



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: January 9, 2012

SUBJECT: Work Session for January 9, 2012

- 1) **5:00 p.m. (30 min) – Website Redesign Update**
One of the Council's goals is to redesign the City's website in order to provide a web presence that enhances community involvement, facilitates information gathering and gives users a 24/7 city hall. The purpose of the work session item is to ensure Council is up to speed on the redesign process and objectives, the timeline for the work and implementation, and some of the elements that will be included in the new website.
- 2) **5:30 p.m. (20 min) – Aquifer Storage & Recovery Update**
The City of Tualatin has one aquifer storage and recovery project that has been in the works for a number of years (the pump house was completed in 2009 and we have been working on operating the system since 2010). Kaaren Hofmann (Engineering Manager) and Dan Boss (Operations Director) will give an update on the project. Attached is a memo and presentation.
- 3) **5:50 p.m. (30 min) – Basalt Creek Transportation Planning Update**
On December 14, Washington County organized an open house to provide property owners and community members an opportunity to learn about and discuss transportation projects in the Basalt Creek area. The purpose of tonight's work session item is to provide the City Council with the materials presented at the open house and highlight the next steps for these projects. Attached is a memo and presentation materials that will be used.
- 4) **6:20 p.m. (20 min) – Climate Smart Communities**
In 2009, House Bill 2001 was passed which directed Metro to "develop two or more alternative land use and transportation scenarios" designed to reduce green house gas emissions from light-duty vehicles. Phase I of Metro's work began in June 2011 and focused on understanding how much reduction could be realized through the region's current efforts. A draft findings report has been produced that will be reviewed by Metro in 2012, and then work on Phase II will begin. Planning Manager Aquilla Hurd-Ravich will make a presentation to the Council regarding the legislation, the Phase I findings and the plan for Phase II. Attached is a memo and presentation materials.
- 5) **6:40 p.m. (15 min) Council Meeting Agenda Review, Communications & Roundtable.** This is an opportunity for the Council to review the agenda for the January 9, 2012 City Council meeting and take the opportunity to brief the rest of the Council on any issues of mutual interest.



City of Tualatin

Presenters:

Sara Singer, Assistant to the City Manager

Brian Gilday, aHa! Consulting, Inc.

January 9, 2012

Website Redesign, Development, & Implementation Project

Overview

- Background
- Process for Consultant Selection
- aHa! Consulting, Inc.
- Outcomes for the Project
- Project Timeline
- Public Involvement in the Project
- Questions & Discussion



Background

- Approximately 5 years ago the City developed its first website to create a web presence for the community using limited internal staff resources
- Tualatin Tomorrow identified an update of the website in the Vision Plan
- City Council identified an update of the website in their 2011-2012 goals
- City staff also expressed a need for a more user-friendly website through a series of internal interviews



Process for Consultant Selection

- Internal web team formed to represent each department
- The team identified the needs of each department and the organization for providing better communication and E-gov services via the website
- A request for proposals (RFP) was developed and issued on October 17, 2011
- 21 proposals were received in response to the RFP
- The team reviewed the proposals and selected three finalists to interview in December





aHa! Consulting, Inc.

- Founded in 2002 as Open Solutions Partners, in 2008 merged with Fenway Technology Group to become aHa! Consulting
- Team Experience from large global consulting firms such as:
 - Anderson Consulting
 - Accenture
 - Deloitte
 - IBM
 - Oracle





aHa! Consulting, Inc.

“We have a passion for helping organizations leverage the power of the web to improve communication, increase customer self-service, and reduce internal operating costs.”





Municipal Experience

- Since 2008, they have been specializing in serving municipalities and government agencies.
- Developed over 25 government websites
- Projects in 15 states across the U.S.
- Their level of customer service will only be enhanced by their local presence to assist us in this project- based in Lake Oswego, OR





Thursday January 5th
Broken clouds, 46.4°F / 8°C

[Contact the City](#)

The City of West Linn is the top-ranked Oregon community in the CNN/Money Magazine "Best Places to Live" rankings! 🏡

City Headlines



West Linn Leadership Academy
Application deadline extended to January 11, 2012.

[read more](#)

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CITY OF RIVERSIDE MISSOURI

Upstream from ordinary.

[Home](#)



Thursday January 5th Clear sky, mist, 0 °C / 32 °F




Key Links

-  [meetings](#)
-  [calendar](#)
-  [city code](#)
-  [forms](#)

Welcome



Welcome to life upstream.

Riverside, Missouri is a thriving community located just minutes north of downtown Kansas City. Roots run deep here. Neighborhoods thrive. And new life, growth and opportunities are easy to find and hard to pass up.

This is more than an address. This is a place to live, work, raise a family or run a business. This



Outcomes for the Project

How will you measure the success of your new website?

- ✓ Improved City Image and Profile
- ✓ Increased Citizen Self-Service Capability
- ✓ Improved Communications and Transparency
- ✓ Reduction in Incoming Phone Calls to City Hall
- ✓ Empowered Staff



Outcomes for the Project

Website Features

- ✓ Custom Design
- ✓ Calendars
- ✓ Department Micro-sites
- ✓ Resident & Business Pages
- ✓ Email Notifications, RSS
- ✓ Online Payments
- ✓ Citizen Support Center
- ✓ Bid/RFP Management
- ✓ Photo Album Slideshows
- ✓ Facebook, Twitter Integration
- ✓ Private Staff-only pages / Intranet
- ✓ Advanced Search

... and more



Project Timeline

Dec

Jan

Feb

Mar

Apr

May

Jun

Prepare

- Sign Contract
- Timeline

Design

- Questionnaires
- Design Workshop / Focus Group Input
- Design Concepts
- Approved Design

Build

- Confirm Requirements
- Configure Website Features
- Migrate Initial Content
- Implement Approved Design

Train, Finalize Content, Test

- Staff Training
- Finalize Content
- Functional Testing
- Acceptance Testing



Go Live



Public Involvement

- Web Task Force- Design Workshops
 - Wednesday, January 18th at 5:30 p.m.
- Web Survey to be available via current website, facebook, twitter, Newsletter, etc.
- Utilize Tualatin Tomorrow Partners and Citizen Involvement Groups to also share the survey and solicit input
- Online homepage survey



Questions & Discussion.



Thank You.





MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Kaaren Hofmann, Engineering Manager
Dan Boss, Operations Director

DATE: 01/09/2012

SUBJECT: Aquifer Storage and Recovery Update

ISSUE BEFORE THE COUNCIL:

Update the City Council on the Aquifer Storage and Recovery Well.

EXECUTIVE SUMMARY:

ASR is the underground storage of treated drinking water that is injected into an underground aquifer during the winter months, it is then pumped back into the water system in the summer when water demands are high.

The rehabilitation of the well was complete in May 2011; injection of water started again in June 2011. During this 3rd cycle, we were able to inject approximately 20 million gallons and recover 14 million gallons. There were no reported water quality issues or complaints received.

Cycle 4 injection started in November 2011; to date, 20 million gallons have been injected with no issues. We are planning to inject the full 100 million gallons and recover 90 million gallons of water as allowed by our limited license with Oregon Water Resources.

Staff will present a report about this project at the work session.

RECOMMENDATION:

NA

Attachments: A. ASR Update

Aquifer Storage and Recovery Update

City Council Work Session
January 9, 2012



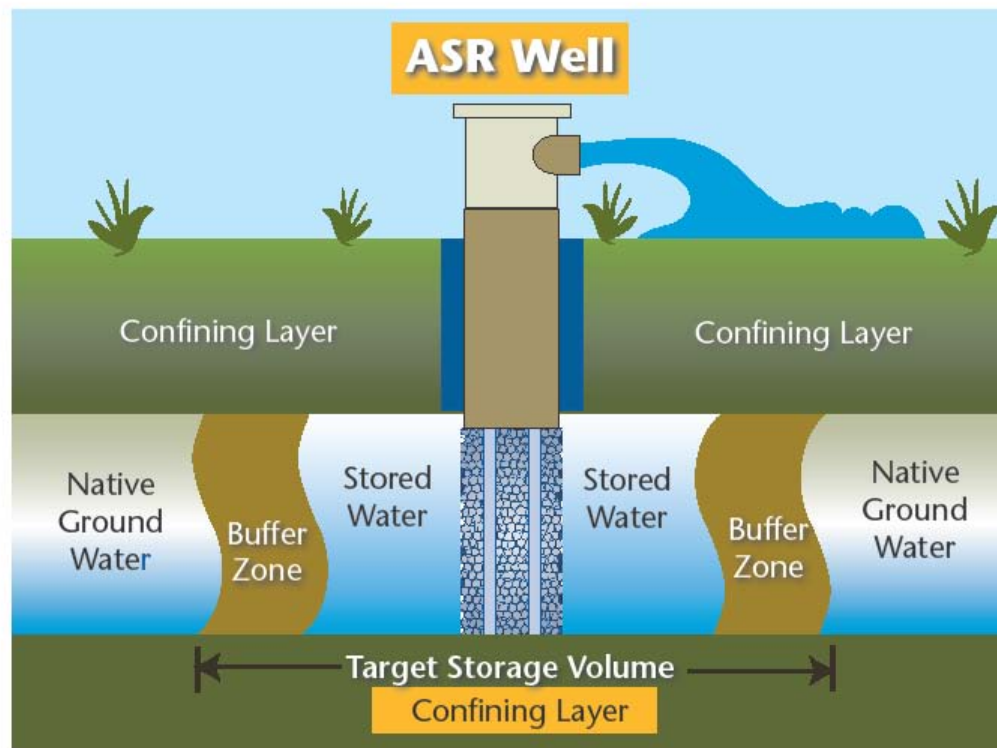


Aquifer Storage & Recovery

ASR is the underground storage of treated drinking water that is injected into an underground aquifer during the winter months, it is then pumped back into the water system in the summer when water demands are high.



