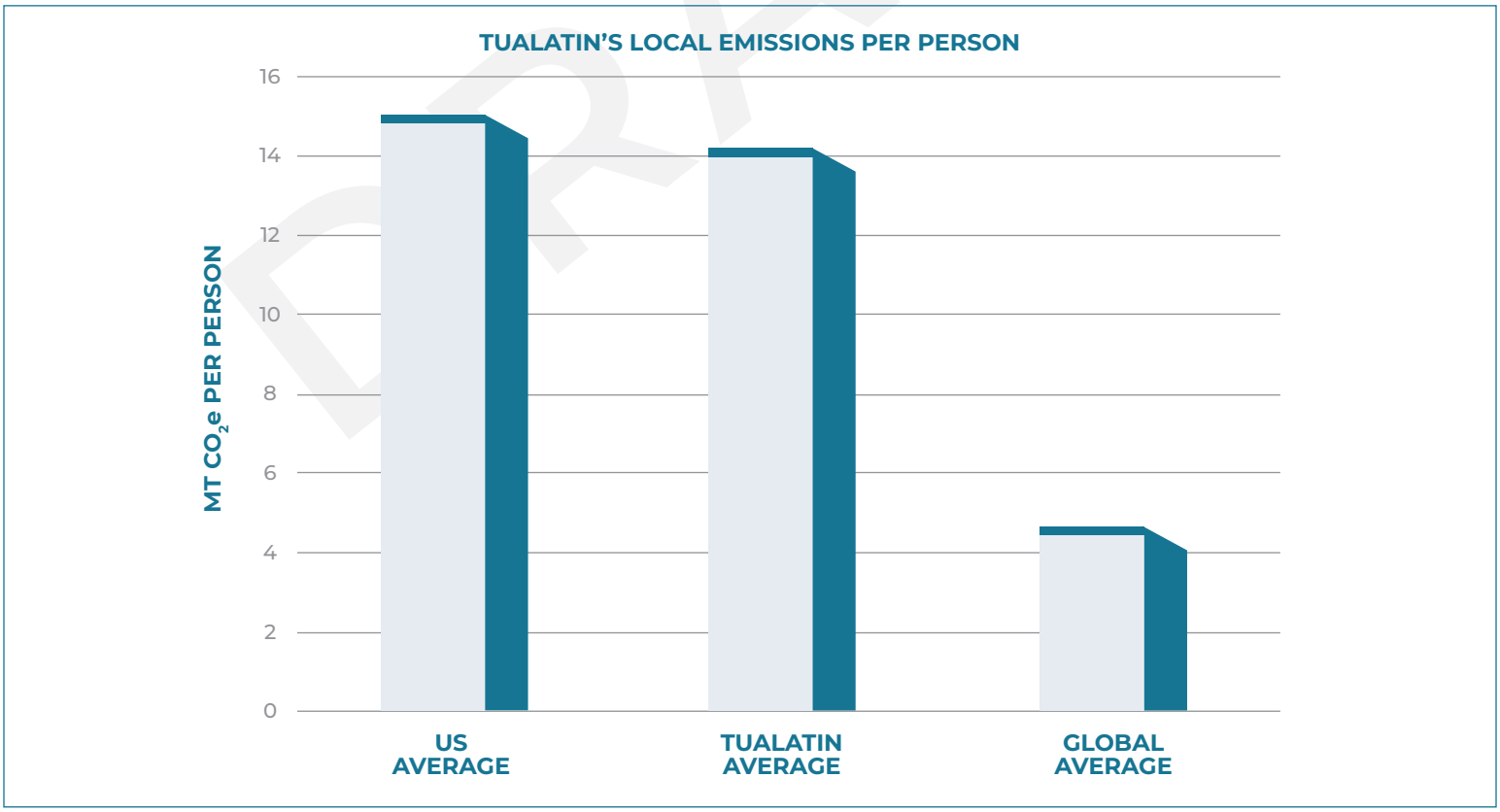

FIGURE 23: In 2019, the Tualatin community generated nearly 386,000 MT CO_2e of local emissions – about 14.2 MT CO_2e per resident. This is less than the U.S. average of 15.2 MT CO_2e per person and considerably greater than global average of 4.5 MT CO_2e per person. The term "local emissions" refers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

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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.

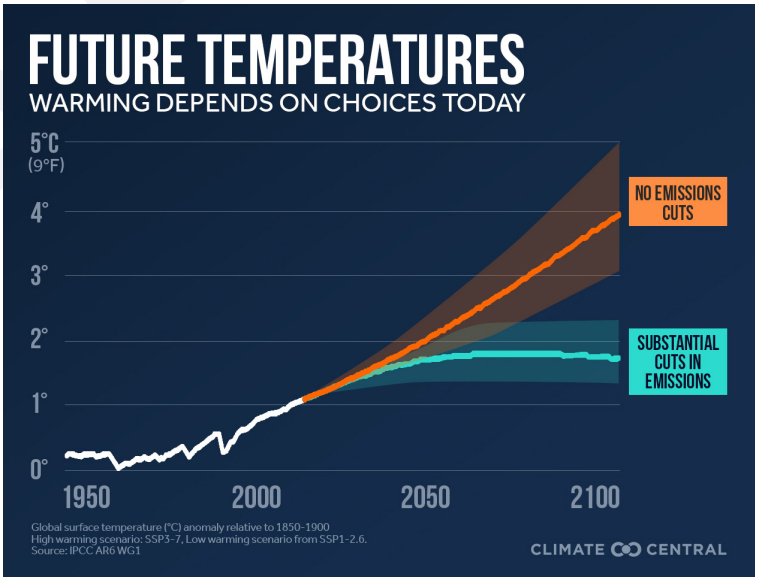

FIGURE 24: Climate action can lead to a better future. Graphic from Climate Central.

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.

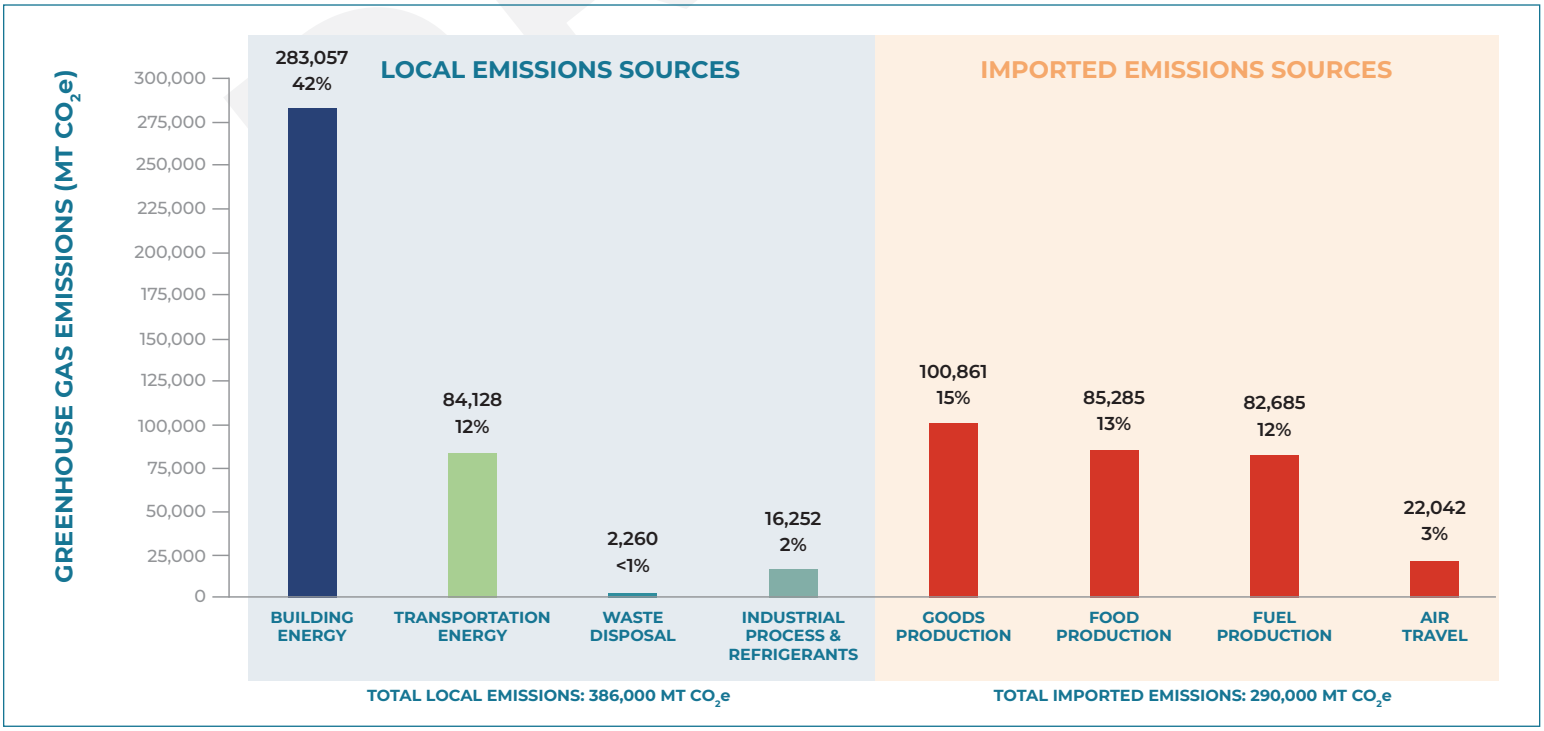

FIGURE 25: Tualatin's emissions sources

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.

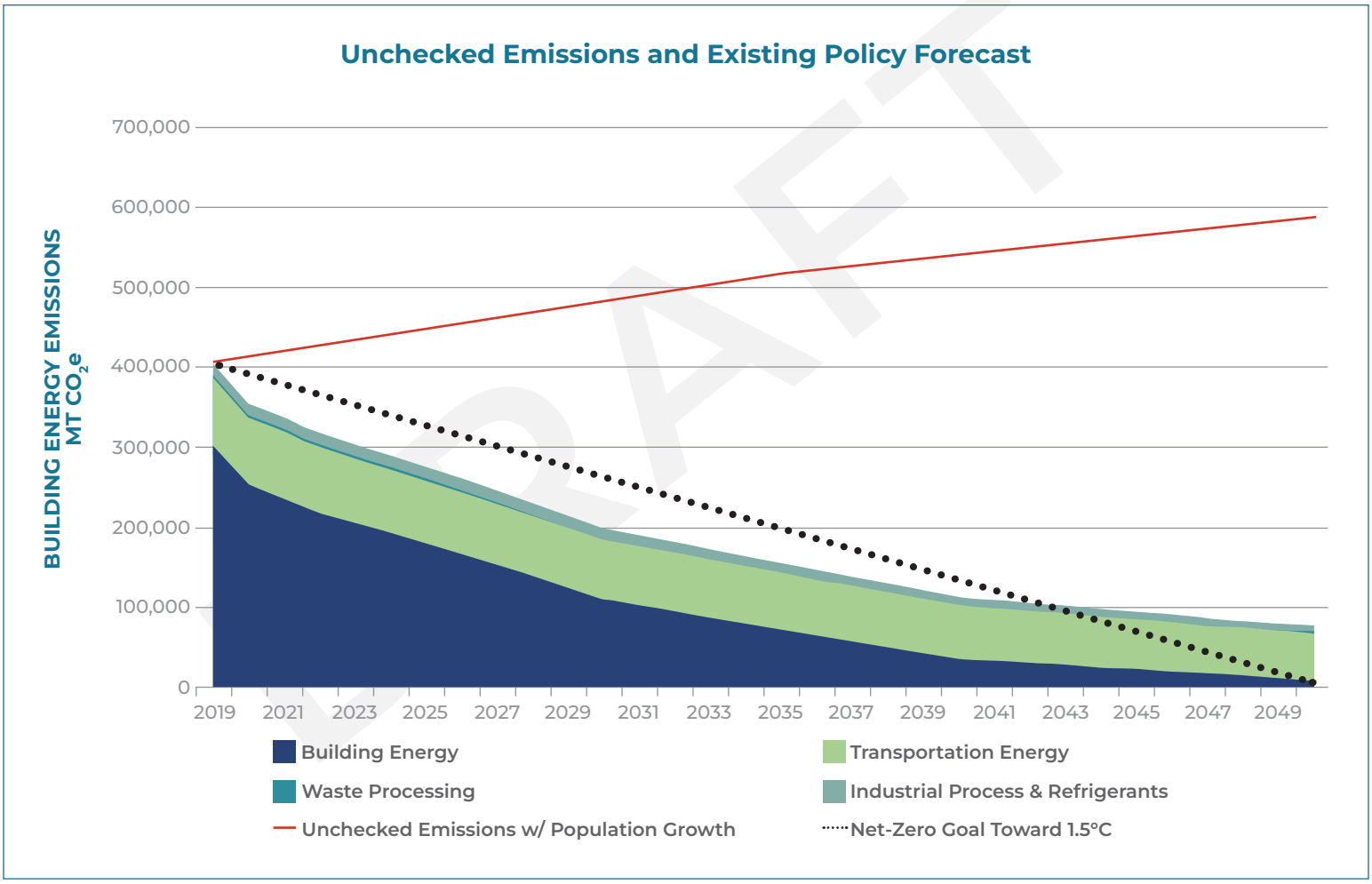

FIGURE 26: Tualatin's unchecked emissions forecast (solid red line, population growth with no policy interventions) with forecasted emissions based on existing state and federal policy, and a net-zero by 2050 trajectory (black dotted line). This graph tells us that Tualatin will need to take additional 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	4 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	7 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 work options to reduce car miles and fossil fuel (gasoline) use	2 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).

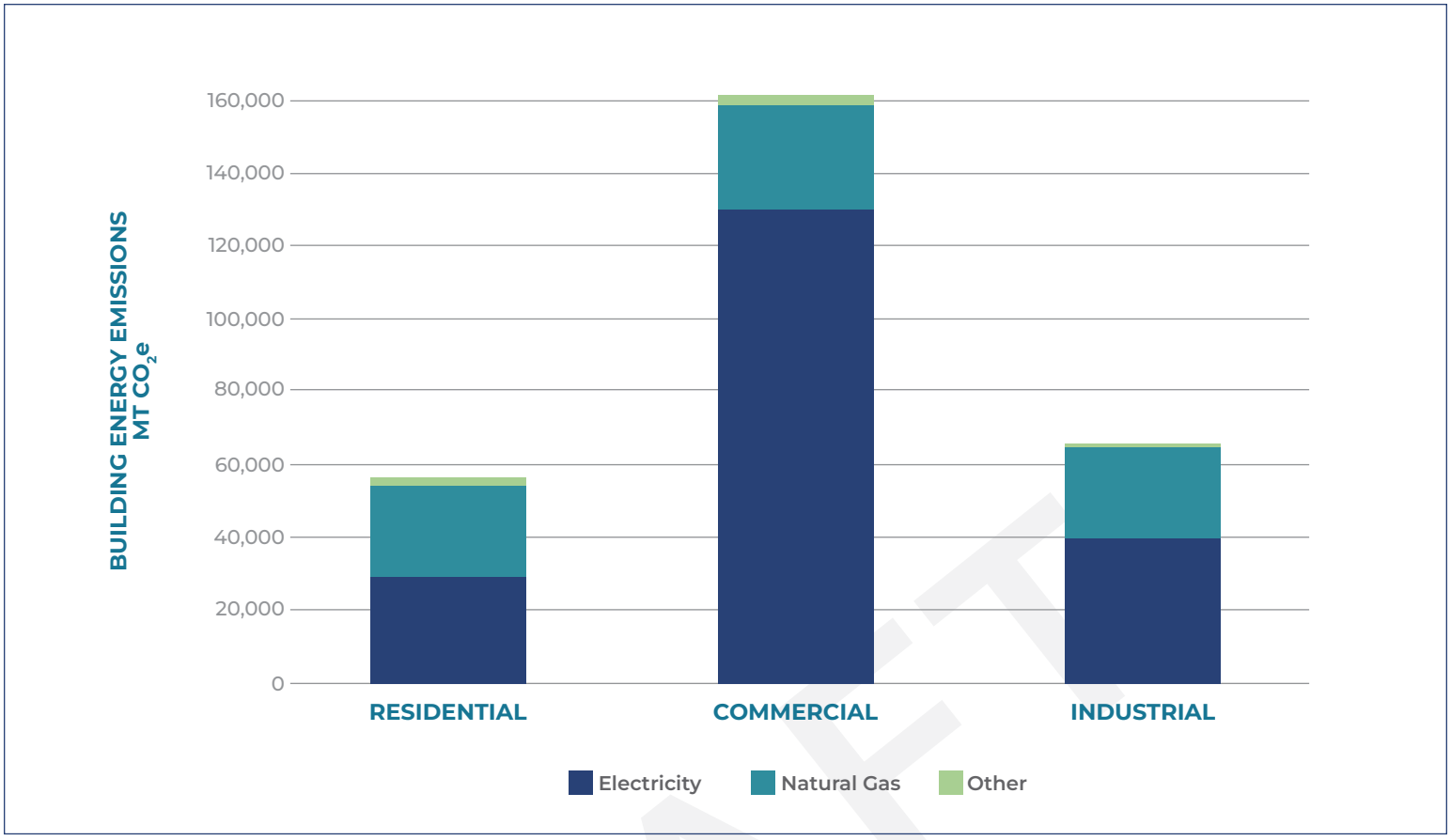

FIGURE 27: Building energy by type and energy source.

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%.

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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)

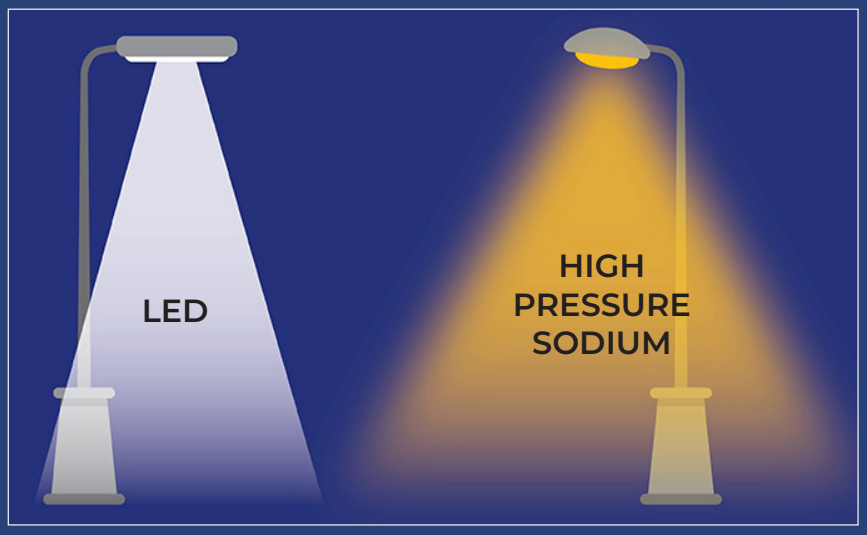
Energy efficiency and conservation refer to practices that reduce the amount of energy needed to perform a specific task or function. Energy efficiency refers to using less energy to perform the same task or produce the same result, while conservation involves reducing overall energy use by avoiding 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		M A S • Environmental	+1 0 -1	
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		M A S • Environmental	+1 0 -1	

DRAFT

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
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		M A S • Environmental	+1 0 -1	
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		M A S • Environmental	+1 0 -1	
4.1.5 Require home energy scores to be completed at point of sale for homes.	STAKEHOLDERS • Energy Trust of Oregon (ETO)		M A S • Connected, Informed, Engaged • Environmental	+1 0 -1	
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		M A S • Environmental	+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
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
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		M A S • Environmental	+1 0 -1	
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		M A S • Environmental	+1 0 -1	
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		M A S • Environmental • Neighborhoods	+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
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
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		M A S • Environmental	+1 0 -1	
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		M A S • Environmental	+1 0 -1	

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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)

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		M A S • Neighborhoods • Environmental	+1 0 -1	
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)		M A S • Environmental	+1 0 -1	
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		M A S • Environmental	+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
JOBS
HEALTH & SAFETY
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE
ALIGNMENT WITH COUNCIL VISION (0-7)

DRAFT

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		M A S • Environmental	+1 0 -1	

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Key

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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)

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.

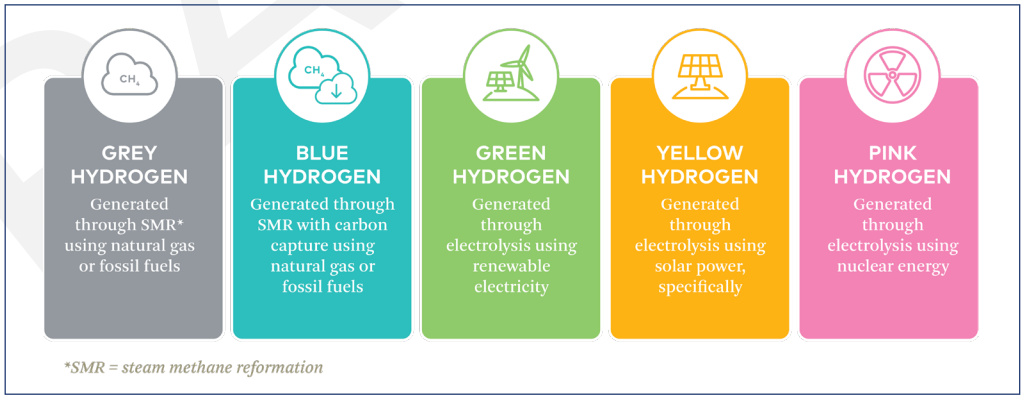

FIGURE 28: Green, yellow, and pink hydrogen are climate-friendly options produced from renewable resources like wind, solar, and nuclear power. Grey and blue hydrogen are less climate-friendly options as they are produced using fossil fuels.

Key

Low (0-399,999 $MTCO_2e$) | 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)

DRAFT

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		M A S • Environmental	+1 0 -1	
4.3.2 Advocate for state and federal level financial and political support to increase the number of on-site hydrogen electrolyzers or thermal mass-based resistance boiler retrofits at sites that have large, industrial heat loads. 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		M A S • Environmental	+1 0 -1	

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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
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		M A S • Environmental	+1 0 -1	
4.3.4 Advocate for policies to ensure that production, transportation, storage, and use of clean hydrogen is done safely. 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		M A S • Environmental	+1 0 -1	

DRAFT

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)

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 are a significant cost saver compared to natural gas heating and separate air conditioning. 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.

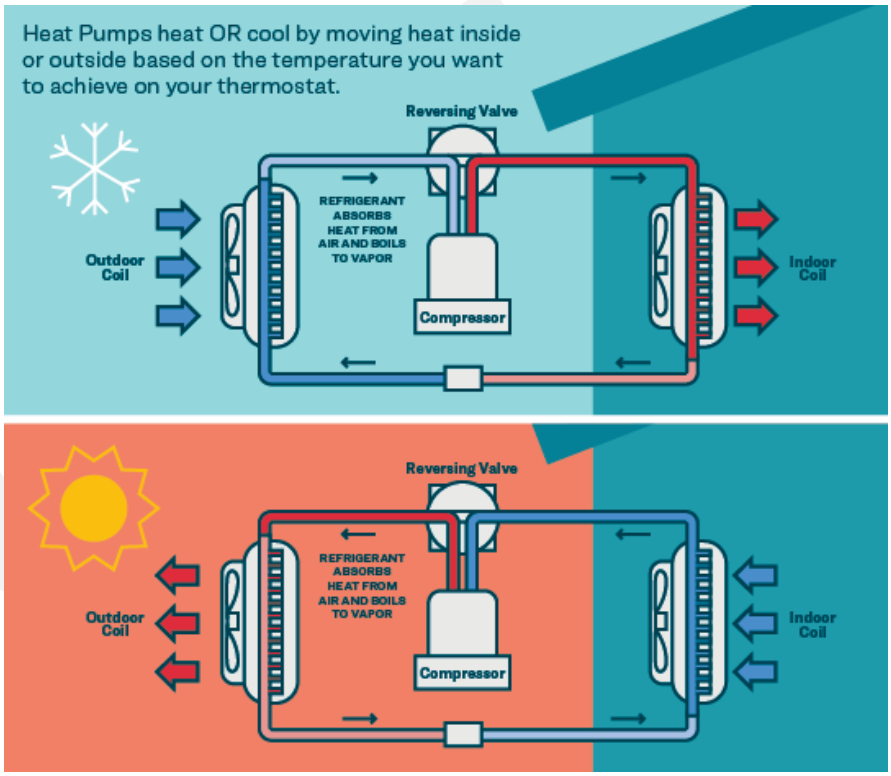

FIGURE 29: Heat pumps are an energy efficient way to heat or cool buildings. Image from the Sierra Club.

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		M A S • Neighborhoods • Environmental	+1 0 -1	
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		M A S • Neighborhoods • Environmental	+1 0 -1	

DRAFT

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)

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 $MTCO_2e$)	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
4.5.1 Replace existing gas furnaces with heat pumps to heat and cool homes and buildings. Financial incentives may be available through the Oregon Department of Energy's Community Heat Pump Deployment Program and Oregon Rental Home Heat Pump 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) PROGRAMS • ODOE Community Heat Pump Deployment Program • ODOE Rental Home Heat Pump program		M A S • Environmental	+1 0 -1	
4.5.2 Replace existing gas water heaters with electric water heaters. Water heating accounts for 20% of the average home's energy use. An energy efficient water heater can save hundreds of dollars per year in energy costs.	STAKEHOLDERS • Northwest Natural • Oregon Department of Energy (ODOE) • Energy Trust of Oregon (ETO) PROGRAMS • ODOE Community Heat Pump Deployment Program • IRS Energy Efficient Home Improvement Credit • IRS Residential Clean Energy Property Credit		M A S • Environmental	+1 0 -1	

DRAFT

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
4.5.3 Require replacing gas furnaces with heat pumps when they fail. Heat pumps provide both heating and cooling capabilities, are highly energy-efficient, and are more environmentally-friendly option compared to fossil fuel-based furnaces.	**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		M A S • Environmental	+1 0 -1	
4.5.4 Require replacing gas water heaters with electric water heaters when they fail. Heat pump water heaters are highly energy-efficient, can deliver significant energy savings, offer both heating and cooling capabilities, and result in less carbon emissions compared to gas water heaters as the electricity grid continues to decarbonize.	**STAKEHOLDERS** • City of Tualatin Community Development Department • Northwest Natural • Energy Trust of Oregon (ETO) **PROGRAM** • ETO Water Heater Incentives		M A S • Environmental	+1 0 -1	

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Key

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IMPLEMENT
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SUPPORT/ADVOCATE
QUICK START
0-5 YRS
6-10 YRS
10+ YRS
YES, POLICY DECISION
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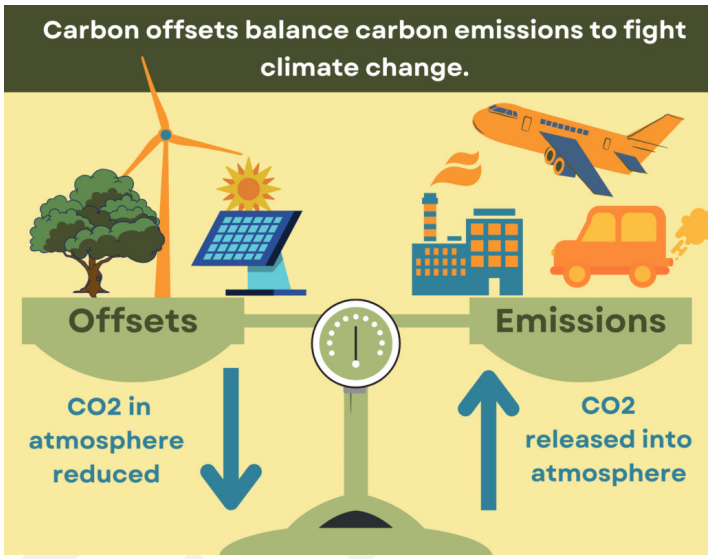
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE
ALIGNMENT WITH COUNCIL VISION (0-7)

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.



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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		M A S • Environmental	+1 0 -1	
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		M A S • Connected, Informed, Engaged • Environmental	+1 0 -1	
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.			M A S • Environmental	+1 0 -1	

Key

M MITIGATION ACTIONS
A ADAPTATION ACTIONS
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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)

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.

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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		M A S • Economy • Gathering Places • Transportation • Neighborhoods • Environmental	+1 0 -1	
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		M A S • Economy • Gathering Places • Transportation • Neighborhoods • Environmental	+1 0 -1	

IN PROGRESS

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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
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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
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		M A S • Economy • Gathering Places • Transportation • Neighborhoods • Environmental	+1 0 -1	
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		M A S • Inclusive Community • Neighborhoods • Environmental	+1 0 -1	
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		M A S • Inclusive Community • Neighborhoods • Environmental	+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
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
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		M A S • Transportation • Environmental	+1 0 -1	
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. Programs such as Vision Zero are excellent tools to help advance this action.	STAKEHOLDERS • City of Tualatin Community Development and Public Works Departments		M A S • Transportation • Environmental	+1 0 -1	

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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

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
5.2.1 Increase canopy cover in response to tree canopy study from action 1.1.3 to equitably increase shade in Tualatin. While there is limited opportunity for carbon sequestration in Tualatin, trees do pull carbon dioxide out of the air and provide shade, an important adaptation benefit.	STAKEHOLDERS • City of Tualatin Parks and Public Works Departments		M A S • Gathering Places • Transportation • Environmental	+1 0 -1	
5.2.2 Update street tree list with climate adapted and/or drought resistant tree options. Consider including large shrubs to increase biodiversity and reduce impacts on infrastructure. The street tree list was last updated in 2019. Revisiting the list every 5 years can help the City be responsive to changing climate conditions.	STAKEHOLDERS • City of Tualatin Parks and Public Works Departments PROGRAM • Sidewalk/Street Tree program		M A S • Environmental	+1 0 -1	
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		M A S • Connected, Informed, Engaged • Gathering Places • Environmental	+1 0 -1	

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Key

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6-10 YRS
10+ YRS
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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
5.2.4 Strengthen tree removal regulations (TDC Ch. 33) to encourage tree preservation during redevelopment and landscaping on private property. This action supports Strategy 1.1.	STAKEHOLDER • City of Tualatin Community Development Department POLICY DOCUMENTS • City of Tualatin Development Code		M A S • Neighborhoods • Environmental	+1 0 -1	
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 tress. 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 POLICY DOCUMENTS • City of Tualatin Development Code		M A S • Neighborhoods • Environmental	+1 0 -1	
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		M A S • Transportation • Neighborhoods • Environmental	+1 0 -1	

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ALIGNMENT WITH COUNCIL VISION (0-7)

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
5.2.7 Encourage tree preservation during development. Evaluate establishment and enforcement of replanting requirements. Provide guidance to ensure that the right trees are planted in the right places.	STAKEHOLDER • City of Tualatin Community Development Department POLICY DOCUMENTS • City of Tualatin Development Code		M A S • Transportation • Neighborhoods • Environmental	+1 0 -1	

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Key

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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)

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).

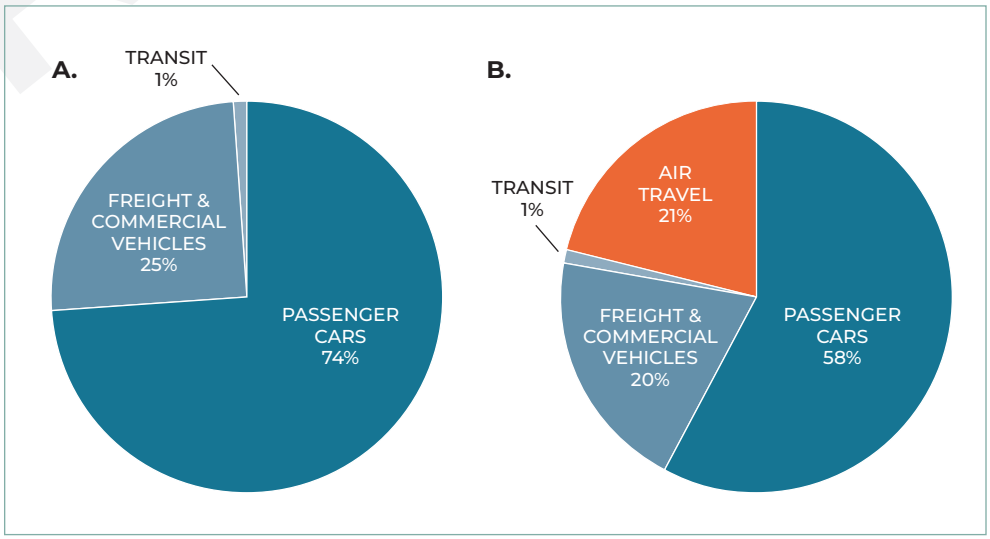

FIGURE 30: Tualatin's transportation emissions breakdown: A: excluding air travel, B: including air travel.

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 $MTCO_2e$) | 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
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		M A S • Transportation • Neighborhoods • Environmental	+1 0 -1	
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		M A S • Inclusive Community • Transportation • Neighborhoods • Environmental	+1 0 -1	

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Key

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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
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	+1 0 -1	
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	+1 0 -1	
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	+1 0 -1	

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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.			M A S • Inclusive Community • Transportation • Environmental	+1 0 -1	
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		M A S • Transportation • Environmental	+1 0 -1	

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HEALTH & SAFETY
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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		M A S • Transportation • Environmental	+1 0 -1	
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.			M A S * • Transportation • Environmental	+1 0 -1	
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		M A S • Environmental	+1 0	

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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!

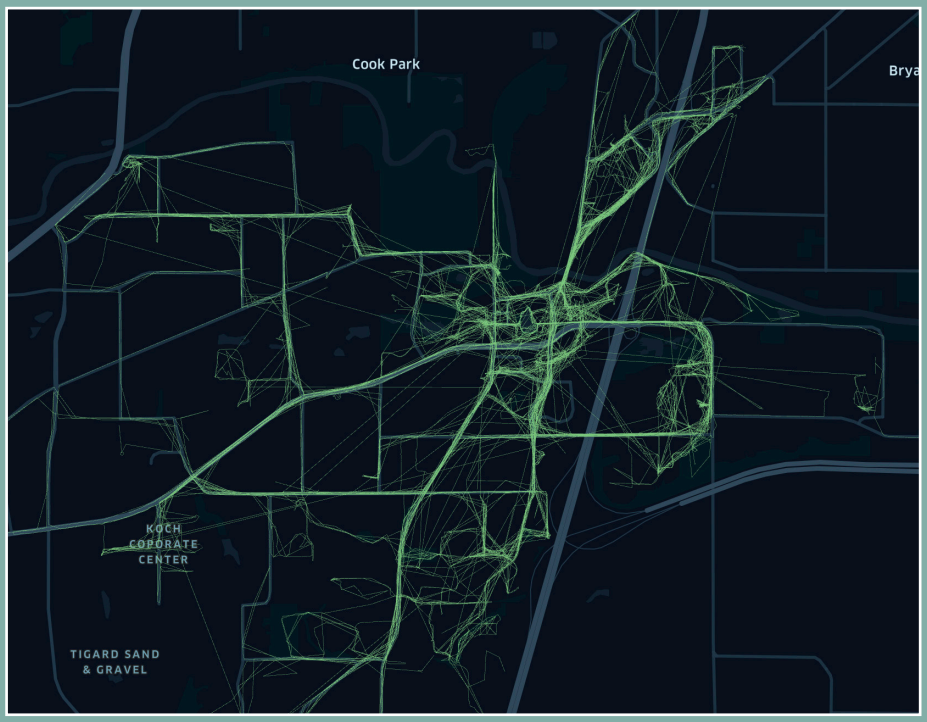

FIGURE 31: Heat map showing Lime scooter rides in Tualatin.