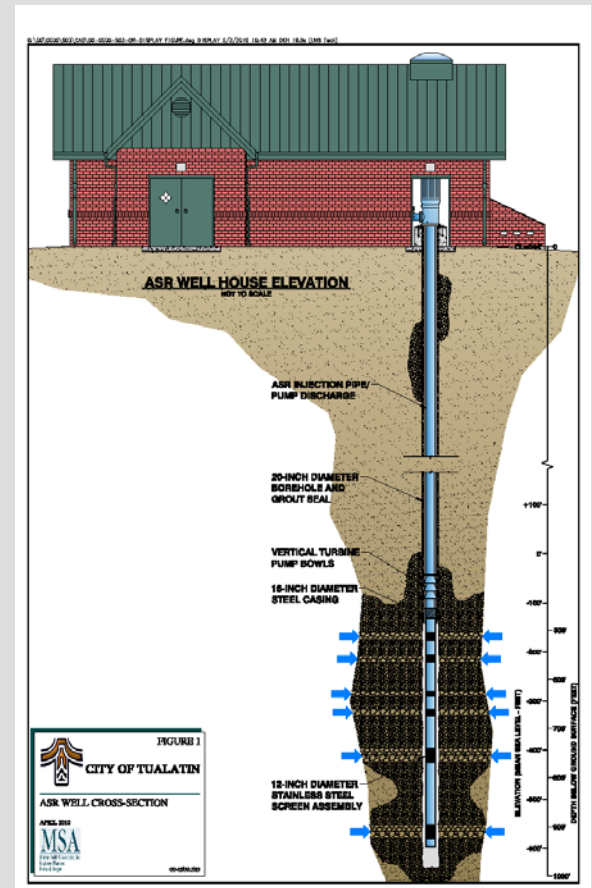
Aquifer Storage & Recovery





Background

- Pump House Complete: 2009
- Rehabilitation Complete: 2010





Currently

● **Completed Cycle 3 –**

- 22 million gallons injected
- 14 million gallons recovered
- Water quality tests met all req'ts

● **Goals for Cycle 4 –**

- Started injecting 450 gpm on November 15th
- Inject 100 million gallons of water
- Recover 90 million gallons starting in July



Next Steps

- Determine what chlorination facilities will be necessary once Cycle 4 is complete
- On-going monitoring
- Well cleaning every 4-5 years



Cost Trends

- Currently not selling guaranteed minimum water purchase amount to Tualatin customers
- The City is breaking even using ASR
- ASR may allow us to reduce PDX rates as we reduce the amount we buy from PDX



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Ben Bryant, Management Analyst
Aquilla Hurd-Ravich, Planning Manager

DATE: 01/09/2012

SUBJECT: Basalt Creek Transportation Planning Update

ISSUE BEFORE THE COUNCIL:

On December 14, 2011, Washington County organized an open house to provide property owners and community members an opportunity to learn about and discuss the following three transportation projects:

- 124th Avenue Project (Tualatin-Sherwood Road to Tonquin Road);
- Boones Ferry Road Improvement Project (Norwood Road to Day Street); and
- East-West Alignment Concepts between 124th Avenue and Boones Ferry Road (i.e. Basalt Creek Area Transportation Refinement Plan).

The purpose of this memorandum is to provide the City Council the materials presented at the open house and highlight the next steps for these projects. In addition, at the work session, information will be available regarding the formal comments received at the open house.

EXECUTIVE SUMMARY:

124th Avenue Project (Tualatin-Sherwood Road to Tonquin Road)

December 2011: Alignment concepts were displayed at the open house and feedback was gathered to assist with the selection of an interim alignment (Attachment A).

2012: Washington County will update County TSP to include the long-term straight alignment of the SW 124th Avenue extension.

Spring 2012: Washington County will collaborate with the City to reach out to the CIOs, Chamber of Commerce, and other interested groups to define an interim alignment that curves around the Knife River quarry site.

Summer 2012: With City Council support, Washington County will pursue MSTIP funding for SW 124th Avenue extension.

Boones Ferry Road Improvement Project (Norwood Road to Day Street)

December 2011: Hybrid alternative concept was displayed at the open house and additional feedback was gathered (Attachment B).

Winter-Spring 2012: Washington County will hold neighborhood and property owner meetings to solidify alignment and mitigate property owner impacts.

Summer 2012: Washington County will begin right-of-way acquisition.

Fall 2012: Construction will begin.

East-West Alignment Concepts (i.e. Basalt Creek Area Transportation Refinement Plan)

December 2011: Three east-west arterial alternative concepts and I-5 connection concepts were displayed at the open house (Attachment C).

January - February 2012: Additional opportunities will be available for public comment.

Winter-Spring 2012: Basalt Creek Technical Working Group and Policy Advisory Group will further refine alternative concepts to determine the alternative that best meets the evaluative criteria (Attachment D).

Spring 2012: Policy Advisory Group will select a final alignment to be forwarded to the City Council.

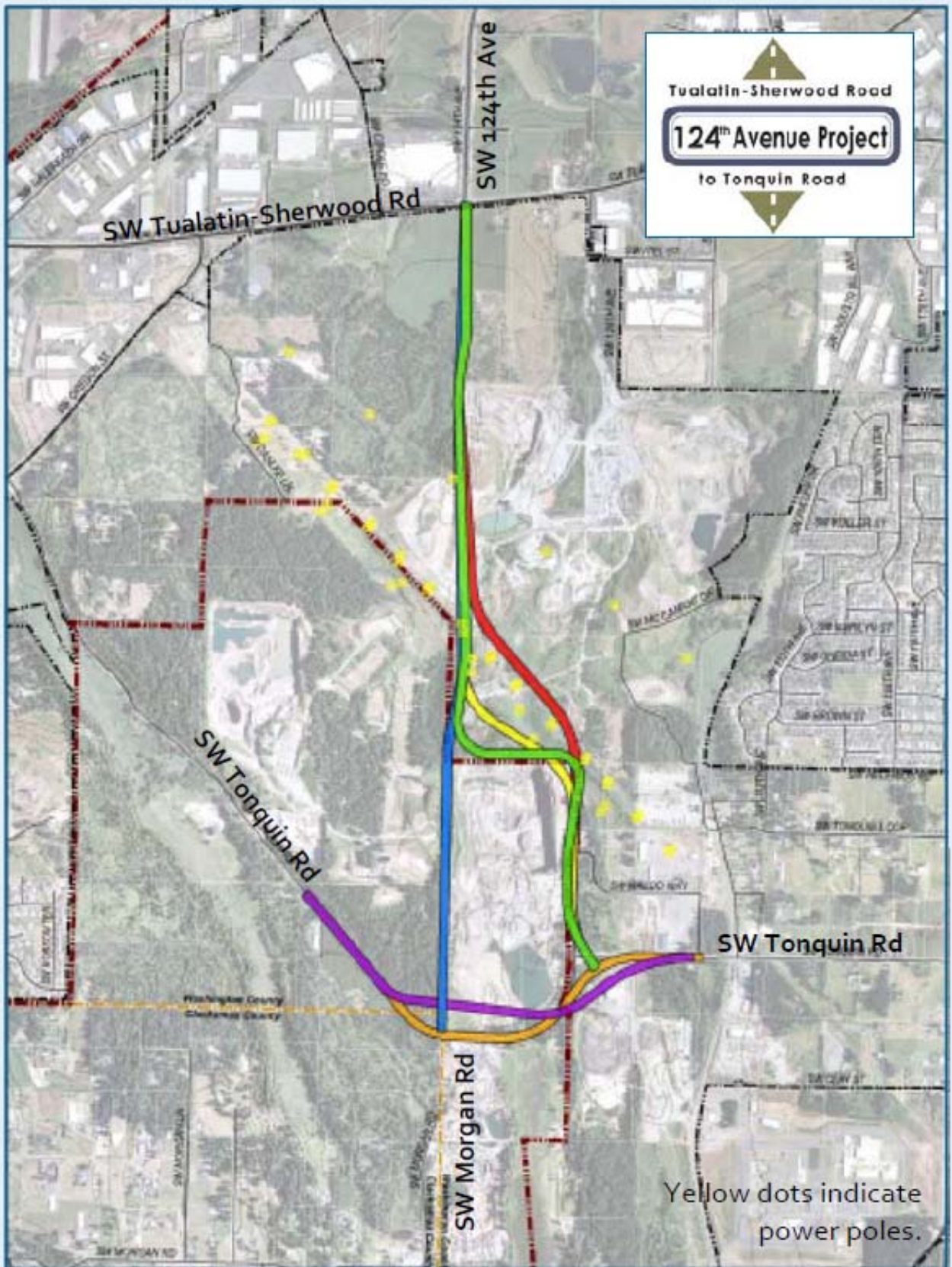
Spring 2012 and Beyond: Land use concept planning efforts will resume with the Cities of Tualatin and Wilsonville.

Open House

84 individuals attended the open house, not including staff and consultants. A summary of the public comments will be available at the City Council Work Session on January 9, 2012.

Attachments: [A - 124th Alignments](#)
 [B - Boones Ferry Road](#)
 [C - Basalt Creek Concepts](#)
 [D - Basalt Creek Transportation Evaluation Factors](#)
 [E - PowerPoint Presentation](#)

SW 124th Avenue Extension



Boones Ferry Road Alternative Hybrid C/D



Key Transportation Infrastructure Being Considered

Major east-west arterial

Looking to the year 2035, there is an identified need for a major arterial between Tualatin-Sherwood Road and Boones Ferry Road to support future development in the area and accommodate growing travel demand in the region.

Based on travel demand modeling, we are assuming a road with the following characteristics:

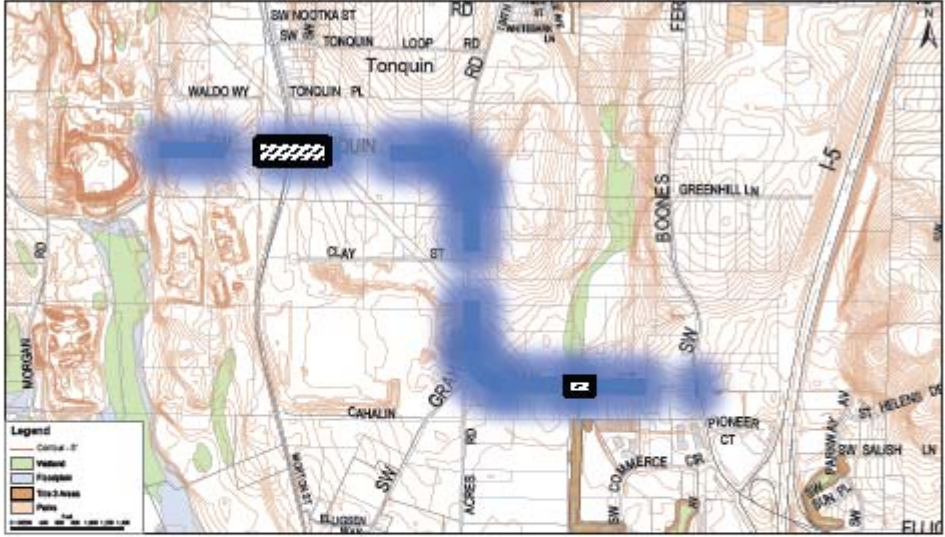
- 45 mile per hour posted speed
- Access spacing of about ½ to 1 mile, approximately 3 connections through the area
- 4 lanes (2 each direction) + center median to provide capacity for about 2,400 vehicles per hour in each direction

Connections to I-5

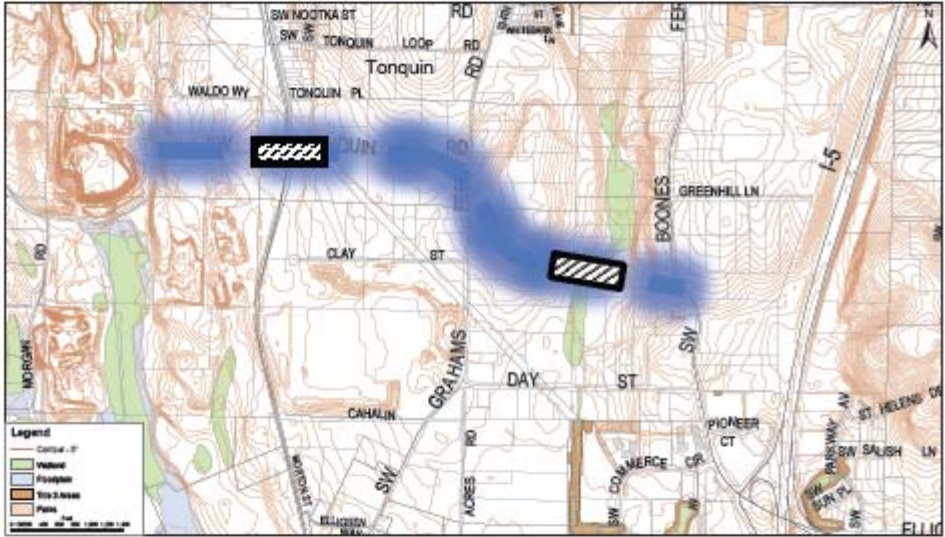
A new arterial through this area will draw traffic toward I-5, specifically the Elligsen Road interchange. We are looking at how the demand for access to I-5 can be met while ensuring the interchange continues to support existing and future development. Options include improving the existing interchange, and/or one or more additional freeway crossings.