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		M A S * • Economy • Transportation • Neighborhoods • Environmental	+1 0 -1	
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		M A S * • Economy • Transportation • Neighborhoods • Environmental	+1 0 -1	

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

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		M A S • Economy • Transportation • Neighborhoods • Environmental	+1 0 -1	
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		M A S • Transportation • Environmental	+1 0 -1	
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		M A S • Connected, Informed, Engaged • Transportation • Environmental	+1 0 -1	

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ALIGNMENT WITH COUNCIL VISION (0-7)

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
6.2.6 Develop a Complete Street 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)		M A S * • Economy • Gathering Places • Transportation • Neighborhoods • Environmental	+1 0 -1	
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		M A S * • Transportation • Neighborhoods • Environmental	+1 0 -1	

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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		M A S • Transportation • Environmental	+1 0 -1	
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		M A S • Inclusive Community • Transportation • Environmental	+1 0 -1	
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		M A S • Transportation • Neighborhoods • Environmental	+1 0 -1	

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OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE
ALIGNMENT WITH COUNCIL VISION (0-7)

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 and reliable transit service can increase the appeal of taking transit over driving and create greater mobility for the entire community.	STAKEHOLDERS • City of Tualatin City Manager's Office, Community Development Department • TriMet • Ride Connection		M A S • Inclusive Community • Transportation • Environmental	+1 0 -1	
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		M A S • Economy • Transportation • Environmental	+1 0 -1	

DRAFT

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
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		M A S • Economy • Transportation • Environmental	+1 0 -1	
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. IN PROGRESS	STAKEHOLDER • City of Tualatin Public Works PROGRAM • E-Scooter program		M A S * • Economy • Transportation • Environmental	+1 0 -1	

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Key

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IMPLEMENT
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6-10 YRS
10+ YRS
YES, POLICY DECISION
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HEALTH & SAFETY
ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE
ALIGNMENT WITH COUNCIL VISION (0-7)

Strategy 6.4 // Remote 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.			M A S • Inclusive Community • Economy • Transportation • Environmental	+1 0 -1	
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.			M A S • Inclusive Community • Connected, Informed, Engaged • Economy • Transportation • Environmental	+1 0 -1	

DRAFT

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6-10 YRS
10+ YRS
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ECOSYSTEM & WILDLIFE HEALTH
OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE
ALIGNMENT WITH COUNCIL VISION (0-7)

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.

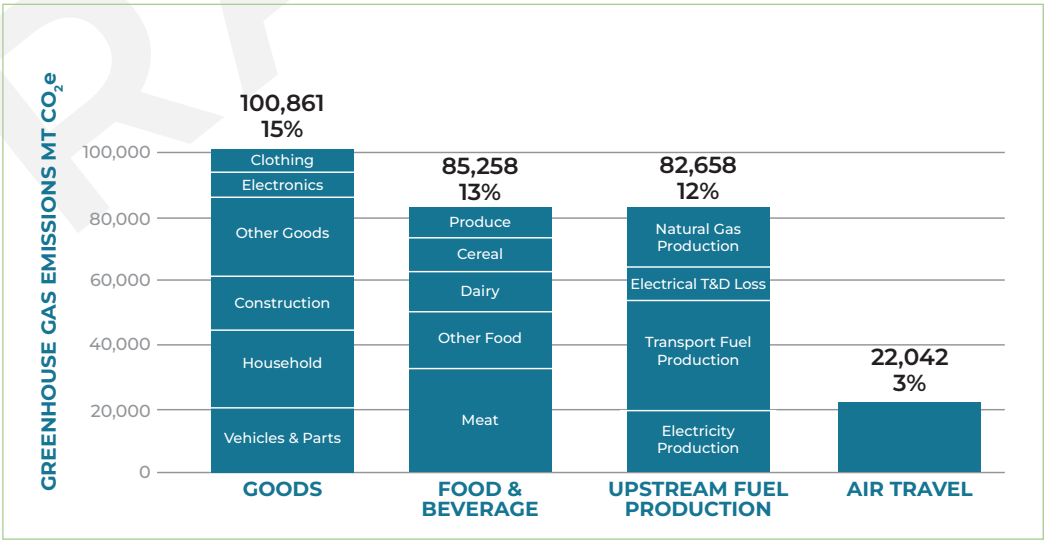

FIGURE 32: Breakdown of Tualatin's consumption-based emissions.

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.

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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.

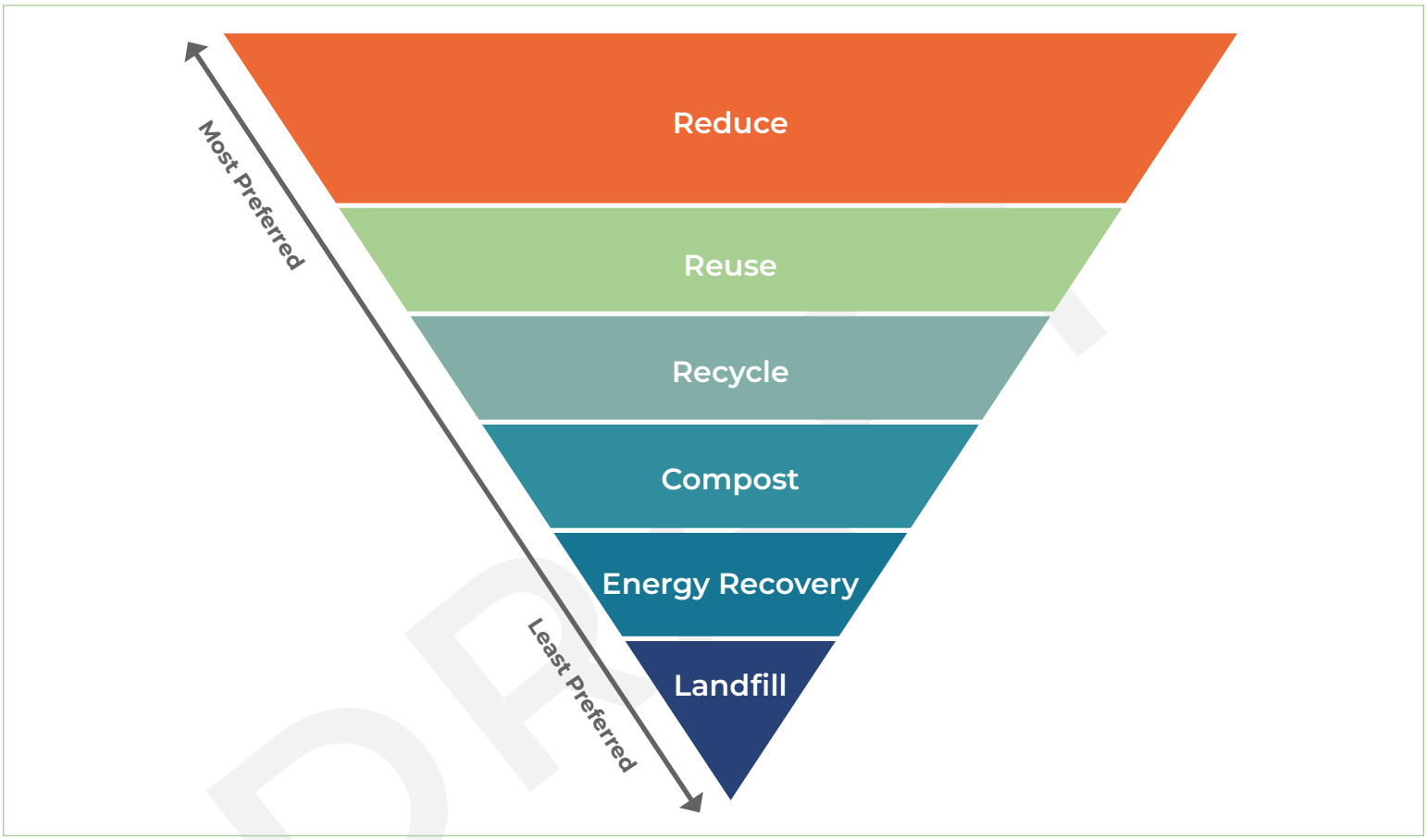

FIGURE 33: Materials management pyramid from Oregon DEQ.

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_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
7.1.1 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		M A S • Environmental	+1 0 -1	
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		M A S * • Connected, Informed, Engaged • Environmental	+1 0 -1	

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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
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		M A S * • Environmental	+1 0 -1	
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		M A S • Environmental	+1 0 -1	

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Key

M MITIGATION ACTIONS
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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)

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
IN PROGRESS **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.	STAKEHOLDERS • City of Tualatin Public Works Department • Oregon Department of Environmental Quality (ODEQ) PROGRAM • ODEQ's Don't Let Good Food Go Bad campaign		M A S * • Connected, Informed, Engaged • Environmental	+1 0 -1	
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.	STAKEHOLDER • City of Tualatin Public Works Department		M A S • Connected, Informed, Engaged • Environmental	+1 0 -1	

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Key

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A ADAPTATION ACTIONS
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IMPLEMENT
CONVENE
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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
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.			M A S • Inclusive Community • Environmental	+1 0 -1	
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").			M A S * • Environmental	+1 0 -1	

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Key

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IMPLEMENT
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YES, POLICY DECISION
JOBS
HEALTH & SAFETY
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COMMUNITY ACCEPTANCE
ALIGNMENT WITH COUNCIL VISION (0-7)

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		M A S • Environmental	+1 0 -1	
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		M A S * • Environmental	+1 0 -1	

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Key

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* 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)

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.

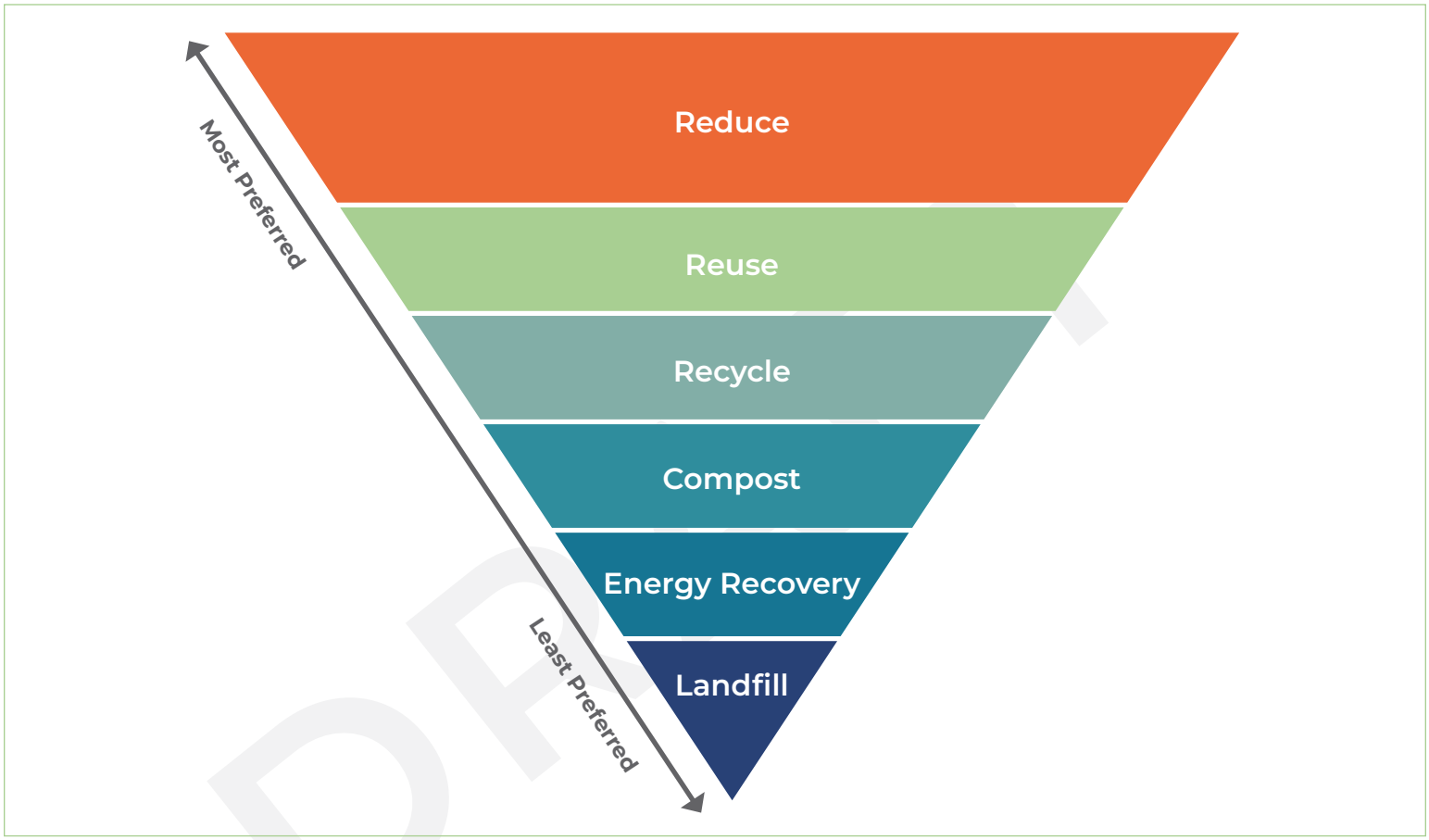

FIGURE 34: Materials management pyramid from Oregon DEQ.

Actions

ACTION	STAKEHOLDERS, PROGRAMS, & PLANNING/POLICY DOCUMENTS	CITY ROLE	CHARACTERISTICS	CO-BENEFITS	POLICY DECISION
7.4.1 **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. IN PROGRESS	STAKEHOLDERS • City of Tualatin Public Library • Washington County Health & Human Services (HHS)		M A S * • Connected, Informed, Engaged • Environmental	+1 0 -1	
7.4.2 **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. IN PROGRESS	STAKEHOLDER • City of Tualatin Public Library PROGRAM • Library of Things		M A S • Environmental	+1 0 -1	

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Key

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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**		M A S • Connected, Informed, Engaged • Environmental	+1 0 -1	
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.			M A S • Connected, Informed, Engaged • Environmental	+1 0 -1	
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.			M A S • Connected, Informed, Engaged • Environmental	+1 0 -1	

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Key

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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		M A S • Connected, Informed, Engaged • Environmental	+1 0 -1	
7.5.2 Educate students about recycling and composting best practices. If students learn about how to recycle and compost and 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		M A S • Environmental	+1 0 -1	

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ALIGNMENT WITH COUNCIL VISION (0-7)

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		M A S • Connected, Informed, Engaged • Environmental	+1 0 -1	
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		M A S • Environmental	+1 0 -1	

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ALIGNMENT WITH COUNCIL VISION (0-7)

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.			M A S • Environmental	+1 0 -1	

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COMMUNITY ACCEPTANCE
ALIGNMENT WITH COUNCIL VISION (0-7)

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.

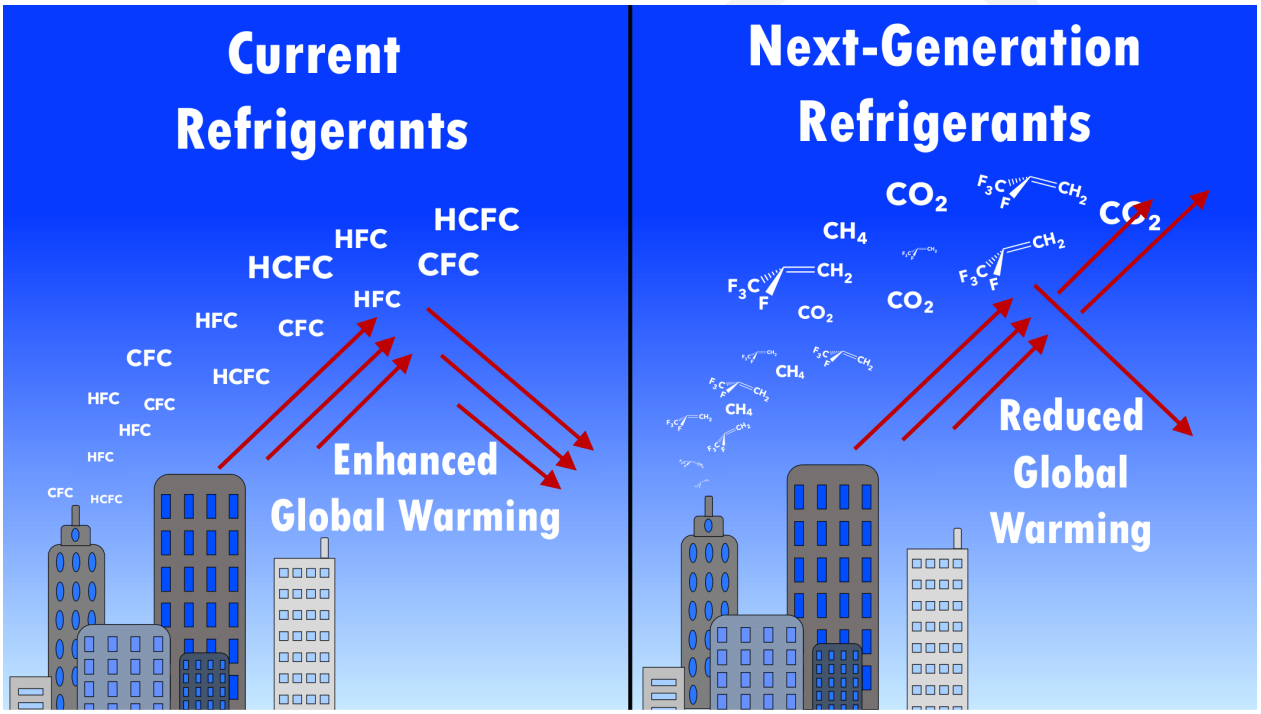

FIGURE 35: Current refrigerants are made up of greenhouse gases, like HFCs, that are highly effective at trapping heat in the atmosphere. Next-generation refrigerants will be engineered to trap less heat, contributing less to global warming.

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		M A S • Economy • Environmental	+1 0 -1	

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OPPORTUNITY FOR EQUITY
COMMUNITY ACCEPTANCE
ALIGNMENT WITH COUNCIL VISION (0-7)

CITY OF TUALATIN
Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Nicole Morris, Deputy City Recorder
DATE:	November 27, 2023

SUBJECT:
Consideration of Approval of the Work Session and Regular Meeting Minutes of November 13, 2023

RECOMMENDATION:
Staff respectfully recommends the Council adopt the attached minutes.