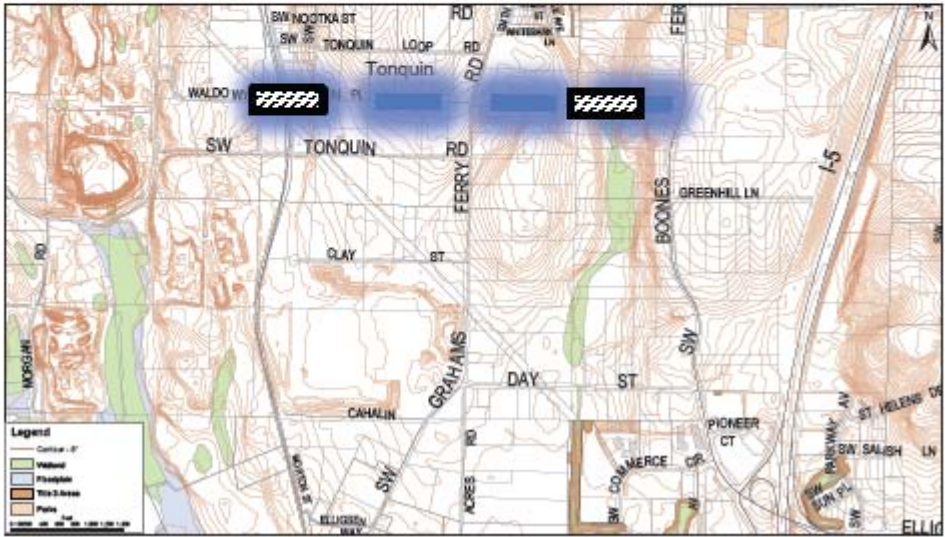
Concept 1:
Improve Existing



Concept 2:
Diagonal Alignment

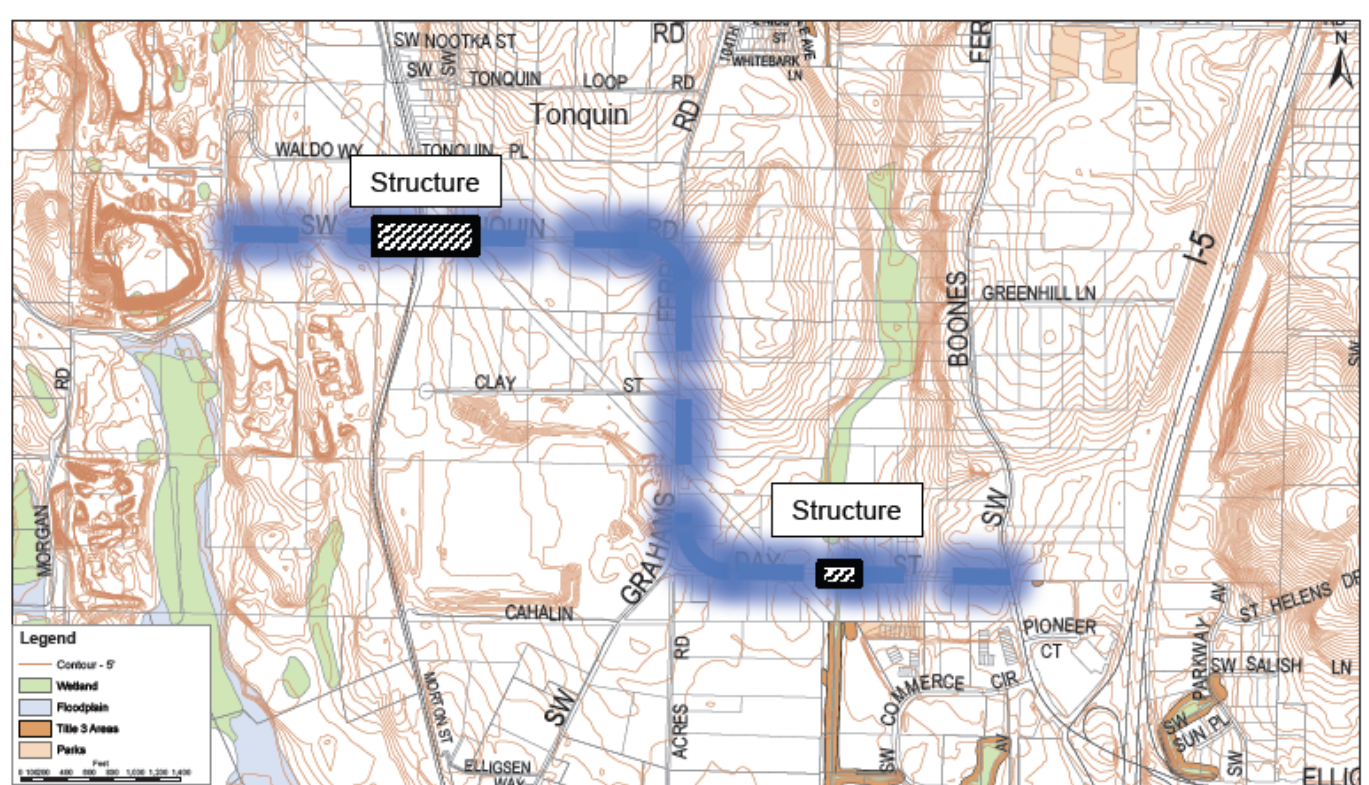


Concept 3:
East-West Alignment





Concept 1: Improve Existing



Improvements would include:

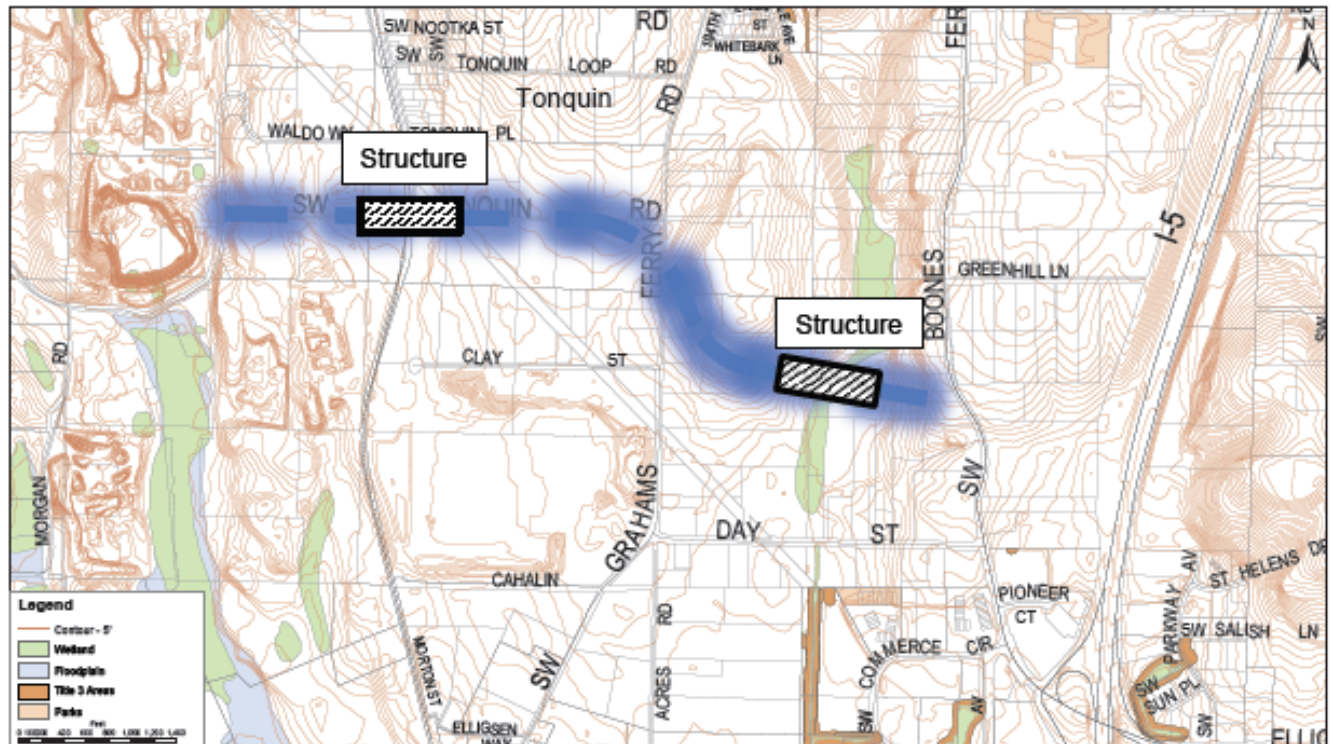
- Widening Tonquin, Grahams Ferry, and Day to 5 Lanes
- Two new structures

How it performs:

- Provides adequate mobility for next 20 years
- Does not provide adequate mobility for planned growth in the metropolitan region through 2035



Concept 2: Diagonal Alignment



Improvements would include:

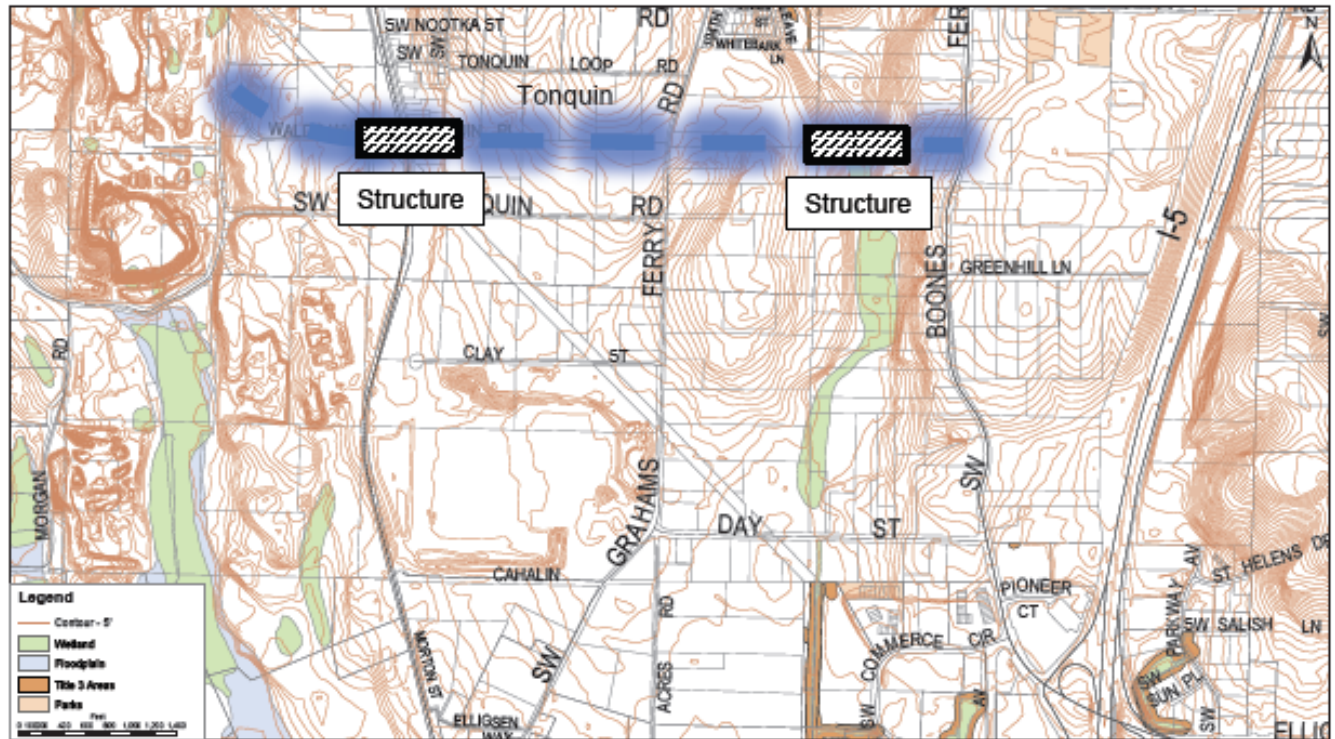
- New 5-lane Tonquin extension between Grahams Ferry Road and Boones Ferry Road
- Widens Grahams Ferry and Boones Ferry (south of new arterial), Tonquin, and Day to 5 lanes
- Two new structures