ATTACHMENTS:

-City Council Work Session Meeting Minutes of November 13, 2023

-City Council Regular Meeting Minutes of November 13, 2023

OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL WORK SESSION MEETING FOR NOVEMBER 13, 2023

Present: Mayor Frank Bubenik, Council President Valerie Pratt, Councilor Bridget Brooks, Councilor Maria Reyes, Councilor Cyndy Hillier, Councilor Octavio Gonzalez

Absent: Councilor Christen Sacco

Mayor Bubenik called the meeting to order at 5:36 p.m.

1. Climate Action Plan | Draft Adaptation Actions.

Deputy Public Works Director Nic Westendorf, Management Analyst Maddie Cheek, JLA Public Involvement Consultant Jessica Pickul, and Climate and ESG Good Company Consultant Joshua Proudfoot presented the Tualatin Climate Action Plan: Adaptation Actions. Consultant Proudfoot addressed the changing climate in Tualatin, emphasizing that without intervention, the climate could resemble the typical summer in Sacramento by 2080. He highlighted the implications of rising temperatures, including increased wildfires, smoke, and flooding. Consultant Proudfoot discussed the broader impacts on agriculture, mortality rates, energy expenditure, property and violent crimes, as well as health effects such as infectious diseases, air quality concerns, mental health conditions, and hazard-related acute conditions. Consultant Pickul then outlined community concerns gathered from public engagement, encompassing exposure to climate hazards, loss of work and income due to unsafe conditions, costs associated with storm damage repairs, transportation challenges, inequitable financial and safety impacts resulting from extreme weather, increased energy costs, and power outages.

Analyst Cheek detailed the nine focus areas in the plan, accompanied by strategies and actions. Consultant Pickul presented the first focus area: natural systems, resources & infrastructure. She shared the initial strategy aimed at enhancing the resilience of Tualatin's natural systems, resources, and infrastructure to extreme heat. Examples included promoting tree health, canopy cover, park design standards, river health, access improvements, and sheltered transit stops. Consultant Pickul discussed the second strategy focused on building resilience to an increased risk of fire and smoke events. Consultant Proudfoot emphasized the role of resources from Firewise USA and Tualatin Valley Fire & Rescue to enhance community access to wildfire preparedness resources. The third strategy aimed to improve resilience to heavy precipitation events, flooding, and winter storms, with associated action items such as encouraging property owners to enhance drainage, promoting sustainability of outdoor spaces, and amending city code to foster flood-resilient development.

Analyst Cheek stated focus area two is related to health and safety. Consultant Pickul explained the first strategy, which sought to increase preparedness and provide resources for Tualatin residents, workers, and learners to cope with extreme heat events. Actions included updating and enforcing the tree code, promoting assistance programs, ensuring public shelter availability, and updating standards and codes. Consultant Proudfoot discussed associated actions, including updates to Rental Housing Maintenance Standards and information dissemination about available shelters during extreme weather events. The second strategy aimed to prepare the community for more frequent wildfire and smoke events, involving promotion programs for

low or no-cost masks, HVAC filters, and air filtration systems for residents in need. Consultant Pickul highlighted actions, such as promoting higher standards of air filtration in new builds and renovations and disseminating educational materials about effective measures against harmful chemicals in wildfire smoke. The third strategy targeted preparedness for impacts from heavy precipitation events and winter storms, including clothing drives, improved communication, and support for utilities in restoring power. Consultant Proudfoot detailed action items like enhancing river level monitoring, facilitating sandbag program access, and organizing clothing drives.

Analyst Cheek stated focus area three addresses economic shifts. Consultant Pickul outlined the first strategy, which aimed to enhance the resilience of Tualatin's businesses and workers to extreme heat. Consultant Proudfoot detailed actions related to advocating for OSHA toolkits, providing education on new rules for working in extreme conditions, and updating municipal codes for cooling requirements in heat-intensive buildings. The second strategy focused on building resilience to increased fire risk and smoke events, incorporating financial assistance for businesses and preparedness for supply chain disruptions. Actions included developing a financial assistance program and working with the business community to enhance preparedness for supply chain disruptions. The third strategy aimed to improve resilience to heavy precipitation events, flooding, and winter storms. Action items included coordinating flood response workshops, improving business access to the sandbag program, and providing Minority/Women Business Enterprise (MBE/WBE) businesses and small enterprises access to alternative power sources during outages.

Analyst Cheek outlined the next steps in the process, including a review of mitigation actions at the upcoming council meeting, finalizing the plan based on feedback, and seeking council adoption of the final plan.

Mayor Bubenik sought clarification on the nature of the document. Analyst Cheek explained the plan is not a regulatory document but rather a set of policy markers for the city to navigate.

Councilor Brooks inquired about what "Parametric" is. Consultant Proudfoot clarified it is a civil engineering and environmental firm.

Councilor Brooks asked about the flexibility in obtaining financial assistance for programming. Consultant Proudfoot explained the Inflation Reduction Act offers several subprograms, and the city needs to review them to see which align with their objectives.

Councilor Brooks asked if there are best practices to go with a plan like this. Director Westendorf highlighted the plan's implementation of various programs and increased awareness in different areas.

Councilor Brooks raised concerns about balancing water diversion and potential drought impacts. Consultant Proudfoot discussed ecological function and the consequences of water diversion.

Councilor Brooks inquired about the plan's consideration of past success drivers and strategies for navigating future challenges. Analyst Cheek stated the city participates in the Urban Sustainability Network, where they can learn from other members' successes and failures.

Council President Pratt sought clarification on how each policy would be presented to the council post-adoption and the ongoing engagement process. Analyst Cheek explained that

engagement would continue, and input would be gathered for policy decisions. She mentioned staff would present a prioritization list for council review after adoption.

Council President Pratt raised the topic of balancing fire safety and density. Analyst Cheek noted that in Tualatin, smoke poses a more significant concern than fire.

Councilor Gonzalez expressed interest in the plan's details, emphasizing the need to protect property rights and stating that it is not the city's responsibility to cater to everyone's comforts. While excited about the plan, he expressed caution moving forward.

Councilor Reyes asked about the environmental impact of using air conditioning. Consultant Proudfoot explained that it depends on the energy source used to power it and its associated effects.

2. Council Meeting Agenda Review, Communications & Roundtable.

None.

Mayor Bubenik adjourned the meeting at 6:56 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor

OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL MEETING FOR NOVEMBER 13, 2023

Present: Mayor Frank Bubenik, Council President Valerie Pratt, Councilor Bridget Brooks, Councilor Maria Reyes, Councilor Cyndy Hillier, Councilor Octavio Gonzalez

Absent: Councilor Christen Sacco

Call to Order

Mayor Bubenik called the meeting to order at 7:03 p.m.

Pledge of Allegiance

Announcements

1. Proclamation Recognizing November 2023 as Native American Heritage Month

   Councilor Brooks read the proclamation recognizing November 2023 as Native American Heritage Month.

2. Proclamation Declaring November 25, 2023 as Small Business Saturday

   Council President Pratt read the proclamation declaring November 25, 2023 as Small Business Saturday.

   Tualatin Chamber of Commerce President Susan Noack thanked the city for the proclamation and their partnership.

3. New Employee- Bryce McKenna, Maintenance Services Manager

   Public Works Director Rachel Sykes introduced Maintenance Services Manager Bryce McKenna. The Council welcomed him.

4. New Employee Introduction- Abby McFetridge, Engineering Associate

   City Engineer Mike McCarthy introduced Engineering Associate Abby McFetridge. The Council welcomed her.

Public Comment

None.

Consent Agenda

Motion to adopt the consent agenda as amended made by Council President Pratt, seconded by Councilor Brooks.
Voting Yea: Mayor Bubenik, Council President Pratt, Councilor Brooks, Councilor Reyes, Councilor

Hillier, Councilor Gonzalez
MOTION PASSED

1. Consideration of Approval of the Work Session and Regular Meeting Minutes of October 23, 2023

2. Consideration of **Resolution No. 5733-23** to Adopt the City of Tualatin Investment Policy

3. Consideration of **Resolution No. 5734-23** Renaming Stoneridge Park to Parque Las Casitas/Las Casitas Park

4. Consideration of **Resolution No. 5736-23** Authorizing the City Manager to Execute an Intergovernmental Agreement with Clean Water Services for the Design Phase of the Martinazzi Sanitary Sewer Trunk Line Upsizing Project

Special Reports

1. Tualatin Arts Advisory Committee Community Enhancement Award

   Recreation Manager Julie Ludemann presented the Tualatin Arts Advisory Committee Community Enhancement Award. She stated the award was created to recognize individuals and organizations for their contributions to significant art endeavors and experiences within the Tualatin community. She announced Angela Wrahtz as the recipient of the most recent Community Enhancement Award for her work as a professional artist in Tualatin and participation in the "Wild Over Watercolors" group held at the Tualatin Heritage Center.

   Mrs. Wrahtz thanked the Council for the award.

General Business

1. Republic Services Annual Report and Request for a 2024 Rate Adjustment

   Management Analyst Lindsay Marshall, Republic Services General Manager Jason Jordan, Republic Services Municipal Relationship Manager Cindy Rogers, and Republic Services Finance Manager Akimi Murata-Chambers presented the Republic Services Annual Report and requested rate adjustments. Manager Rogers provided service facts for Tualatin, stating they service over 6,000 single-family customers and 800 commercial customers in the area. She detailed the breakdown of residential materials collected by Republic Services and highlighted their participation in community events such as the Tualatin High School career fair, Tualatin Bulky Waste Day, Rid Patrol, and Toys for Tots. Manager Rogers mentioned the initiation of the residential food waste collection in July, with no rate impacts until 2025, and proposed piloting a battery program starting January 2024.

   Manager Jordan addressed garbage disposal costs, explaining that Metro controls the flow of solid waste in the Metro region, and noted there are five cost components: tonnage charge, Metro’s Regional System fee, Metro’s Excise tax, Metro’s Host Fee, and the DEQ fee. He presented a graph indicating the average per ton disposal rate, totaling $148.05 per ton in 2024, and highlighted Metro’s rate increase of around 7% over the year.

   Manager Jordan discussed the 10% industry target, specifying that 3-4% of the margin is paid in taxes, 3-4% is allocated to reserves for day-to-day activities, and the remaining portion is returned to owners as dividends and distributions. Republic Services requested a 6% rate

adjustment on all services effective January 1, 2024. Manager Jordan cited three key factors considered: increases in disposal and recycling costs, unprecedented inflation, and labor.

Manager Murata-Chambers presented financials, comparing returns to the acceptable range, providing a statement of income with and without the rate adjustment, a table of expenses, and the cumulative price adjustments index. She broke down the costs for a 35-gallon customer with a monthly rate of $31.41. Manager Rogers shared the requested rate adjustment table with breakdowns for all services, noting that the average customer with a 35-gallon cart would see a rate increase of $1.88.

Council President Pratt inquired about the disposal and recycle fees, noting the increase over the Metro fee, with Metro's rate increase at 7.8% and the overall increase at 9.6%. Manager Jordan explained that they used the solid waste forecast for the area and employed a conservative approach in calculating the numbers.

Council President Pratt asked if the battery program is implemented in other cities and inquired about the average cost. Manager Jordan stated that the battery program has been rolled out in other cities and is averaging around eight cents a month per customer.

Councilor Gonzalez inquired about Republic Services' safety record and training programs provided to employees. Manager Jordan discussed their safety frequency ratings and outlined the training programs available to their workforce.

Councilor Hillier expressed concern about the impact on low-income and senior citizens in the community and questioned the programs available to support them. Manager Jordan indicated that they rely on the city to lead such programs and expressed willingness to collaborate on the objectives. Councilor Hillier voiced worries about rising costs and limited program availability.

Councilor Reyes echoed the concerns raised by Councilor Hillier and advocated for the implementation of a low-income program.

Councilor Brooks asked why, when garbage amounts decrease, rates are increasing. Manager Jordan emphasized the importance of reduction, indicating that the cost of recycling is not expected to decrease, requiring them to outpace the rising costs associated with recycling.

Mayor Bubenik inquired about Metro's Improvement Plan and the four presented scenarios regarding garbage collection and recycling, noting the difference in rates among them. Manager Jordan explained their concerns with certain components of the plan and mentioned they are awaiting answers from Metro.

The council reached a consensus to approve the rate increase and expressed consideration for implementing low-income programs.

2. Planning 301 Council Education Series

Assistant Community Development Director Steve Koper and Senior Planner Erin Engman presented a planning education series. Director Koper recapped the last two presentations on why planning is essential and the comprehensive plan. Planner Engman explained the Tualatin Development Code (TDC) serves as the implementation tool for the Comprehensive Plan, specifically applying to development proposals on private property, encompassing zoning and development standards.

Planner Engman highlighted that the TDC covers a range of scenarios, including exterior modifications, remodeling, site alterations, and new or modified land uses. However, she clarified that the TDC does not extend to activities exclusively within the street, those permitted outright in a specific zoning district, and the effects of a permitted activity. Planner Engman detailed the various chapters of the TDC, including regulatory, residential zoning district, institutional and commercial district, industrial district, overlay and natural resource district, design, public facilities, and miscellaneous provisions and maps and figures.

Planner Engman stated the Comprehensive Plan functions as a high-level policy document guiding a community's vision for growth and development. She emphasized that a comprehensive update involves extensive public outreach and staff efforts, while targeted amendments may be recommended through Master Plan updates (e.g., Transportation System Plan, Water Plan). Planner Engman pointed out that the Development Code consists of regulations and standards for development to realize the vision outlined in the Comprehensive Plan. She stated updates to the code may occur periodically at the Council's discretion, in response to quasi-judicial requests, or to comply with state mandates, with the level of effort varying by project.

Council President Pratt asked for the definition of middle housing. Planner Engman stated that middle housing includes homes excluded from single-family zoning, such as duplex and quad-plex developments.

Council President Pratt inquired about the process involved in a code change. Planner Engman explained a code change requires thorough groundwork, including public engagement and presenting facts and findings leading up to a decision by the Council.

Council President Pratt sought information on the typical timeframe for a full code review. Director Koper stated there are no set standards for when or how often a code should be updated. He mentioned that standards exist for updating specific chapters, like transportation and the comprehensive plan.

Councilor Brooks asked about the most impactful changes from the state recently that have affected Tualatin. Director Koper mentioned that changes are anticipated in the future, and the approach has shifted to a more top-down model, deviating from the traditional model where the city engages with the community to implement what fits best for them.

Mayor Bubenik inquired about how the TSP updates are reflected in the TDC in a timely manner for effective implementation. Manager Koper explained the TSP updates are based on the current TDC and consider factors like growth. He highlighted the changes made to the comprehensive plan from the Tualatin 2040 work, and noted this will be used as a guiding resources for TSP updates. Manager Koper mentioned that more information on the TSP update will be presented in January, followed by engagement, including discussions on zoning changes.

Mayor Bubenik expressed concerns about parts of the development code being extremely outdated and emphasized the importance of the code looking ahead to anticipate future developments rather than playing catch-up.

Councilor Brooks asked how planning documents can reflect and include incentives and preferences. Manager Koper stated that there are tools that could be included in these documents to address incentives and preferences moving forward.

3. Consideration of **Ordinance No. 1482-23** Amending Tualatin Municipal Code Chapter 1-21 Delegating Authority to the City Manager to Approve Certain Intergovernmental Agreements, Grants, and Similar Agreements

City Attorney Kevin McConnell presented an ordinance amending Tualatin Municipal Code Chapter 1-21, delegating authority to the City Manager to approve certain intergovernmental agreements, grants, and similar agreements. He explained that the ordinance aims to align the code with the city's finance policy, the charter, and the manager's authority as the administrator. Attorney McConnell emphasized that these provisions and authority align with practices in similar cities, leading to streamlined processes and saved staff time.

Council President Pratt's inquiry about examples of agreements that would qualify without exceeding the limit. City Manager Lombos mentioned cooperative agreements as potential examples.

Councilor Gonzalez asked about potential delays caused by these items having to come to Council. City Manager Lombos acknowledged that delays have occurred in the past, particularly in grant processes, necessitating special meetings.

Councilor Reyes inquired about Memorandums of Understanding (MOUs) and Intergovernmental Agreements (IGAs) needing to come to Council. Attorney McConnell clarified that both types of agreements have come to Council in the past.

Councilor Brooks stated the dollar amount is not always the primary concern for constituents, and she appreciates the transparency provided by having these agreements in the meeting materials.

Council President Pratt shared concerns about transparency to the Council and suggested providing updates to the Council about the contracts that are signed if this moves forward.

Councilor Hillier viewed the ordinance as standard operating procedure and acknowledged her fellow councilors' concerns.

Mayor Bubenik expressed opposition to the ordinance, advocating for the continuation of transparency in the council packet.

Councilor Brooks stressed the importance of the democratic process and the need to maintain transparency by including these items in meeting materials.

Mayor Bubenik proposed adding these matters to a future work session for further discussion.

Councilor Gonzalez expressed confidence in moving the ordinance forward as it stands.

Motion for first reading by title only made by Councilor Gonzalez, Seconded by Councilor Reyes. Voting Yea: Mayor Bubenik, Council President Pratt, Councilor Brooks, Councilor Reyes, Councilor Hillier, Councilor Gonzalez

MOTION PASSED

Motion for second reading by title only made by Councilor Gonzalez, Seconded by Councilor Reyes.
Voting Yea: Mayor Bubenik, Council President Pratt, Councilor Brooks, Councilor Reyes, Councilor Hillier, Councilor Gonzalez

MOTION PASSED

Motion to adopt Ordinance No. 1482-23 amending Tualatin Municipal Code Chapter 1-21 delegating authority to the City Manager to approve certain Intergovernmental Agreements, Grants, and similar agreements made by Councilor Gonzalez, Seconded by Councilor Reyes.
Voting Yea: Councilor Reyes, Councilor Gonzalez
Voting Nay: Mayor Bubenik, Council President Pratt, Councilor Brooks, Councilor Hillier

MOTION FAILED

Council consensus was reached to move the item to a work session for further discussion.