How it performs:

- Provides adequate mobility for next 20 years
- Single east-west arterial corridor west of Grahams Ferry does not provide adequate mobility for planned growth in the metropolitan region through 2035



Concept 3: East-West Alignment



Improvements would include:

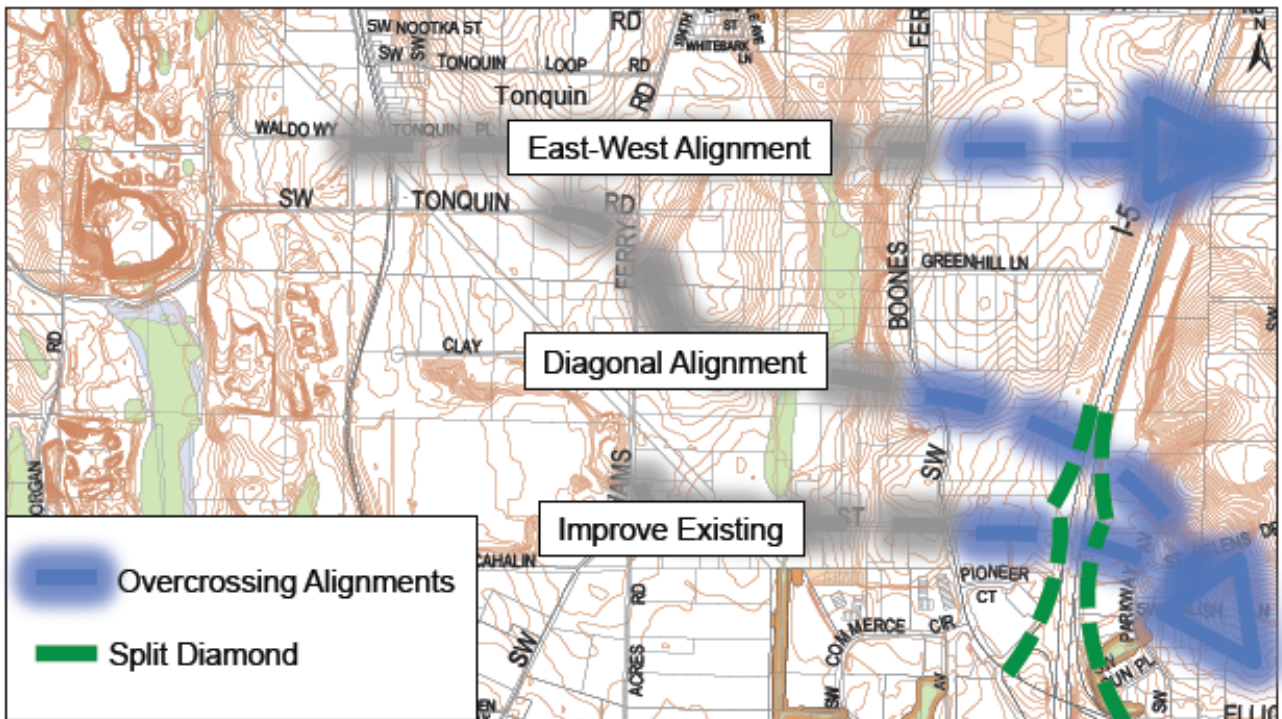
- New 5-lane facility between future 124th Avenue extension and Boones Ferry Road (alignment may be north or south of Tonquin Road)
- Improves Grahams Ferry and Boones Ferry (south of new arterial) and Day to 5 lanes
- Two new structures

How it performs:

- Provides adequate mobility for next 20 years
- Requires new I-5 overcrossings to provide adequate mobility for planned growth in the metropolitan region through 2035



I-5 Connection Concepts



- All concepts would require improvements along Boones Ferry Road at I-5 to meet interchange mobility standards in the future
- Diagonal concept: with new I-5 overcrossing and/or split diamond on diagonal alignment, still would not meet mobility needs for planned growth in the metropolitan region through 2035
- East-West concept: requires two new I-5 overcrossings (on east-west alignment and at Day Road) to meet mobility needs for planned growth in the metropolitan region through 2035. Split diamond interchange may be needed in longer term

Evaluation Factors

The evaluation, which is underway, will help the Policy Advisory Group discuss the trade-offs among the alignments and make recommendations for the future.

Ability to phase improvements over time

- Can facilities be built in phases that support local and regional needs as the area develops over time?

Supports development in the area

- Will local circulation needs and access to future development in the Basalt Creek area be accommodated?

Environmental impact

- How can impacts to wetlands and other environmental features in the area be minimized?

Traffic operations

- How is the overall road network affected? What improvements could be made to allow the roads to function as demand grows.

Cost

- How do the concepts compare?

Consistency with the Regional Transportation Plan

- Are proposed facilities consistent with the regional plan? Are we accommodating regionally identified needs in the study area?

Basalt Creek Transportation Refinement Plan Update

City Council Work Session
January 9, 2012



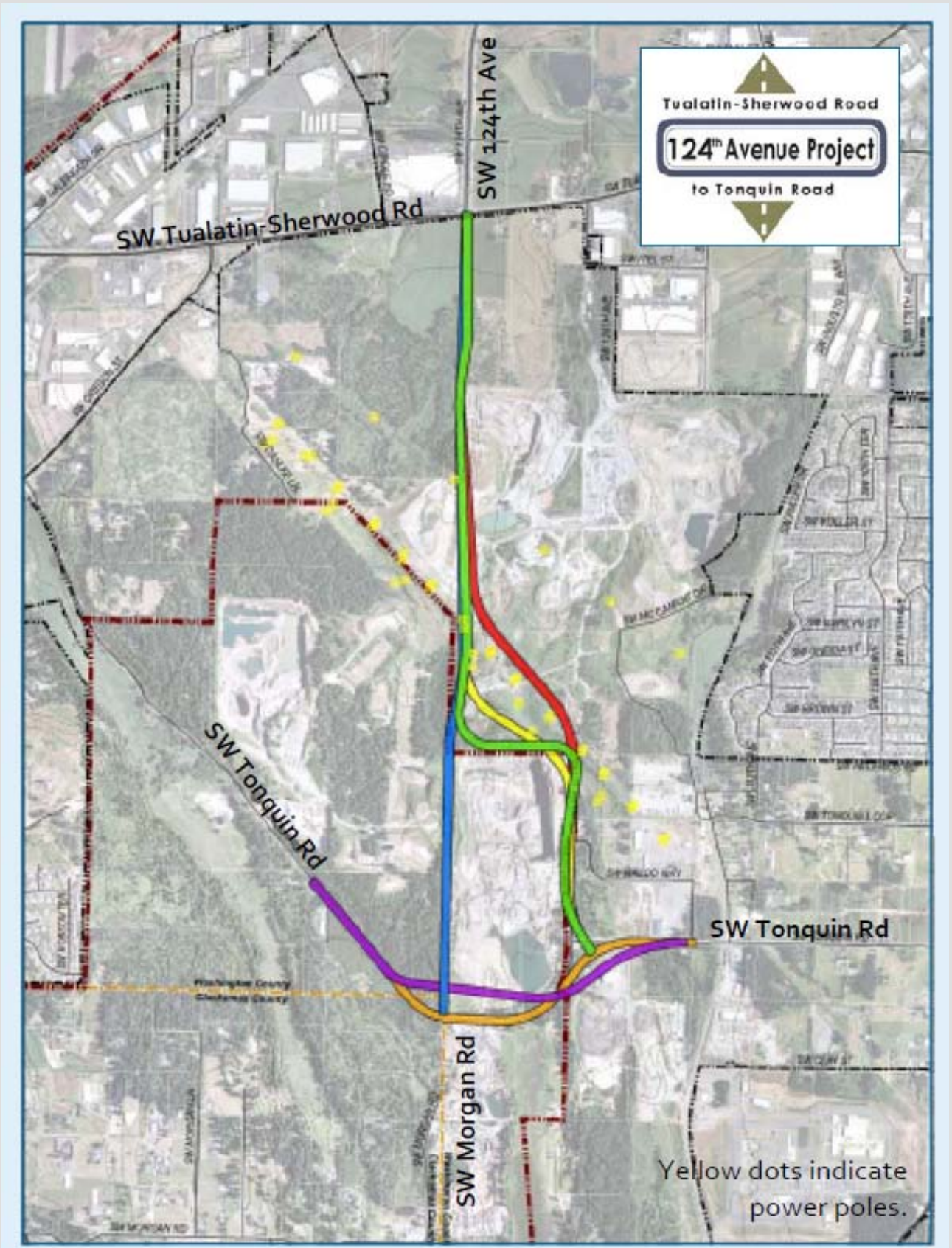


SW 124th Ave

Extension Timeline

- **December 2011:** Open House to gather feedback
- **2012:** Washington County will update TSP to include long-term straight alignment
- **Spring 2012:** Select interim alignment
- **Summer 2012:** Solidify Funding Source (MSTIP)