Items Removed from Consent Agenda

1. Consideration of **Resolution No. 5735-23** Authorizing the City Manager to Execute an Intergovernmental Agreement with Washington County to include design of a trail connection and a water line in the design of the Basalt Creek Parkway Extension Project

   Community Development Director Kim McMillian and City Engineer Mike McCarthy presented an Intergovernmental Agreement with Washington County to incorporate the design of a trail connection and a water line into the Basalt Creek Parkway Extension Project. Director McMillian explained the city has collaborated with Washington County on this project, and the agreement offers the city an opportunity to participate in the design process at a lower cost than if the city were to handle the design independently. Engineer McCarthy emphasized the agreement remains neutral on whether the bridge or road gets built. He noted that if the bridge is constructed, it would be more cost-effective and efficient to include the waterline and trail in the design, making participation at this stage crucial. Director McMillian highlighted alternative methods, such as trenching or boring under the creek, which would require additional permits.

   Councilor Brooks expressed concerns with the area being in a seismic zone. She questioned the project's cost, its likelihood of being built, and the demand for providing water to the area. Director McMillian explained that alternatives include going through the creek or acquiring rights-of-way down Day Road. She stated while there is not a current demand for water in the area, the connection is outlined in the water master plan.

   Council President Pratt inquired about Washington County's funding for the project's design phase. Engineer McCarthy confirmed that they do have funding for design and are progressing with it.

   Council President Pratt expressed concern about the project not being a priority for Washington County, as construction funds have not been identified. She emphasized the need to address the city's water needs independently of the bridges construction timeline. Director McMillian highlighted the city's ongoing efforts, such as pursuing projects like the reservoir for the area.

   Councilor Gonzalez emphasized the importance of the city being involved in the discussion, considering it as a smart planning move, regardless of whether the bridge is eventually constructed.

Councilor Brooks sought clarification on funds already allocated to the project. City Manager Lombos explained that funds have been identified in the urban renewal fund specifically for transportation related to the bridge project.

Mayor Bubenik expressed a preference for completing the planning now to ensure Tualatin has a seat at the table.

Councilor Brooks voiced concern about investing money in planning for a project that might not materialize.

Motion to adopt Resolution No. 5735-23 authorizing the City Manager to execute an Intergovernmental Agreement with Washington County to include design of a trail connection and a water line in the design of the Basalt Creek Parkway Extension Project made by Councilor Gonzalez, Seconded by Councilor Reyes.
Voting Yea: Mayor Bubenik, Councilor Reyes, Councilor Hillier, Councilor Gonzalez
Voting Nay: Council President Pratt, Councilor Brooks
MOTION PASSED

Council Communications

Councilor Gonzalez stated he attended the Mid-West CIO meeting, the Tualatin Historical Society Luncheon, the Veteran's Breakfast, and the Las Casitas Neighborhood meeting.

Councilor Brooks stated she attended the Policy Advisory Board meeting, the Mid-West CIO meeting, the Tualatin Historical Society Luncheon, and the Veteran's Day Breakfast.

Councilor Hillier stated she attended the Architectural Review Board meeting.

Council Reyes stated she attended the Council Committee on Advisory Appointments meeting.

Council President Pratt stated she attended the Tualatin Historical Society Luncheon, the Veteran's Breakfast, the Council Committee on Advisory Appointments meeting, and the Drug Take Back event.

Mayor Bubenik stated he attended the Halloween event at the Library, a Tri-Met meeting to discuss bus routes, the Metro Mayors meeting, the Greater Portland Inc. meeting, the Veteran's Breakfast, and the MSTIP meeting.

Adjournment

Mayor Bubenik adjourned the meeting at 10:20 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor

CITY OF TUALATIN
Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Mike McCarthy, City Engineer
DATE:	November 27, 2023

SUBJECT:
Consideration of **Resolution No. 5737-23** Increasing the Construction Contract Authorization Amount for the Hwy 99W (124th Ave to Pony Ridge Neighborhood) Project, part of the Tualatin Moving Forward Program.

RECOMMENDATION:
Staff recommends that Council approve the resolution authorizing the City Manager to execute change orders to a contract with Brown Contracting Inc. for the Hwy 99W (124th Ave to Pony Ridge Neighborhood) Project for up to 15% of the original contract amount of $663,223.

EXECUTIVE SUMMARY:
The original contract will build new sidewalk along Highway 99W from 124th Avenue to the Pony Ridge Neighborhood northwest of Highway 99W. In order to construct this project, a construction permit was obtained from the Oregon Department of Transportation (ODOT).

After the original contract was awarded, this was identified as an opportunity to replace existing aged fire hydrants and water meters in the project area. Done with this project (and under its ODOT construction permit), the city would be able to replace these hydrants and meters for much less cost than a stand-alone project needing a separate permit, with the Water fund paying for this work.

While the additional cost of this work is slightly more than the 10% allowance for Change Orders previously authorized by Resolution 5695-23, staff believes leveraging this existing project can most efficiently accomplish these needed improvements.

OUTCOMES OF DECISION:
Adopting the resolution and authorizing contract execution would allow construction of this work to proceed as part of this existing contract.

FINANCIAL IMPLICATIONS:
Funds for the original project are available in the Transportation Project Fund. Funds for the hydrant and meter replacements are available in the Water Fund.

ATTACHMENTS:

Resolution No. 5737-23 Increasing Construction Contract Authorization Amount

RESOLUTION NO. 5737-23

A RESOLUTION INCREASING THE CONSTRUCTION CONTRACT AUTHORIZATION AMOUNT FOR THE HWY 99W (124TH TO PONY RIDGE) PROJECT, PART OF THE TUALATIN MOVING FORWARD PROGRAM

WHEREAS, on May 22, 2023 Council authorized the City Manager to execute a contract with Brown Contracting, Inc. in the amount of $663,223 for construction of the Neighborhood Traffic Safety Phase 1 Project, part of the Tualatin Moving Forward Program, and to execute Change Orders totaling up to 10% of the original contract amount;

WHEREAS, the opportunity became available for the City of Tualatin to expand this contract for water infrastructure improvements along Hwy 99W in the project area;

WHEREAS, expanding this existing contract allows these improvements to be made more efficiently than as a stand-alone project;

WHEREAS, there are funds available for this additional work in the Water Fund.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager, or the City Manager's designee, is authorized to execute Change Orders totaling up to 15% of the original contract amount authorized on May 22, 2023.

Section 2. This resolution is effective upon adoption.

Adopted by the City Council this 27th day of November, 2023.

ATTEST:

BY _____
City Recorder

CITY OF TUALATIN, OREGON

BY _____
Mayor

CITY OF TUALATIN
Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Ross Hoover, Parks and Recreation Director
DATE:	November 27, 2023

SUBJECT:
Consideration of **Resolution No. 5738-23** Declaring Certain Art Installations as Surplus Property and Authorizing a Loan of Installation.

RECOMMENDATION
Staff recommends approval of Resolution No. 5738-23.

EXECUTIVE SUMMARY:
The drinking fountains located at the Tualatin Commons have reached the end of their useful lifespan. Staff recommends declaring the fountains as surplus property to be removed, and loan one fountain with bronze donor plaques to the Tualatin Historical Society to continue to be on display at Tualatin Heritage Center.

ATTACHMENTS:

Resolution No. 5738-23

RESOLUTION NO. 5738-23

A RESOLUTION OF THE CITY OF TUALATIN DECLARING CERTAIN ART INSTALLATIONS AS SURPLUS PROPERTY AND AUTHORIZING A LOAN OF INSTALLATION

WHEREAS, the Tualatin Development Commission ("TDC") entered into an agreement with Linda Either ("Artist") in 1995 for the installation of three art/drinking fountain installations (Fountains) at the Lake of the Commons; and

WHEREAS, the TDC transferred ownership of the drinking fountains to the City of Tualatin in January, 2020 by adoption of TDC Resolution 614-20; and

WHEREAS, the Fountains are no longer usable as drinking fountains and two are no longer safe structures; and

WHEREAS, the City of Tualatin plans to destroy of the two Fountains that are no longer usable and safe; and

WHEREAS, the City of Tualatin desires to loan the third Fountain that is still intact to Tualatin Historical Society (Organization) so that it may continue to be on display as art the Tualatin Heritage Center; and

WHEREAS, the City of Tualatin has determined it appropriate and necessary to declare the Fountains surplus personal property and direct City staff to dispose of two Fountains, and to loan the third Fountain to the Organization.

NOW, THEREFORE, THE TUALATIN CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The three fountains located at the Lake of the Commons are declared surplus personal property.

Section 2. City of Tualatin Staff is hereby authorized to dispose of the two Fountains that are no longer useable or safe as approved by the Tualatin City Manager and consistent with State Law.

Section 3. City of Tualatin Staff is hereby authorized to loan the third Fountain to the Organization and to take all steps to effectuate this loan.

Section 3. This Resolution is and shall be effective from and after its enactment by the City of Tualatin.

INTRODUCED AND ADOPTED: November 27, 2023.

City of Tualatin

_____

Name, Title

ATTEST:

_____

Name, City Recorder

CITY OF TUALATIN
Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Lindsay Marshall, Management Analyst II, Public Works
DATE:	November 27, 2023

SUBJECT:
Consideration of **Resolution No. 5740-23** Authorizing Solid Waste and Recycling Rate Adjustments Effective January 1, 2024

RECOMMENDATION:
Staff recommends approval of Resolution 5740-23.

EXECUTIVE SUMMARY:
The City of Tualatin has an exclusive franchise with Republic Services. They have requested a 6% aggregate rate adjustment, effective January 1, 2024. Republic Services will provide, but not incorporate into rates, both residential organics and battery collection services throughout the 2024 calendar year. Republic Services will work with City staff to educate the community about both programs and will return to Council at the end of 2024 to report on community usage of the programs.

OUTCOMES OF DECISION:
The proposed rate adjustment would go into effect on January 1, 2024. Residential organics and battery collation will not be incorporated into rates until the 2025 calendar year.

ALTERNATIVES TO RECOMMENDATION:
Council may approve the requested 6%, negotiate a different percentage, or not approve the request.

FINANCIAL IMPLICATIONS:
Effective January 1, 2024, the service rates and changes set forth in Schedule A which is attached and incorporated into this resolution, would be established and authorized for collection of solid waste, refuse, and recycling material within the corporate limits of the City of Tualatin. The residential organics (curbside composting) and battery collection programs will not be incorporated into rates until 2025.

ATTACHMENTS:

-**Resolution No. 5740-23** Resolution Authorizing Solid Waste and Recycling Rate Adjustments Effective January 1, 2024

RESOLUTION NO. 5740-23

A RESOLUTION AUTHORIZING SOLID WASTE AND RECYCLING RATE ADJUSTMENTS AND RESCINDING RESOLUTION NO. 5664-23

WHEREAS, City of Tualatin has an exclusive franchise with Republic Services, as set forth in Ordinance No. 1318-11;

WHEREAS, Republic Services requested the Council approve a 6% aggregate rate adjustment to the solid waste and recycling fees; and

WHEREAS, Republic Services will provide, but not incorporate into rates, residential organics and battery collection services throughout the 2024 calendar year, and Republic Services will return to Council at the end of 2024 to report on community usage of the programs; and

WHEREAS, the City Council provided an opportunity for public comment on the proposed rate increase, considered the 6% aggregate rate adjustment to the solid waste and recycling fees from Republic Services, and approves the rate increase.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. Effective January 1, 2024, the service rates and changes set forth in Schedule A, which is attached and incorporated into this resolution, are established and authorized for collection of solid waste, refuse, and recycling material within the corporate limits of the City of Tualatin.

Section 2. Effective January 1, 2024, Resolution No. 5664-23 is rescinded in its entirety.

INTRODUCED and ADOPTED by the City Council this 27th day of November, 2023.

APPROVED AS TO LEGAL FORM

BY_____
City Attorney

CITY OF TUALATIN OREGON

BY_____
Mayor

ATTEST
BY_____
City Recorder

SCHEDULE A

RATE ADJUSTMENT

REPUBLIC SERVICES OF CLACKAMAS AND WASHINGTON COUNTY

CITY OF TUALATIN

Effective Date: January 1, 2024

I. RECYCLING SERVICES:

The rates below were established to include the cost for specific recycling services, as well as the collection and disposal of solid waste. They include the items listed below. The current recycle surcharge that is being considered by the city is excluded from the scheduled items below:

A. SINGLE-FAMILY RESIDENTIAL:

1. Weekly curbside pick-up of co-mingled recycling on the same day as garbage service providing one 65-gallon roll-cart container.
2. Weekly curbside pick-up of mixed food waste and yard debris providing a 65-gallon roll cart.
3. Weekly curbside pick-up of glass in the provided 20 gallon tote, including one clear, 1-quart zip top bag of properly prepared accepted batteries.

B. MULTI-FAMILY RESIDENTIAL: Weekly or weekly on-call pick-up of recyclables (newspaper, glass, tin, aluminum, and cardboard).

C. CITY OFFICES: Office paper recycling of all items included in the Republic Services Mixed Paper Program and corrugated cardboard.

II. MONTHLY RATE FOR RESIDENTIAL SERVICE OF ONE CART:

Residential Services		
Cart Size	Current	As of Jan. 1, 2024
20 Gallon	~~$26.75~~	$28.36
35 Gallon	~~$31.41~~	$33.29
65 Gallon	~~$41.89~~	$44.40
Occasional Extra	~~$6.40~~	$6.78
On-Call Service - 35 Gallon	~~$12.79~~	$13.56
An additional cart will be charged at double the single cart rate.		

NOTES ON RESIDENTIAL SERVICE:

1. In mobile home parks and apartment complexes where residents have individual cart service and individual billing, single-family cart rates will apply. Where park residents have individual service, but the owner of the park is responsible for payment of services.

2. All carts will be provided by the franchisee to regular, weekly customers with a cart service level only. *No carts will be provided on an on-call basis.*

3. Only 35-gallon carts can be used for the occasional extra cart for both regular and occasional customers.

4. An occasional extra 35-gallon cart for a regular customer is ***~~$6.40.~~ $6.78***

5. The minimum charge for any stop for an occasional customer is ***~~$12.80.~~ $13.56*** Occasional customers (on-call) should have their carts serviced a minimum of once (1) every other month.

6. Recycling service will be provided to an occasional customer only on days that garbage is collected from that customer. A fee of ***~~$12.79~~ $13.56*** may be charged for replacement of damaged or lost glass recycling bins. Customers will be charged ***~~$51.45~~ $86.34*** for a lost or damaged garbage, recycling, or yard debris carts.

7. State Accident Insurance Fund safety recommendations shall be followed. Cans provided by customers shall not exceed 35-gallons and 60-pounds when full.

8. Yard debris carts are intended for the collection of food waste and yard debris. If the yard debris or recycle cart contains material other than food waste and yard debris, collection shall be charged at garbage rates ($~~***12.79***~~ ***$13.56*** per contaminated cart).

9. Carts and recycling bins shall be at curbside no more than 24 hours prior to collection and shall be removed within 24 hours after collection of solid waste and recyclables by the franchisee.

10. An extra charge may be made for service that incurs additional disposal costs such as tires, major appliances, etc., or for handling oversized, odorous, dangerous, or liquid articles.

11. Customers may request recycling only (~~***$8.15***~~ ***$8.64*** per month); yard debris collection only (~~***$8.15***~~ ***$8.64*** per month); or both (~~***$16.30***~~ ***$17.28*** per month).

12. An extra charge of ~~***$31.41***~~ ***$33.29*** for a driver to go back and pick up customer who was reinstated or failed to put cart out on time after driver has left area.

13. Customers shall prepare accepted batteries properly when setting out for collection by taping ends of all batteries, placing in a 1-quart clear zip top bag, and setting the sealed zip top bag on top of any glass in the glass bin. Limit of one bag of batteries per week.

    Accepted Batteries – Alkaline, 6-volt, 9-volt, button cell, rechargeable, lithium, laptop, cell phone.

Batteries NOT Accepted – Batteries that do not fit into the 1-quart bag, battery back-up (UPS) units, lead-acid batteries (ex: vehicle batteries).

III. MULTI-FAMILY AND COMMERCIAL SERVICE:

Monthly Rates for Multi-Family and Commercial Single Cart Service		
Cart Size	Current	As of Jan. 1, 2024
20 Gallon	~~$28.49~~	$30.20
35 Gallon	~~$38.41~~	$40.71
65 Gallon	~~$47.07~~	$49.89
Occasional extra	~~$6.40~~	$6.78
An additional cart will be charged at double the single cart rate.		

Monthly Rates for Multi-Family and Commercial
Single Container Service – Loose

	Stops Per Week					
Container Sizes	1	2	3	4	5	6
1 Cubic Yard	~~$122.16~~ $129.49	~~$233.41~~ $247.41	~~$341.69~~ $362.19			
1.5 Cubic Yard	~~$157.87~~ $167.34	~~$303.81~~ $322.04	~~$444.25~~ $470.91	~~$578.40~~ $613.10	~~$708.73~~ $751.25	
2 Cubic Yard	~~$204.00~~ $216.24	~~$397.08~~ $420.90	~~$579.50~~ $614.27	~~$741.72~~ $786.22	~~$923.52~~ $978.93	~~$1,108.81~~ $1,175.34
3 Cubic Yard	~~$285.35~~ $302.47	~~$552.32~~ $585.46	~~$803.93~~ $852.17	~~$1,036.65~~ $1,098.85	~~$1,282.62~~ $1,359.58	~~$1,558.30~~ $1,651.80
4 Cubic Yard	~~$361.91~~ $383.62	~~$700.43~~ $742.46	~~$1,036.61~~ $1,098.81	~~$1,353.86~~ $1,435.09	~~$1,660.93~~ $1,760.59	~~$1,993.95~~ $2,113.59
5 Cubic Yard	~~$441.00~~ $467.46	~~$866.49~~ $918.48	~~$1,265.74~~ $1,341.68	~~$1,666.58~~ $1,766.57	~~$2,045.00~~ $2,167.70	~~$2,453.98~~ $2,601.22
6 Cubic Yard	~~$510.36~~ $540.98	~~$1,003.32~~ $1,063.52	~~$1,486.42~~ $1,575.61	~~$1,929.59~~ $2,045.37	~~$2,421.13~~ $2,566.40	~~$2,864.32~~ $3,036.18
8 Cubic Yard	~~$640.55~~ $678.98	~~$1,256.64~~ $1,332.04	~~$1,858.27~~ $1,969.77	~~$2,471.16~~ $2,619.43	~~$2,858.89~~ $3,030.42	~~$3,297.95~~ $3,495.83

A. COMPACTED CONTAINER SERVICE:

Compacted is defined as manually or mechanically compacted. When materials can be collected from a compacted container by the normal container truck, the charge will be three (3) times the loose container rate. The weight of material put into a container or drop box, whether compacted or un-compacted, shall not exceed the lifting capacity of the collector's equipment nor shall the weight put the collector over the weight limit for the loaded vehicle. Compactor containers shall be furnished by the customer and shall be compatible with the collector's equipment. Customer shall be required to maintain the container in a safe and operable condition in accordance with workers' compensation board regulations.

RECYCLING ONLY RATES:

Where a multi-family complex uses a compactor or train system for garbage collection, the following schedule will be used to charge for recycling services provided:

Recycling Rates for Multi-Family Sites With Compactors or Train Systems		
	Monthly Charge	As of Jan. 1, 2024
10-99	~~$172.23~~	$182.56
100-199	~~$2.93~~	$3.11
200-299	~~$2.30~~	$2.44
300-399	~~$2.08~~	$2.20
400+	~~$2.01~~	$2.13
Note: Customer will provide and maintain enclosure/shelter and Hauler will provide containers. Enclosure/shelter is defined as any City/Hauler-approved system to collect material. Material to be collected must be approved by the Hauler.		

NOTES ON MULTI-FAMILY AND COMMERCIAL SERVICE:

1. Additional carts shall be at 100% of the first cart rate multiplied by the stops per week.

2. An occasional extra 35-gallon can for a regular customer shall be **~~$6.40~~** **$6.78** each occurrence.

3. An extra charge may be made for garbage which is not readily available on collection day or which needs additional janitorial service.

4. The charge for multiple units of any type shall be to the owner of the units.

5. Collection of tires, major appliances, etc., or for handling oversized, odorous, dangerous, or liquid articles will be charged according to the charges referred to in Schedule A — Section 6.

6. When a stop uses the equivalent of seven or more 35-gallon carts, collector may require that the service be shifted to a container-type service.

7. Franchisee reserves the right to refuse carts to any customer where the use is not compatible with the cart.

8. All carts will be provided by franchisee.

IV. DROP BOX SERVICE:

Drop box rates shall be the following rates plus 103% of disposal fees. The disposal fee includes landfill or transfer center fee, disposal franchise fee, and Metro user or service fees. The rates are as follows:

Drop Box Size	Per Haul	As of Jan. 1, 2024
<30 Yard Loose	~~$141.23~~	$149.70
30 Yard Loose	~~$168.49~~	$178.60
40 Yard Loose	~~$204.51~~	$216.78
<30 Yard Compactor	~~$204.51~~	$216.78
30 Yard Compactor	~~$273.98~~	$290.42
40 Yard Compactor	~~$310.06~~	$328.66

A. MISCELLANEOUS ADDITIONAL DROP BOX CHARGES:

1. Delivery fee of **~~$52.35~~** **$55.49** shall be charged for drop box delivery for the occasional customer or repeat customer requiring service at different locations. An additional haul fee of **~~$32.95~~** **$34.93** will be charged to customers with covered (lids) boxes that require the box to be round-tripped.

2. Special disposal/diversion needs: All customers will be charged the hourly charge rate in addition to the normal haul rate whenever collected materials require disposal at a site other than the franchisee's traditional disposal site.

3. After 48 hours, temporary users of 10-cubic yard and larger drop boxes collecting loose materials shall be charged a rental fee (noted in the chart below):

4. Additional rental fees of **~~$7.60~~ $8.06** per month may be charged to customers who require custom made drop boxes or boxes with lids. Minimum lift fee of **~~$18.62~~ $19.74** per month will be charged for customers who have their box(es) hauled less than one time per month.

V. MISCELLANEOUS SERVICE RATES AND PROVISIONS:

Drop Box Size	Loose (Per Day)	As of Jan. 1, 2024	Loose (Per Month)	As of Jan. 1, 2024
10 Yard	~~$9.11~~	$9.66	~~$101.26~~	$107.34
20 Yard	~~$9.11~~	$9.66	~~$101.26~~	$107.34
30 Yard	~~$9.78~~	$10.37	~~$108.01~~	$114.49
40 Yard	~~$10.47~~	$11.10	~~$114.76~~	$121.65

A. Hourly hauling rates (plus cost of disposal):

- 1 truck and 1 driver = **~~$132.37/hour~~ $140.31/hour**
- 1 truck, 1 driver, and 1 helper = **~~$167.21/hour~~ $177.24/hour**

B. Each location of carts, containers, or drop boxes will be billed as a separate account.

C. When customers abuse or cause excessive wear or damage to a cart, container, or drop box, the cost of repair or replacement may be charged to the customer. Customers shall take appropriate actions to ensure that hazardous materials, chemicals, paint, corrosive materials, infectious waste, or hot ashes are not put into a cart, container, or drop box.

D. The weight of material put into a container or drop box, whether compacted or un-compacted, shall not exceed the lifting capacity of the collector's equipment nor shall the weight put the collector over the weight limit for the loaded vehicle. The collector shall furnish the customer with information concerning limitations on his equipment, upon request. If the total weight of a container exceeds 500 pounds per cubic yard for 40-yard container, 600 pounds per cubic foot for a 30-yard, or 900 pounds for a 20-yard container, an additional reasonable disposal fee may be charged. Customers shall not overfill a cart or container so that the lid cannot be securely closed. If a cart or container is overfilled, an additional reasonable fee may be charged. If the

contents of a container, cart, or drop box are compacted (either mechanically or manually), the compactor rate shall be charged.

E. Customers shall provide a space for all carts, containers, or drop boxes, whether used for garbage or recycling, that has adequate and safe access for collection personnel and equipment. The space provided must also comply with the City of Tualatin Development Code.

F. If overtime or weekend collection is required to meet the request of a customer, the hauling portion of the rate shall be increased by 50%.

G. The collection of tires shall be charged under the hourly charge rates, plus disposal.

H. Garbage or yard debris carts which exceed two pounds per gallon, or where lids will not properly close, will be assessed an "occasional extra" charge of ~~**$6.40.**~~ **$6.40.**

I. Yard debris carts contaminated with garbage will be charged ~~**$12.79**~~ **$13.56** extra per occurrence.

J. Franchisee may require generators of putrescible solid waste to remove waste at least every seven days, or more frequently, if necessary, to prevent a health hazard, nuisance, or pollution.

K. When a single customer uses multiple carts, which are the equivalent of one cubic yard or more of waste per week, the franchisee may require the customer to change to a container type service.

L. If material collected requires disposal at a site other than the franchisee's normal disposal site, the customer will be charged under the hourly charge rate, in addition to the normal haul rate.

M. Placement of hazardous waste material, including tires, liquid waste (paint), and appliances, in a unit collected by franchisee is prohibited.

N. All customers shall provide a space, regardless of type of unit that is adequate for the franchisee to safely collect the material. The space provided must comply with the City of Tualatin's Development Code.

O. Customers requesting the temporary use of a three-cubic-yard container will be charged **~~$142.90~~** **$151.47** for delivery, removal, and disposal. Containers on-site for a period more than 72 hours shall be charged rent at a rate of **~~$21.49~~** **$22.78** per week or **~~$155.12~~** **$164.43** for an extra haul fee. Container can only be on site for a maximum of two (2) weeks.

P. Enclosures where driver must open gates and roll out containers will be charged **~~$20.26~~** **$21.48** per enclosure per month.

Q. Medical waste restrictions. Placement of any medical waste, including syringes, IV tubing with needles attached, glass tubes, and slides, in a unit collected by franchisee is strictly prohibited. Republic Services will provide *at-cost* sharps containers for medical waste disposal, (current cost is **~~$20.26~~** **$21.48** per container). Disposal of these containers must be brought directly to their facility for exchange/disposal.

R. Franchisee will perform special pick-ups of irregular materials charging current disposal rates plus labor. These pick-ups will be performed at Republic Service's discretion and schedule.

VI. COMMERICAL FOOD WASTE RATES

Commercial food waste service is available for commercial customers to add to their service for the following rates:

	Lifts Per Week		
Cart Size	x1	x2	x3
65 Gallon (Per Month)	~~$7.91~~	~~$23.73~~	~~$31.64~~
1/1/2024	$8.38	$25.15	$33.54

	Lifts Per Week			
Container Size	x1	x2	x3	x4
1 to 3 Yard (Per Month)	~~$46.14~~	~~$92.27~~	~~$114.68~~	~~$152.90~~
1/1/2024	$48.91	$97.81	$121.56	$162.07
3 yard organics containers can not be pulled out, containers must be positioned so trucks can service				

TUALATIN SUPPLEMENTAL SERVICE
TYPE OF SERVICE RATE

Special services not listed:

Hauler will charge a reasonable rate for driver time, collection, and disposal. Charge to be related to a similar schedule fee where possible.

Supplemental Services	Current	As of Jan. 1, 2024
Appliances		
Large appliances that contain Freon (accessible at curb)	~~$59.17~~	$62.72
Large appliances that do not contain Freon (accessible at curb, Freon removal certification required)	~~$35.90~~	$38.05
Bathtub/Sink/Toilet		
Fiberglass tub/shower	~~$52.56~~	$55.71
Toilet	~~$26.43~~	$28.02
Sinks	~~$19.76~~	$20.95
Carpets		
Rug	~~$19.76~~	$20.95
Tires		
Tires with rims (Passenger /Light Trucks)	~~$26.43~~	$28.02
Tires without rims (Passenger /Light Trucks)	~~$19.76~~	$20.95
Tires (Heavy Equipment, Semi, etc.) **Charged per ton at current disposal facility gate rate**		
Large furniture		
Per Item: Full size couch, dinning table, dresser, mirror, etc.)	~~$32.81~~	$34.78
Small furniture		
Per Item: recliner chair, office chair, crib, coffee table, patio table, cabinets, etc.	~~$19.76~~	$20.95

Hide-a-bed		
Per Item	~~$53.52~~	$56.73
Mattresses		
Twin Mattress and Box Spring Set	~~$19.76~~	$20.95
Double/Queen Mattress and Box Spring Set	~~$39.50~~	$41.87
King Mattress and Box Spring Set	~~$50.39~~	$53.41
Other		
Bicycle	~~$42.34~~	$44.88
Waterbed Bag	~~$28.43~~	$30.14
Windows	~~$71.40~~	$75.68
Treadmill, Door, Furnace, BBQ, and Satellite Dish	~~$43.60~~	$46.22
Lawnmower, Basketball Hoop	~~$66.34~~	$70.32
Hot Water Heater (Empty)	~~$52.35~~	$55.49
Hot Tub Cover	~~$44.86~~	$47.55
Entertainment Center	~~$77.72~~	$82.38
Christmans Tree (Less than 6')	~~$11.63~~	$12.33
E-Waste Removal		
TV Under 25", PC, Monitor, Laptop	~~$75.20~~	$79.71
TV Over 25"	~~$76.45~~	$81.04
TV Console, TV Projection	~~$78.98~~	$83.72

Customers shall not place hazardous chemicals, paints, corrosive materials, hot ashes or dirt/rocks into the carts or bins. Damaged carts/bins due to noncompliance with the above restrictions, or un-retrieved carts/bins may be replaced by the hauler at the costs listed on the service rate pages.

Return trip fee

If bulk items are not out for pick-up	~~**$29.09**~~	**$30.84**

Bankruptcy and account closures for failure to pay:

Payment of service provided and two months advance payment required for residential and commercial service. Payment is due at delivery of service for industrial service.

Service interrupt fee/late fees:

- **A late fee of 18% per annum with a $5.00 monthly minimum** will be charged for non-payment after 45 days from invoice date for all lines of business.
- Flat fee of **$25.00** will charged after 60 days of non-payment for all lines of business.

CITY OF TUALATIN
Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Rachel Sykes, Public Works Director
DATE:	November 27, 2023

SUBJECT:
Approval to execute an Intergovernmental Agreement with the State of Oregon Commission for the Blind Business Enterprise Program, to provide vending machine services at City of Tualatin facilities.

EXECUTIVE SUMMARY:
The Tualatin City Services building, which houses a number of full time staff members, does not have food services (restaurants, markets, etc.) in close proximity for staff and visitors to conveniently access during the work day. Staff have expressed a desire for vending machine services that provide traditional snacks and fresh offerings that can be purchased during breaks and lunches.

The Oregon Commission for the Blind (OCB) operates a Business Enterprise Program (BEP), with the goal of "promoting independence by providing business opportunities in food concessions to Oregonians who are legally blind"[1]. OCB has the right of first refusal for vending services at many public facilities, including the City of Tualatin. OCB's Business Enterprise Program offers vending services for government entities across the state, provided by a combination of subcontracted vendors and legally blind individuals. The BEP provides the vending machines and all related services, including restocking and any needed maintenance of equipment.

If services are successful and it is desired, vending machines can be added to additional City facilities as part of this IGA. To the contrary, if vending services are unsuccessful, the City can end the agreement at any time with no penalty.

OUTCOMES OF DECISION:
The proposed IGA will authorize the City to enter into an agreement for vending machine services at the Tualatin City Services facility.

[1] https://www.oregon.gov/blind/BEP/Pages/businessenterprise.aspx

FINANCIAL IMPLICATIONS:
There is no cost to the City to execute an IGA with Oregon Commission for the Blind and provision of vending services will be free. The City will be expected to provide electricity needed to operate the machines, which is a nominal cost.

ATTACHMENTS:

- Draft IGA Document

RESOLUTION NO. 5741-23

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH THE OREGON COMMISSION FOR THE BLIND FOR MUTUAL ASSISTANCE AND COOPERATION IN THE ESTABLISHMENT, OPERATION, AND MAINTENANCE OF EXCLUSIVE REFRESHMENT, CONCESSION, AND VENDING SERVICES AT CITY OF TUALATIN FACILITIES.

WHEREAS, the City of Tualatin desires to obtain vending machine services for City Facilities.

WHEREAS, the Oregon Commission for the Blind operates a Business Enterprise Program under the Randolph-Sheppard Vending Stand Act, which covers federal properties, and ORS 346.510 to 346.570.

WHEREAS, ORS 346.525 establishes that the Oregon Commission for the Blind Business Enterprise Program is offered the right of first refusal to provide vending facilities in public facilities.

WHEREAS, the City of Tualatin approached the Oregon Commission for the Blind Business Enterprise Program, who has accepted the request to provide vending services at the Tualatin City Services facility.

WHEREAS, the City and Oregon Commission for the Blind have worked collaboratively to establish agreed upon terms of operation, as defined in the Intergovernmental Agreement.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute an Intergovernmental Agreement with The Oregon Commission for the Blind for the provision of vending services through the Business Enterprise Program, which is attached as Exhibit 1 and incorporated by reference.

Section 2. The City Manager is authorized to make administrative modifications to the Intergovernmental Agreement to fully implement its intent.

Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this November 27th, 2023.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
City Recorder

INTERGOVERNMENTAL AGREEMENT

This Agreement is made and entered into by and between the City of Tualatin, a municipality organized under ORS 221.110 to 221.230 hereinafter referred to as the City; and the State of Oregon, acting by and through the Oregon Commission for the Blind (OCB) Business Enterprise Program, a state agency hereinafter referred to as BEP; together hereinafter referred to as the Parties.

IGA Effective Date: 11/27/2023

City Contact Phone & Email:
Rachel Sykes, Public Works Director
(503) 691-3090
rsykes@tualatin.gov

BEP Contact Phone & Email:
Michael Wolff, Business Enterprise Interim Director
(971) 673-1588
Michael.wolff@state.or.us

RECITALS

PURPOSE: The purpose of this Agreement is to provide for mutual assistance and cooperation in the establishment, operation and maintenance of exclusive refreshment, concessions and vending services at the location(s) identified in Exhibit A.

AUTHORITY: This Agreement is entered into under the authority of ORS 190.110 and Oregon Revised Statutes 346.510 et. seq. (the "Act").

BACKGROUND:

WHEREAS BEP is empowered to enter into cooperative agreements with other public and private agencies to provide services, programs and facilities for visually impaired individuals; and

WHEREAS City desires BEP's assistance and cooperation in the provision of the services for the convenience of staff and visitors at City's facilities as identified in OAR 585-015-0005(28); and

WHEREAS BEP's performance of such services is consistent, compatible and beneficial to its role as a state licensing agency under the Act, to provide opportunities for licensed vending facility managers to operate the services in public buildings or properties.

AGREEMENT

THEREFORE, in consideration of the mutual covenants contained herein, City and BEP hereby agree as follows:

1. **Recitals**: The recitals above are incorporated herein as if fully set forth.

2. **Term**: This Agreement shall commence on 11/27/2023 and, as provided for under the provisions of ORS 190.020, continue on thereafter from year to year unless terminated earlier in accordance with Article 15 of this Agreement, for a period not to exceed 5 years. At the end of the initial Term, the parties, by written agreement, may amend specific articles.

3. **Vending Facilities to be provided**: Under ORS 346.510-570 BEP shall have the exclusive right to operate the services in locations identified in Exhibit A. The services will be operated in such a way as to comply with all federal, state and local laws and regulations. BEP may assign vending facility managers or subcontract with a professional service company to operate the services required under this Agreement. BEP shall maintain a record of all service calls and provide these records to City upon request.

4. **Space and Utilities**: City shall furnish the BEP adequate space to operate the services specified in Exhibit A. City shall also provide the necessary utility services, including, but not limited to, electrical power supply/connections and water outlets required for installation, maintenance and operation of the services. City shall not charge the BEP for such utility costs or for the normal cleaning, maintenance, and repair of the building and structure adjacent to the service areas.

5. **Vending Machines**: Vending machines provided at the City's locations are as identified in Exhibit A. The Parties by mutual consent in writing shall approve any substantial changes in location or arrangement of vending machines and/or services, including the addition of other machines, locations or equipment.

   a. **Installation, Service and Repairs**: At its own expense (excepting those costs described in Item 4 above), BEP shall install, service, fill and maintain the vending machines located at the Agency's locations in accordance with the prevailing standards in the vending machine industry. BEP shall restock, clean and check the machines for needed repairs ("service") on a regular basis. BEP shall post a notice on each of the vending machines stating that the machine is operated by or for the Oregon Commission for the Blind, Business Enterprise Program. The notice shall include a telephone number for reporting malfunctions or requesting repairs. BEP shall respond to any reported malfunctions within 24 hours and arrange for necessary repairs as soon as possible.

   b. **Products Dispensed**: The products dispensed by the vending machines shall at all times be nutritionally balanced, fresh and wholesome and of good quality. BEP shall remove all products promptly before their labeled pull dates and before the products become stale or spoiled.