SW 124th Ave Extension Alignments





Boones Ferry Road Improvement Timeline

- **December 2011:** Open House to gather feedback
- **Winter – Spring 2012:** Washington County will hold property owner meetings to solidify alignment
- **Summer 2012:** ROW acquisition
- **Fall 2012:** Construction will begin

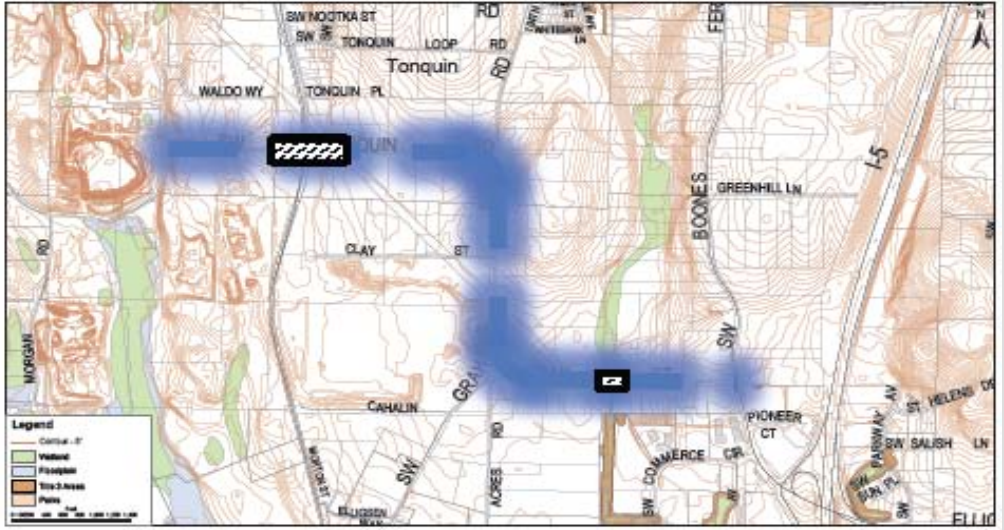


Basalt Creek Transportation Timeline

- **December 2011:** Open House to gather feedback
 - **January – February 2012:** Additional public comment opportunities
 - **Winter 2012:** Technical & Policy Groups will refine alignments
 - **Spring 2012:** Policy Group will select alignment
-