6. **Payments and Proceeds**: BEP shall establish sale prices for the services and products at current market value, and shall be entitled to all revenues and proceeds from the operation of the vending machines except as provided below. BEP shall be responsible for all state and local taxes, licenses, permits, authorizations and any other state and local requirements with regard to its ownership,

use or operation of vending machines and provision of services under this Agreement.

7. **Access to Property**: The Agency shall allow BEP employees, licensed vending facility managers, employees of licensed vending facility managers and subcontracted company employees adequate access to the locations where services are provided. All such individuals entering Agency premises shall comply with the applicable Agency policies and procedures.

8. **Notification of Misconduct**: The City shall exercise reasonable efforts to notify the BEP of any alleged misconduct or mismanagement by an individual providing the services, or any other dissatisfaction with the BEP under this Agreement. City may recommend a change of personnel providing the services, and if so shall provide the BEP written documentation containing the rationale for recommended changes, which shall not be based upon prohibited discriminatory treatment. The BEP will respond to the City in writing within fifteen (15) business days from the date the BEP receives this request. If the City is dissatisfied with the BEP response, an informal meeting will be held between the parties. Both parties will use best faith efforts to resolve any disputes that may arise.

9. **Assignment/Subcontractors:** OCB may assign this Agreement, in whole or in part, or any right or obligation hereunder, to a vending facility manager or professional service company subcontractor and provide notice to agency as soon as possible. BEP shall notify City of any manager or subcontractor acting on its behalf, including names, addresses, and telephone numbers. BEP will obligate each vending facility manager or subcontractor that it engages to operate the services at City to act in accordance with the provisions of this Agreement.

10. **Indemnification; Insurance**: Subject to the limitations of Article XI, Section 7 of the Oregon Constitution and the Oregon Tort Claims Act (ORS 30.260 through 30.300), OCB shall indemnify, within the limits of and subject to the restrictions in the Tort Claims Act, Agency, its officers, employees and agents from and against any liability for personal injury or damage to life or property arising from the BEP's intentional misconduct, or reckless or negligent acts or omissions under this Agreement.

Subject to the limitations of Article XI, Section 9 of the Oregon Constitution and the Oregon Tort Claims Act (ORS 30.260 through 30.300), City shall indemnify, within the limits of and subject to the restrictions in the Tort Claims Act, to the extent permitted by law, BEP and its officers, employees and agents from and against any liability for personal injury or damage to life or property arising from the City's intentional misconduct, or reckless or negligent acts or omissions under this Agreement.

Each party shall be responsible exclusively with respect to their employees, for providing for employment-related benefits and deductions that are required by law, including but not limited to federal and state income tax deductions, workers' compensation coverage, and contributions to the Public Employees Retirement System. If either BEP or Agency employs subject workers as defined in ORS 656.027, the party shall comply with ORS 656.017 and provide workers' compensation insurance coverage for those workers, unless they meet the requirement for an exemption under ORS 656.126(2). BEP and Agency shall require and ensure that each of its subcontractors complies with these requirements.

11. **Losses**: Except to the extent any such loss shall be caused in whole or in part by the City's intentional misconduct, or reckless or negligent acts or omissions or material breach under this Agreement, BEP assumes liability for all losses involved in the operation of the services or equipment provided by BEP due to theft, fire, accident, disruption of utility services, vandalism, spoilage, or other similar events.

12. **Representations and Warranties**: The Parties represent and warrant that it has full power and authority to enter into agreements of the type contemplated herein, and that all action on their part necessary for the authorization, execution, delivery and performance of this Agreement has been duly

taken.

13. **Compliance with Applicable Law**: The Parties shall comply with all federal, state and local laws, regulations, executive orders and ordinances applicable to the work performed under this Agreement.

14. **Force Majeure**: Neither party shall be held responsible to the other for any delay or default caused by fire, riot, civil commotion, war, act of God, or any other like condition or event which is beyond its reasonable control and which by the exercise of reasonable diligence it is unable to prevent.

15. **Termination:** Either party may terminate this Agreement, upon thirty (30) days written notice, or at such later date as the party may establish in such notice, (i) for breach of any material provision by the other party if the breach is not remedied within fifteen (15) calendar days following provision of notice by the aggrieved party; (ii) in the event the party determines, in the exercise of its reasonable discretion, that the Oregon State Legislature or Tualatin City Council has failed to approve funding, appropriations, limitations, allotment or other expenditure authority at levels sufficient to perform its obligations under the Agreement; or (iii) for convenience within the first one hundred and eighty (180) days of the term of this Agreement. For the purposes of this Agreement, a "material breach" shall include, but is not limited to, any failure by BEP to stock the Micro Market in accordance with the guidelines outlined in Exhibit C. Any such termination shall not affect obligations that accrued prior to the date of the notice and for which funding is lawfully available. In addition to the above, the Agreement may be terminated upon mutual agreement of the Parties in writing with ninety (90) days' prior written notice to the other party. Neither party shall incur any new obligations or enter into any new contracts for the terminated portion of the Agreement after the effective date of such termination, and shall cancel as many obligations and contracts as possible.

16. **Administration; Notices:** Except as otherwise provided in this Agreement, any communications between the parties or notices to be given under this Agreement shall be given in writing by personal delivery, facsimile transmission, or by mailing the same, postage prepaid, to the party's Authorized Representative as follows:

Oregon Commission for the Blind ("OCB")
Attention: Business Enterprise Director
535 SE 12th Avenue, Portland, OR 97214
Telephone: 971-673-1588
FAX: 503-234-7468

Or to such address or fax number as either party may hereafter indicate.

Any communication or notice properly addressed and mailed shall be deemed received five (5) calendar days after mailing. Any communication or notice delivered via fax shall be deemed received upon confirmation by the transmitting machine of successful transmittal. Personal delivery shall be effective upon delivery into the possession of the party's authorized representative, or delivery into the possession of any employee at the party's address authorized to accept deliveries on behalf of the party.

17. **Waiver; Amendment:** The Parties may agree to amend this Agreement to the extent permitted by applicable statutes and administrative rules. No amendment shall be effective unless it is in writing and signed by the parties and unless all approvals required by applicable law have been obtained before becoming effective. No delay or omission to exercise any right, power or remedy accruing to either party upon any breach or default by the other shall impair any such right, power or remedy. Any waiver of breach or default must be in writing and shall be effective only to the extent specifically set forth in the writing. All

remedies shall be cumulative and not alternative. No provision of the Agreement may be amended, waived, discharged or terminated orally.

18. **Independent Contractor:** BEP and City are, as to each other, independent contractors. This Agreement is not intended to, and shall not be construed to, create a partnership, joint venture or master-servant relationship between BEP and City, nor does the Agreement give either party the power to act as a partner, joint venture or agent on behalf of the other. Nothing in this Agreement shall be construed to create a master-servant, principal-agent, or employer-employee relationship between BEP and its assigned vending facility managers and subcontractors or between Agency and the managers and subcontractors who provide services under the Agreement.

19. **No Third Party Beneficiaries:** Nothing contained in this Agreement is intended to give, or shall be construed to give or provide, any benefit or right, whether directly, indirectly or otherwise, to third persons, unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of the terms of the Agreement.

20. **Non-Discrimination:** The Parties agree to comply with all applicable requirements of federal and state civil rights and rehabilitation statutes, rules, and regulations.

21. **Funds Available:** The Parties certify at the time of this Agreement that sufficient funds are available and authorized for expenditure to finance the costs of this Agreement. Continuation of this Agreement after the current budget period is contingent on legislative approval of funding.

22. **Integration:** This Agreement, together with its exhibits, if any, and matter incorporated by reference, contains the entire agreement between the parties on the subject matter thereof, and no statements made by any party or agent thereof not contained therein shall be valid or binding.

IN WITNESS WHEREOF, the parties have, by their duly authorized representatives, executed this Agreement as of the date hereinabove written.

STATE OF OREGON, acting by and through the Oregon Commission for the Blind (BEP)
By:

X:_____ Date:_____
Michael Wolff | Interim Director, Business Enterprise Program

Agency Name
By:

X:_____ Date:_____
Sherilyn Lombos | City Manager, City of Tualatin

EXHIBIT A

Vending Machine Type & Location

Tualatin City Services
10699 SW Herman Rd., Tualatin

(1) Micro Market – Employee Break Room

RESOLUTION NO. 5743-23

A RESOLUTION AUTHORIZING THE CITY MANAGER TO OPT THE CITY OUT OF DUPONT AND 3M CLASS-ACTION SETTLEMENTS RELATED TO DRINKING WATER CONTAMINATION

WHEREAS, per- and polyfluoroalkyl substances ("PFAS") are a large group of human-made chemicals, components of which break down very slowly over time and may be linked to harmful effects in humans, animals and the environment; and

WHEREAS, thousands of lawsuits relating to PFAS have been combined into multi-district litigation in the U.S. District Court for the District of South Carolina *In re Aqueous Film-Forming Foams Products Liability Litigation* (No. 2:18-mn-02873) ("MDL"); and

WHEREAS, hundreds of the cases in the MDL were brought by U.S. drinking water providers alleging that PFAS manufacturers, including DuPont de Nemours, Inc. (and companies associated with DuPont) and 3M Company, contaminated the drinking water of those providers; and

WHEREAS, the U.S. District Court for the District of South Carolina has given preliminary approval to separate class-action settlements for MDL defendants DuPont de Nemours, Inc. (and companies associated with DuPont) and 3M Company for drinking water claims ("the DuPont and 3M Settlements"); and

WHEREAS, the City of Tualatin is a member of the proposed classes in the DuPont and 3M Settlements because it is a "Public Water System" under the terms of the DuPont and 3M Settlements; and

WHEREAS, the terms of the DuPont and 3M Settlements require class members who do not wish to participate in the settlements to actively opt out to avoid being bound by the terms of the settlements; and

WHEREAS, members of the proposed classes of water providers have until December 4, 2023 to opt out of the DuPont Settlement and until December 11, 2023 to opt out of the 3M Settlement; and

WHEREAS, the DuPont and 3M Settlements include broad releases of future PFAS-related claims; and

WHEREAS, it is speculative as to whether the DuPont and 3M Settlement payments to qualifying class members will adequately compensate the City in the event that its Public Water System is contaminated with PFAS in the future; and

WHEREAS, the City of Tualatin Charter of 1967 Section 20a(c)(5) grants the City Manager the authority to supervise the operation of all public utilities owned and operated by the City, including its Public Water System;

WHEREAS, the City Public Works Department Water Division has sampled for PFAS in its Aquifer Storage and Recovery Well (ASR) in compliance with Oregon Health Authority requirements and, to date, has not detected PFAS at or above the minimum reporting limits in

that source; and

WHEREAS, the City Public Works Department Water Division plans to sample its active drinking water sources in 2024 in accordance with federally-proposed drinking water standards; and

WHEREAS, the City may incur costs associated with PFAS impacts in the future and more time is needed for the City to gain a better understanding of the scope of future legal, financial, and operational impacts of PFAS; and

WHEREAS, it is in the public interest for the City to preserve any PFAS-related claims the City may have against DuPont, 3M, and other potential defendants until the risks and impacts of PFAS are better understood.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF TUALATIN, that:

Section 1. The City Manager, or designee, is authorized to opt out of the DuPont and 3M Settlements.

Section 2. This resolution is effective upon adoption.

ADOPTED by the City Council this 27th day of November, 2023.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
City Recorder

APPROVED AS TO FORM

BY _____
City Attorney

CITY OF TUALATIN
Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Rachel Sykes, Public Works Director
DATE:	November 27, 2023

SUBJECT:
Approval to execute an amended and restated Intergovernmental Agreement with The Regional Water Providers Consortium.

EXECUTIVE SUMMARY:
The City of Tualatin has been a member of the Regional Water Providers Consortium (RWPC or, 'the Consortium') since its inception in 1997. The Consortium serves as a collaborative and coordinating organization to improve the planning and management of municipal water provision in the Portland metro region, and is currently comprised of 25 member organizations. City staff actively participate in the various sub-groups of the Consortium: highlights of Tualatin's work with the RWPC will be shared during the Council meeting.

The governing IGA of the Regional Water Providers Consortium was last updated in 2005. Since that time, the organization has grown and evolved requiring a needed update to the IGA. The Consortium and its members, including City of Tualatin representatives, have conducted a review and update of IGA language. At its meeting on October 4, 2023, the Consortium Board unanimously approved the updated IGA language with recommendation that all Consortium members take the IGA to their respective governing boards for approval.

Below is a summarized list of changes made to the IGA. Overall, the amended and restated IGA has little impact on how the City of Tualatin participates with the RWPC.

- New and updated definitions added including types of members: "Associate Member" and "Full Member" and defines "Region". The RWPC is expanding these definitions to allow members from a wider geographic area. Tualatin is and will continue to be a "Full Member".
- Removal of outdated Metro references from when Consortium was formed
- Update of purposes of Consortium to align with mission statement and Strategic Plan
- Update of Participant language regarding "Associate Members"
- Update of withdrawal language to encourage timely notification

- Update to dues language (primarily for Associate Members)
- Added obligation and Board authority to maintain a Strategic Plan to guide its work and removed obligation to update Regional Water Supply Plan
- Added language regarding the roles and responsibilities of the Executive Committee
- Update to language to reflect current best practices for agreements

OUTCOMES OF DECISION:
Approval of the IGA will continue Tualatin's membership and participation with the Regional Water Providers Consortium.

FINANCIAL IMPLICATIONS:
For the 2023/24 fiscal year, Tualatin paid $21,399.00 in membership dues to the Consortium. Membership dues are determined by number of customer accounts and average water demand, and are not affected by this update to the IGA.

ATTACHMENTS:

- Resolution 5742-23
- Proposed IGA Document
- Presentation Slides

RESOLUTION NO. 5742-23

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SIGN AN AMENDED AND RESTATED INTERGOVERNMENTAL AGREEMENT TO PARTICIPATE AS A MEMBER OF THE REGIONAL WATER PROVIDERS CONSORTIUM.

WHEREAS, the City of Tualatin has been a member of the Regional Water Providers Consortium (RWPC) since its establishment in 1997.

WHEREAS, the RWPC was formed when 15 Participants entered into an Intergovernmental Agreement to endorse the Regional Water Supply Plan and coordinate and cooperate in the Plan's implementation.

WHEREAS, The RWPC provides leadership in the planning, management, stewardship, and resiliency of drinking water in the Portland, Oregon metropolitan region.

WHEREAS, the governing Intergovernmental Agreement of the RWPC has not been updated since 2005.

WHEREAS, the RWPC has grown from 15 to 25 members and the role of the organization has evolved over time, causing a need for a review and revision of the Intergovernmental Agreement.

WHEREAS, members of the RWPC, including Tualatin representatives, desire to amend and restate the 2004-05 IGA to make certain updates to the Participants and their obligations, and to streamline certain procedures, while continuing to endorse the mission of the organization.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute an amended and restated Intergovernmental Agreement with The Regional Water Providers Consortium for continued membership and involvement with the group, attached as Exhibit 1 and incorporated by reference.

Section 2. The City Manager is authorized to make administrative modifications to the Intergovernmental Agreement to fully implement its intent.

Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this November 27th, 2023.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
City Recorder

AMENDED AND RESTATED INTERGOVERNMENTAL AGREEMENT OF REGIONAL WATER PROVIDERS CONSORTIUM (2023)

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REGIONAL WATER PROVIDERS CONSORTIUM

This Amended and Restated Intergovernmental Agreement of the Regional Water Providers Consortium (2023) is entered into by and among the undersigned municipalities and districts, hereinafter called "Participants," to participate in the Regional Water Providers Consortium for the Portland Metropolitan Region (“the Consortium”).

RECITALS

WHEREAS, in 1989 water providers of the Portland metropolitan area began meeting in an informal group called the “Regional Providers Advisory Group” to coordinate water supply planning efforts; and

WHEREAS, in 1996 a Regional Water Supply Plan was completed; and

WHEREAS, the Regional Water Supply Plan, which contains specific recommendations for cooperation and coordination between the water providers in this region through the formation of the Regional Water Providers Consortium, was adopted by signatory water providers in their *Inter-Governmental Agreement of Regional Water Providers Consortium*; and

WHEREAS, as the regional land use agency under state law and regional charter, the Metropolitan Service District ("Metro") adopted the Regional Water Supply Plan as part of the Metro Regional Framework Plan; and

WHEREAS, in 1997 the Consortium was formed when 15 Participants entered into an intergovernmental agreement to endorse the Regional Water Supply Plan and coordinate and cooperate in its implementation, and amended that intergovernmental agreement in 2004-05 (*2004-05 IGA*); and

WHEREAS, the Participants desire to amend and restate the 2004-05 IGA to make certain updates to the Participants and their obligations, and to streamline certain procedures, while continuing to endorse the Regional Water Supply Plan; and

WHEREAS, ORS Chapter 190 authorizes units of local government to enter into written agreements with any other unit or units of local government for the performance of any or all functions and activities that any of them has authority to provide; and

WHEREAS, all the Participants of this Agreement are thus authorized to enter into an intergovernmental agreement;

NOW, THEREFORE, the Participants agree as follows:

<u>Section 1.</u> **Definitions**

For purposes of this Agreement, the following terms shall be defined as follows:

"Agreement" – Shall mean this document and any authorized amendments thereto.

"Associate Member" – Shall mean a Participant that does not have an appointed representative to the Board and that pays reduced dues as determined by the Board.

"Board" – Shall mean the Board of Directors established by Section 9 of this Agreement, consisting of one member from the governing body of each Full Member Participant.

"Bylaws" – Shall mean the regulations of the Consortium adopted by the Board pursuant to Section 9.B. of this Agreement.

"Consortium" – Shall collectively mean all Participants to this Agreement acting pursuant to and under the terms of the Agreement.

"Consortium Funds" – Shall mean Consortium funds consisting of all dues, voluntary contributions, grant monies, and funding from any other source provided to the Consortium to conduct the activities and business of the Consortium.

"Executive Committee" – Shall mean the committee established by Section 10 of this Agreement.

"Full Member" – Shall mean a Participant that has an appointed representative to the Board and Technical Committee and that pays full dues as outlined in Section 7.

"Participant" – Shall mean any signatory to the Agreement.

"Plan" – Shall mean the 1996 “Regional Water Supply Plan” for the Portland Metropolitan Area, and all subsequent amendments thereto.

"Region" – Shall mean the area within which Participants provide services to Retail Customer Accounts.

"Retail Customer Accounts" – Shall mean all retail accounts that are billed by a Participant (including residential single family, residential multifamily, commercial, industrial, and wholesale accounts).

"Technical Committee" – Shall mean the committee established by Section 11 of this Agreement.

"Total average daily water use" – Shall mean all billed water usage for Retail Customer Accounts.

Section 2. **Purposes**

The general purposes of the Consortium are as follows:

A. To provide leadership in the planning, management, stewardship, and resiliency of drinking water in the Region;

B. To foster coordination in the Region by sharing knowledge, technical expertise, and resources between Participants;

C. To serve as the central custodian for Consortium documents, data, and studies;

D. To review and recommend revisions to the Plan, as appropriate;

E. To provide a forum for the study and discussion of water supply issues of mutual interest to Participants;

F. To promote fiscal responsibility by pooling resources to achieve economies of scale;

G. To allow for public participation in Consortium activities;

H. To promote stewardship, emergency preparedness, and water conservation in the Region through outreach and education;

I. To strengthen emergency preparedness and resiliency among water providers in the Region;

J. To ensure safe and reliable drinking water is accessible to all.

Section 3. **Strategic Plan**

A. The Consortium will maintain a strategic plan to guide its work, establish priorities, and set goals for the strategic planning timeline.

B. The strategic plan will be updated at an interval set by the Board.

Section 4. **Cooperation and Participants' Retained Powers**

The Participants intend that the Consortium shall act through the processes laid out herein in the spirit of cooperation. Unless specifically provided for herein, by entering into this Agreement, no Participant has assigned or granted to any other or to the Consortium its water rights or the power to plan, construct, and operate its water system or perform any other obligation or duty assigned to it under law.

<u>Section 5.</u> **Consortium Authority**

In accomplishing its purposes, and utilizing the organizational structure and decision-making processes contained herein, the Consortium is authorized to:

A. Adopt or revise Bylaws and other operating procedures consistent with the terms of this Agreement to govern Consortium operation and administration, including such things as meeting arrangements, voting procedures, election of officers of Consortium boards and committees, notice procedures, procedures for execution of binding legal documents, budgeting, and financial operations.

B. Adopt or revise, and implement an annual work plan and budget and issue annual reports and such supplementary reports as the Consortium may determine appropriate;

C. Update and adopt its strategic plan as set forth in Section 3.

D. Collect regular dues from Participants to support the routine business of the Consortium in amounts established as established in Section 7;

E. Accept voluntary contributions from Participants in amounts higher than the regular dues for the purpose of conducting studies or engaging in other activities consistent with Consortium purposes;

F. Apply for and receive grants and accept other funds from any person or entity to carry on Consortium activities;

G. Expend Consortium funds, however obtained, and establish accounts and accounting processes to manage Consortium funds, which may include utilizing the accounts and processes of Participants for such purposes under appropriate agreements;

H. Execute public procurement contracts and enter into arrangements whereby Participants may enter into a public procurement contract on behalf of the Consortium;

I. Execute intergovernmental agreements;

J. Establish procedures or recommendations for the hiring, dismissal, and review of Managing Director, and to delegate such activities to a Participant;

K. Accept assignment of staff from individual Participants to conduct Consortium work and to reimburse the Participants for the salary and other costs associated with the assigned staff;

L. Establish procedures and criteria whereby other governmental entities may become a Participant in this Agreement;

M. Establish a process to coordinate Participant response to water policy issues of mutual interest or concern;

N. Establish procedures to solicit the views of the public on water supply and water resource issues within the purview of the Consortium;

O. Establish a process whereby water policy and water supply disputes or disagreements among Participants may be resolved;

P. Protect Consortium rights and enforce obligations owed to the Consortium by third parties to the extent permitted by law;

Q. Take other action within the powers specifically granted to the Consortium herein by the Participants to exercise the authority granted in this Section 5 and to carry out the purposes stated in Section 2.

Section 6. **Participants**

A. Participant Memberships: A Participant may join as a Full Members or Associate Member in accordance with the definitions set forth in Section 1 and as further provided in the Bylaws.

B. Any Participant which, having once joined, withdraws or is expelled from the Consortium for non-payment of dues, may only re-join as provided in Section 7.F.

C. Additional Participants: The Board may accept additional governmental entities as Participants into the Consortium under terms and financial arrangements that the Board determines just and appropriate. The Board may establish standards for membership in the Bylaws or may allow Participants to join on a case-by-case basis. Provided, however, that in all cases, no new Participant may join the Consortium without the affirmative vote of a majority of the Board.

D. Withdrawal: Any Participant may withdraw from the Consortium at any time by giving written notice to the Chair of the Consortium Board. Consortium dues already paid shall not be refunded to the withdrawing Participant. Unless otherwise approved by the Board, a withdrawing Participant shall have no ownership or interest in a Consortium asset after the date of withdrawal. Any Participant intending to withdraw from the Consortium shall make its best efforts to advise the Board Chair of that fact prior to February 1 and the approval of the Consortium budget for next fiscal year. Participants acknowledge that failure to notify the Consortium in accordance with these procedures may cause financial harm to the Consortium.

<u>Section 7.</u> **Dues**

A. Each Participant shall pay annual dues no later than September 1 of each year sufficient to fund the approved annual budget of the Consortium, as established by the Board, provided, however, that the Board may establish a different payment amount and/or schedule for a Participant upon request from that Participant or upon the Board's own motion.

B. The dues of each Participant shall be determined annually as follows:

1. Total annual dues for all Participants shall be set to equal the annual budget for the Consortium, not counting budget items to be funded by fewer than all the Participants as provided in Section 8.C.

2. Any grants or non-dues monies obtained by the Consortium may be applied towards the annual budget, thereby reducing the annual dues assessments commensurately.

3. The Board shall establish the dues obligation of Associate Members at the time it approves an entity's membership and which amount is subject to any changes set forth in the Bylaws.

4. The total annual dues of an Associate Member shall be subtracted from the total annual dues-based budget, described in subsection 7.B.1. leaving a budget number to be funded by Full Member dues. Dues shall be set so that the dues of each Full Member reflect its proportional share of that sum based on the following formula:

(a) 50% of the dues shall be allocated proportionally based on the Participant's proportional share of the total number of all Participants' Retail Customer Accounts for the prior year;

(b) 50% of the dues shall be allocated proportionally based on the Participant's proportional share of total average daily retail water use (in million gallons per day) in the prior year of all Participants.

C. Minimum dues may be set by the Board to cover costs of adding a new Participant as outlined in the Bylaws.

D. In-kind contributions may be made in lieu of dues if approved by the Board. In-kind contributions must be tracked and quantified.

E. A Participant that fails to pay its assigned dues by September 1, or a time otherwise established by the Board pursuant to Section 7.A., may be removed by the Board as a Participant after two reminders are sent.

F. Upon a majority vote of the Board, a removed Participant (or a Participant that has previously withdrawn from membership) may be reinstated in the Consortium upon its agreement to pay its full dues for the year during which it wishes to rejoin (calculated as if the entity had been a Participant at the time the budget was approved). Upon receipt of such dues by a rejoining Participant, the Board shall add the dues payment to the existing budget for expenditure or carry over to the following year's budget.

G. If a new Participant joins the Consortium during an annual dues cycle, its dues and those of the existing Participants shall be calculated as follows:

1. If a new Participant is a Full Member, its dues requirement will be calculated pursuant to Section 7.B.4.

2. If a new Participant is an Associate Member, its dues will be determined as provided in Section 7.B.3.

3. The initial year dues for a new Participant joining partway through a fiscal year will be pro-rated to reflect partial year membership if more than halfway through the fiscal year.

4. New Participants joining at any time after September 1 shall pay their initial year's dues within 90 days of signing this Agreement.

Section 8. Work Plan and Budgeting

A. Each year, at the first Board meeting of the calendar year, the Board shall adopt an annual work plan of Consortium activities for the upcoming fiscal year beginning on July 1.

B. At the same time, the Board shall adopt a budget sufficient to conduct the Consortium's annual work plan. The budget shall also include a calculation of the dues owed by each Participant to fund the budget as provided in Section 7 and a table apportioning the dues to each Participant.

C. The budget may include special projects that will be funded by fewer than all of the Participants on a voluntary basis as outlined in Section 5.E.

D. The Board may amend the budget and the work plan at any time as it deems appropriate except that dues may only be increased annually as provided for in Section 7. Additional expenditures may be permitted so long as there are identified sources of revenue, other than increased dues, for such expenditures.

E. Participants shall provide to Consortium staff the data necessary to calculate the annual dues for budgeting and planning in a timely manner.

Section 9. **Consortium Board**

A. The Board shall be made up of one member from the governing body of each Full Member. Each Participant shall also name an alternate Board representative from its governing body to serve in case the primary representative cannot. Provided, however, that if the Board Chair does not attend a meeting, the Vice Chair shall assume the Chair's duties rather than the Chair's alternate.

B. Annually, the Board shall elect a Board Chair and a Vice Chair and appoint the Executive Committee members in accordance with the provisions in the Consortium Bylaws.

C. The Board is authorized to: (1) approve the Consortium's annual work plan and budget; (2) approve the Consortium's strategic plan; (3) set Consortium policy; (4) approve new Participants; (5) initiate updates to the Plan as needed; (6) approve minor amendments to the Plan; (7) recommend to Participants' governing bodies major amendments to the Plan; (8) recommend to Participants' governing bodies amendments to this Agreement; (9) adopt and update the Bylaws; (10) exercise any other powers and authority granted to the Consortium by this Agreement necessary to accomplish the Consortium's purposes.

D. The Board shall have the authority to designate which amendments to the Plan are major and which are minor for purposes of determining the process for amendment consideration. Generally, major amendment to the Plan should include revisions to the Plan's policy objectives, resource strategies, or implementation actions which significantly alter Plan direction or would significantly change the implementation strategies. Minor amendments are all other changes to the Plan.

E. The Board may assign such duties or delegate such Board authority as the Board deems advisable to any Participant, Board committee, the Executive Committee, or to the Technical Committee, except that the Board may not delegate the authority (1) to execute intergovernmental agreements, (2) to designate Plan amendments as minor or major, (3) to recommend major Plan Amendments or amendments to this Agreement, (4) to approve the annual work plan and the budget, (5) to approve minor Plan amendments, (6) to approve the admission of Participants to the Consortium, or (7) to dissolve the Consortium.

F. To be effective, Board actions must be approved by a vote of a majority of the Board at a meeting at which a simple majority of the Board is present.

Section 10. **Executive Committee**

A. The Consortium shall have an Executive Committee, which shall be appointed by the Board and consist of seven Board members, one of which shall be the Board Chair. The Board shall endeavor to appoint Executive Committee members in a manner that achieves geographic representation and representation from municipalities, special districts, and other types of entities that form the Consortium.

B. The Board Chair shall be the Chair of the Executive Committee.

C. The Executive Committee shall serve to assist the Board in more timely and meaningful policy action as outlined in the Bylaws.

D. The Executive Committee shall at no time act on behalf of the Board unless specifically authorized by the Board to do so as provided in Section 9.E.

E. Except for the Board Chair, the term for each Executive Committee member shall be two years, and individuals may serve consecutive terms if re-appointed.

F. To be effective, Executive Committee actions must be approved by a vote of a majority of the Executive Committee at a meeting at which a simple majority of the Executive Committee is present.

Section 11. **Technical Committee**

A. The Consortium shall have a Technical Committee, which shall be made up of one staff representative appointed by each Full Member. Each Full Member shall also appoint an alternate Technical Committee representative to serve when the primary representative cannot. Provided, however, that if the Technical Committee Chair does not attend a meeting, the Vice Chair shall assume the Chair's duties rather than the Chair's alternate.

B. On an annual basis, the Technical Committee shall elect a Chair and Vice Chair.

C. The Technical Committee shall advise and provide assistance to the Board on any matters falling within the Consortium's purview under this Agreement, and may act upon Board delegation of authority as provided in Section 9.E.

D. The Technical Committee under the provisions of any agreement or contract to provide staff shall advise Consortium staff and assume the responsibility to draft proposed work plans, budgets, annual and other reports, plan amendments, and implementation proposals for submission to the Board or Executive Committee as appropriate.

E. To be effective, Technical Committee actions must be approved by a vote of a majority of the Technical Committee at a meeting at which a simple majority of the Technical Committee is present.

Section 12. **Dispute Resolution**

It is the intention of the Participants to limit the issues available for dispute resolution. The issues raised must be related to interpretation of the express terms of this Agreement. No issues related to water supply development or program development by individual Participants may be raised.

Any such dispute shall, if possible, be resolved through the use of a mandatory, but non-binding dispute resolution mechanism established by the Board through the Bylaws.

Section 13. **Duration and Dissolution**

This Agreement shall remain in effect, subject to the following: (1) any Participant may withdraw at any time as provided in Section 6.D. of this Agreement; (2) should all but one Participant withdraw, the Agreement shall end and the Consortium shall be dissolved; (3) the Agreement may be ended and the Consortium dissolved by a vote of the Board; (4) remaining funds shall be distributed in accordance with the Bylaws.

Section 14. **Legal Liability**

Participants agree to share any costs or damages, including reasonable attorney's fees, from third party actions against the Consortium. The obligation shall apply to any entity that was a Participant in the Consortium at the time the liability arose or the cause of action accrued. Payment obligations shall be proportional to the dues of each entity. Participants agree to assist and cooperate in the defense of such an action. Settlement of any action that would impose an obligation to pay upon the Participants under this provision must be approved by a majority of the Board. The obligations of a Participant under this Section 13 shall survive that Participant's withdrawal from the Consortium, termination of this Agreement, or dissolution of the Consortium.

Section 15. **Oregon Law and Forum**

A. This Agreement shall be construed according to the law of the State of Oregon.

B. Any litigation between the Participants under this Agreement or arising out of work performed under this Agreement shall occur, if in the state courts, in the Multnomah County Court having jurisdiction thereof, and if in the federal courts, in the United States District Court for the District of Oregon.

Section 16. **Public Notification**

The Board, the Executive Committee, and the Technical Committee shall be deemed public bodies for purposes of Oregon's public meeting laws as provided by ORS Chapter 192. Other committees or sub-committees are subject to ORS Chapter 192 only as applicable.

Section 17. **Agreement Amendment**

Amendments to this Agreement shall be recommended by the Board and shall be effective when authorized by the governing body of every Participant.

Section 18. **Indemnification**

Subject to the conditions and limitations of the Oregon Constitution, Article XI, Section 7, and Oregon Tort Claims Act, ORS 30.260 through 30.300, each Participant shall indemnify, defend, and hold harmless the Consortium and other Participants from and against all liability, loss, and costs arising out of or resulting from the negligent or intentionally wrongful acts of the indemnifying Participant, their governing bodies, officers, employees, and agents in the performance of this Agreement.

Section 19. **Severability**

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

Section 20. **No Third-party Beneficiaries**

The Participants are the only parties to this Agreement and as such are the only parties entitled to enforce its terms. Nothing contained in this Agreement gives or shall be construed to give or provide any benefit, direct, indirect, or otherwise to third parties unless third persons are expressly described as intended to be beneficiaries of its terms.

Section 21. **Merger Clause**

This Agreement constitutes the entire agreement between the Participants. No waiver, consent, modification or change of terms of this Agreement shall bind a Participant unless in writing and signed by the affected Participants. Such waiver, consent modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement.

Section 22. **Counterparts**

This Agreement may be signed in counterparts, each of which shall be deemed an original, and which, when taken together, shall constitute one and the same Agreement.

The Participants agree that any Participant may execute this Agreement, including any Agreement amendments, by electronic means, including the use of electronic signatures.

AMENDED AND RESTATED REGIONAL WATER PROVIDERS CONSORTIUM INTERGOVERNMENTAL AGREEMENT

IN WITNESS WHEREOF, the signatory hereby causes this agreement to be executed.

(Signatory page can be changed to fit specific adoption process)

SIGNATORY PARTY

_____
Jurisdiction or Entity Name

By:_____

Title: _____

Print Name: _____

Contact Person: _____

Dated:_____

Address: _____

_____

_____

Send signed agreement to Patty Burk patty.burk@portlandoregon.gov or mail to:

Portland Water Bureau
Attn: Patty Burk
1120 SW 5th Ave. Suite 405
Portland, OR 97204

CITY OF TUALATIN
Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Nicole Morris, Deputy City Recorder

DATE: 11/27/23

SUBJECT:
Consideration of Recommendations from the Council Committee on Advisory Appointments

RECOMMENDATION:
Staff recommends the City Council approve the recommendations from the Council Committee on Advisory Appointments (CCAA)

EXECUTIVE SUMMARY:
In accordance with Council Rule 7E(1), the CCAA met and interviewed community members interested in participating on City advisory committees. The Committee recommends appointment of the following individuals:

Individuals	Board	Term
Skip Stanaway	Architectural Review Board	Term Expiring 6/30/25
Chris Goodell	Architectural Review Board	Term Expiring 6/30/25
Kylan Hoener	Architectural Review Board	Term Expiring 6/30/25
Keith Hancock	Architectural Review Board	Term Expiring 6/30/25
John Hannam	Budget Advisory Committee	Term Expiring 12/31/26
Chris Brune	Budget Advisory Committee	Term Expiring 12/31/26
Mary Dirksen	Budget Advisory Committee	Term Expiring 12/31/26
Gary Haberman	Core Area Parking Board	Term Expiring 12/31/25
Aaron Welk	Core Area Parking Board	Term Expiring 12/31/26
Satvika Vadapu	Library Advisory Committee	Term Expiring 10/31/24