Basalt Creek Concepts

Concept 1:
Improve Existing



Concept 2:
Diagonal Alignment

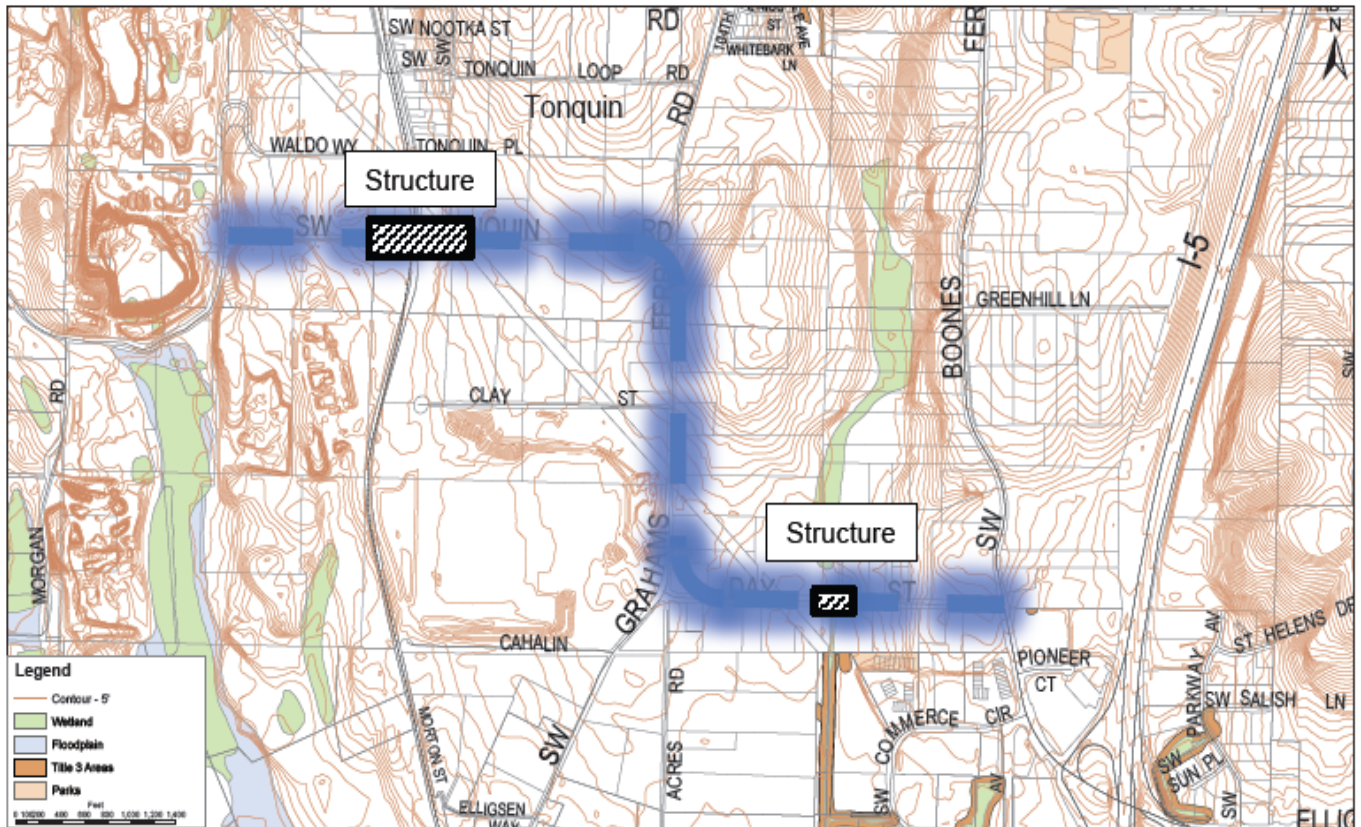


Concept 3:
East-West Alignment



Basalt Creek Concepts

Concept 1: Improve Existing



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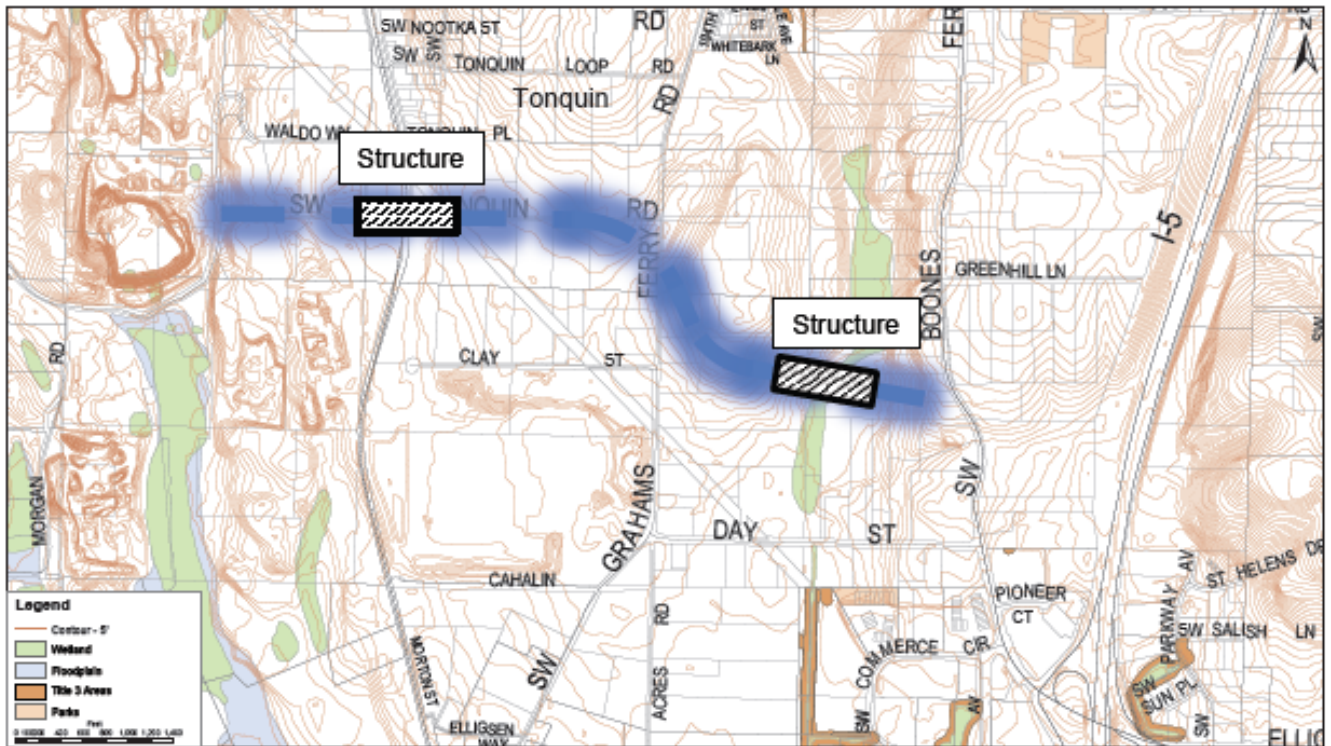
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Basalt Creek Concepts

Concept 2: Diagonal Alignment



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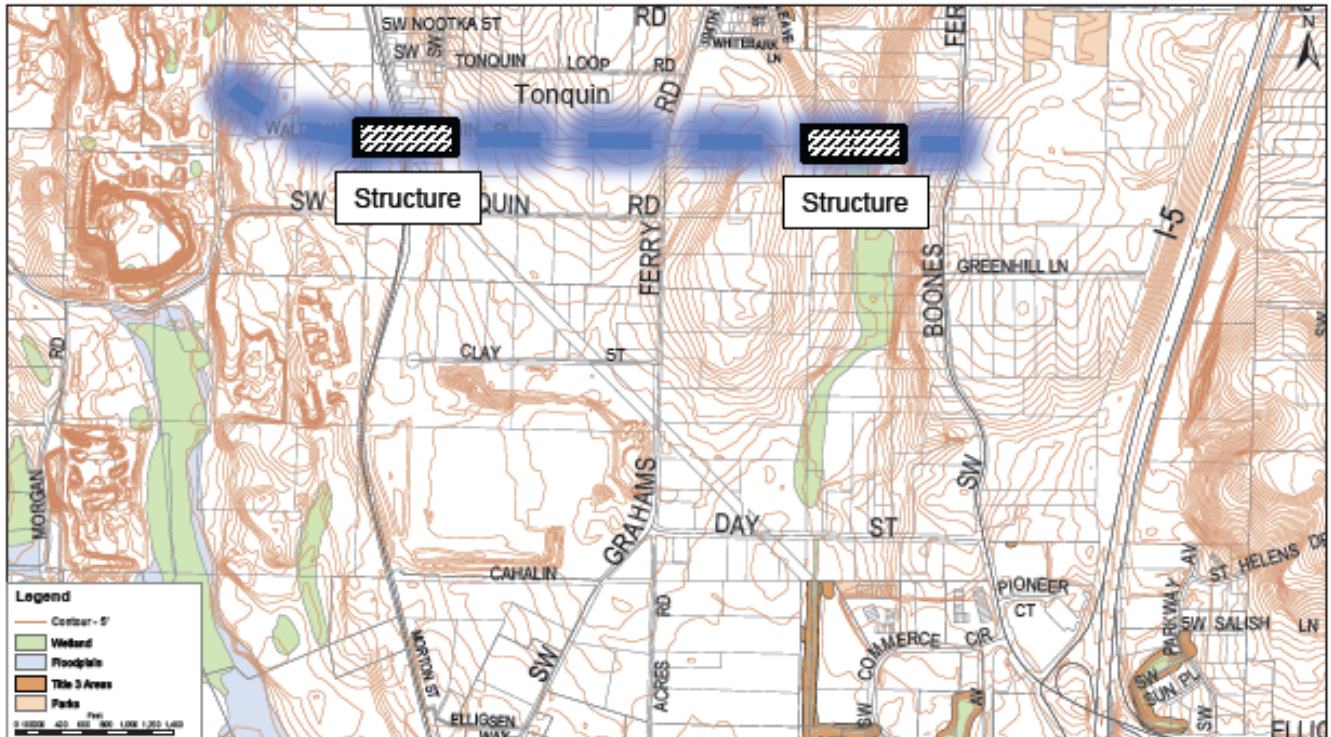
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Basalt Creek Concepts

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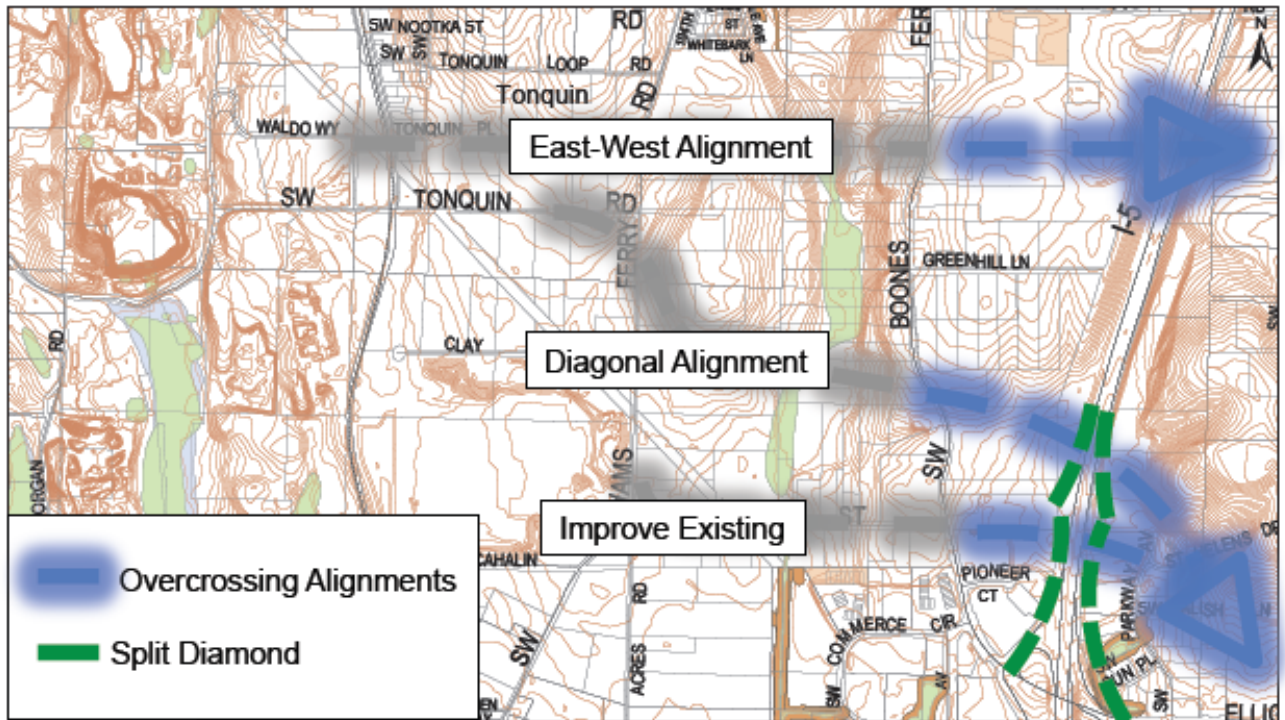
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Basalt Creek Concepts

I-5 Connection Concepts



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MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Aquilla Hurd-Ravich, Planning Manager
Alice Rouyer, Community Development Director

DATE: 01/09/2012

SUBJECT: Update on Metro's *Climate Smart Communities Scenarios Project*

ISSUE BEFORE THE COUNCIL:

The purpose of this Work Session topic is to discuss recent work Metro has conducted on the Climate Smart Communities Scenarios Project.

EXECUTIVE SUMMARY:

The Climate Smart Communities Scenarios Project responds to state mandates to reduce Green House Gases (GHG). In 2007 the Oregon Legislature established statewide GHG emission reduction goals.

- Stop increases in GHG emissions by 2010
- Reduce GHG emissions to 10 percent below 1990 levels by 2020
- Reduce GHG emissions to at least 75 percent below 1990 levels by 2050

Then in 2009, the Legislature passed House Bill 2001 which directed Metro to "develop two or more alternative land use and transportation scenarios" by January 2012 that are designed to reduce GHG emissions from light-duty vehicles (autos, SUVs, vans, pickup trucks, motorcycles etc.) The legislation has two mandates:

1. Adopt a preferred scenario after public review and consultation with local government
2. Local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario.

In 2011 the Land Conservation and Development Commission adopted target reductions for six metropolitan areas in Oregon: Portland Metro, Salem-Keizer, Corvallis, Eugene-Springfield, Bend and the Rogue Valley.

Phase I of Metro's work began around June 2011 and focused on testing existing plans and policies to understand how much reduction in GHG could be realized through the region's current efforts. Phase I also studied the combination of plausible land use and transportation strategies that could reduce GHG emissions from light duty vehicles.

Targets

Current plans and policies by 2035 achieve a Regional Target of:	1.8 Metric Tons of Carbon Dioxide equivalent (MT CO ₂ e)
State mandated target by 2035 is:	1.2 Metric Tons of Carbon Dioxide equivalent (MT CO ₂ e)

The conclusion of Phase I is a draft findings report that generally concluded regional plans and policies provide a strong foundation but they do not meet the target. The targets are achievable but more effort and action are required from the region and local governments through a combination of policy levers and strategies such as:

- Community Design
- Pricing
- Marketing and Incentives
- Roads
- Fleet
- Technology

Overall findings from Phase I:

- Current local and regional plans and policies are ambitious and provide a strong foundation toward meeting the region's GHG target.
- The reduction target is achievable but will take additional effort and new strategic actions.
- Most of the strategies under consideration are already being implemented in the region to achieve the 2040 Growth Concept vision and other important economic, social and environmental goals.
- A range of policy choices exists to reduce GHG emissions; the best approach is a mix of strategies.
- Community design and pricing play a key role in how much and how far people drive each day and contribute significant GHG emissions reductions.
- Fleet, technology and pricing strategies contribute similar GHG emissions reductions but not enough individually to meet the region's target.
- Road management and marketing strategies improve system and vehicle efficiency and reduce vehicle travel to provide similar, but modest GHG emissions reductions.

Phase II work, during 2012, will drill down from a regional scale and look at tailored approaches to combining policy levers and strategies for local communities. Phase II will also begin to address policy questions.

- Which actions are local and regional leaders currently taking and which of the possible new actions are most consistent with existing factors?
- Which strategies are most cost effective and efficient? Which strategies are easiest to implement, both technically and politically? How do we overcome obstacles to the most effective actions that are difficult or expensive to implement?
- What are the benefits and impacts of these strategies to individuals, businesses, the region's economy and other desired outcomes communities and the region are trying to achieve?
- What is the right mix of land use and transportation investment strategies?
- How do we ensure the region's strategy is inclusive and equitable, reflects the diversity of needs and interests in the region and does not perpetuate disparities or leave any community behind?
- How do we ensure the region's strategy creates good jobs, provides greater economic

opportunity for everyone and boots economic development and competitiveness?

DISCUSSION:

This item is presented to Council for discussion purposes. No action is required at this time but staff can relay any guidance or direction to our regional partners as this topic gets discussed.

Next Steps:

On January 11, 2012 MPAC will be asked to vote on the findings and conclusions from Phase I. On January 12, 2012 JPACT will be asked to take a similar action. The votes are intended to acknowledge Phase I work and receive the findings report and the votes will serve as a recommendation to the Metro Council to endorse the findings. Finally on January 26, 2012, Metro Council will be asked to endorse the findings. This action will allow Metro to release the findings to Department of Land Conservation and Development and the Oregon Department of Transportation and will conclude work in Phase I.

Attachments: A - Presentation

Update on Metro's *Climate Smart Communities Scenarios Project*

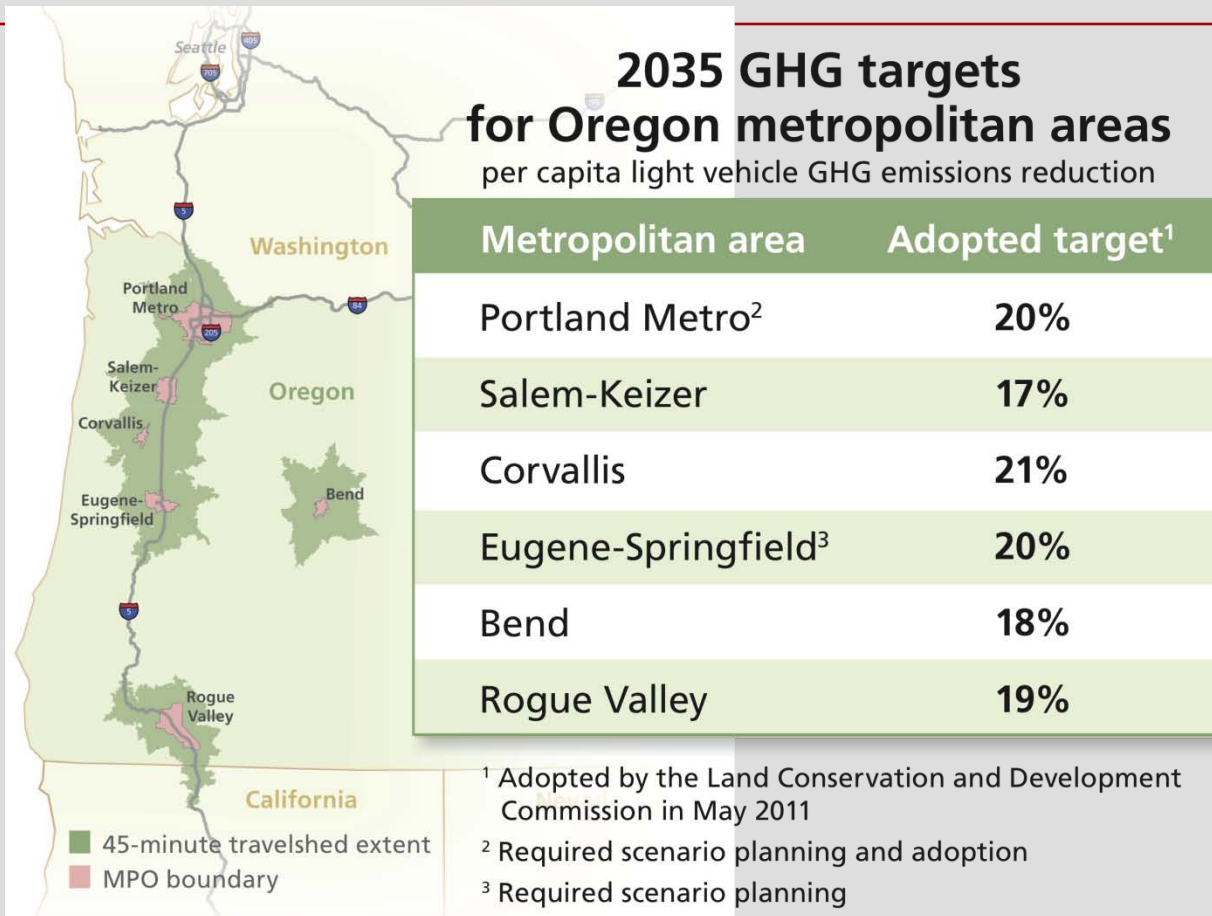
Work Session Discussion

January 9, 2012





State Mandated Targets





Phase I Purpose

- How far do current plans and policies get us?
- What is the relative GHG emissions reduction potential of different policies?



Understand choices, not to choose a preferred alternative



Phase I Conclusions

- Current plans and policies provide a strong foundation but are not enough to achieve state targets
- Targets are achievable but will take more effort and new actions



General findings

- Current local and regional plans and policies are ambitious and provide a strong foundation
- Targets are achievable but will take additional effort and new strategic actions
- Most strategies are already being implemented in the region
- The best approach is a mix of policies and strategies



Policy findings

- Community design and/or pricing need to be more ambitious to meet target
- Fleet, technology and pricing provide similar significant GHG reductions, but are not enough individually to meet target
- Road management, marketing and incentives provide similar, but modest GHG reductions



Phase II Work in 2012

- Apply Phase 1 findings to identify combinations
- Expand evaluation framework
- Build on local aspirations and planning efforts
- Bring in statewide transportation strategy



Next Steps for Metro

- January 2012

- Request JPACT, MPAC and Metro Council action on Phase 1 findings
- ODOT and DLCD submit progress report to Legislature

- Early 2012

- Begin Phase 2 and share findings with stakeholders
- Request Metro Council, JPACT and MPAC direction on Phase 2 work plan