 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, April 11, 2013
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

- 1. INTRODUCTIONS**
- 2. CITIZEN COMMUNICATION**
- 3. ECO-EFFICIENT PILOT PROJECT PRESENTATION** **Bateschell**
- 4. CONSIDERATION OF THE MINUTES FOR APRIL 4, 2013**
- 5. ORDINANCES – SECOND READ**
 - 5.1 **Ordinance No. 13-1299**, For the Purpose of Amending the FY 2012-13 Budget and Appropriations Schedule, Adding 5.50 FTE and Amending the FY 2012-13 through 2016-17 Capital Improvement Plan.

Public Hearing
- 6. RESOLUTIONS**
 - 6.1 **Resolution No. 13-4418**, For the Purpose of Approving the Contract Amendment for the MJ Gleason Boat Ramp Parking Lot and Restroom Improvement Project. **Neill**
- 7. CHIEF OPERATING OFFICER COMMUNICATION**
- 8. COUNCILOR COMMUNICATION**

ADJOURN

Television schedule for April 11, 2013 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, April 11</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, April 14, 7:30 p.m. <i>Date:</i> Monday, April 15, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, April 15, 2 p.m.</p>	<p>Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, April 13, 11 p.m. <i>Date:</i> Sunday, April 14, 11 p.m. <i>Date:</i> Tuesday, April 16, 6 a.m. <i>Date:</i> Wednesday, April 17, 4 p.m.</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

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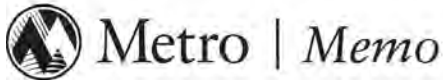
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Agenda Item No. 3.0

Eco-Efficient Pilot Project Presentation

Metro Council Meeting
Thursday, April 11, 2013
Metro, Council Chamber



Date: Thursday, April 11, 2013
To: Metro Council
From: Miranda Bateschell, Senior Regional Planner
Subject: Eco-Efficient Employment in Hillsboro and Gresham:
Implementing Metro's Community Investment Toolkit

The Community Investment Toolkit is part of Metro's effort to provide local jurisdictions with innovative solutions and best practices to achieve local community aspirations and the region's vision. Metro highlighted sustainable business strategies in Volume 3: Eco-Efficient Employment. In response to the shifting business landscape of the 21st century, many businesses are adopting eco-efficient strategies to gain a competitive advantage and attract an innovative, educated workforce. Both local and international trends indicate that eco-efficient businesses can realize improved financial and environmental performance by choosing operations that produce more with less – less water, less energy, less capital, less land, less waste. Using eco-efficient strategies, Metro is working to help communities increase sustained economic competitiveness and prosperity.

Project Overview

In 2012, Metro launched pilot projects in the cities of Hillsboro and Gresham to implement eco-efficient strategies in specific employment areas. The pilot projects deliver long-term value by facilitating collaboration among business owners, property owners, nonprofit organizations, and various public agencies and departments. As regional convener, Metro provided technical support in developing action plans for implementing eco-efficient strategies and helped build capacity and partnerships in the local communities. The resulting action plans illustrate how public-private partnerships in the region can use eco-efficient strategies to build vibrant, sustainable employment areas. The attached case studies summarize the pilot projects for use by other communities who may wish to consider similar strategies. The full reports and implementation plans are available at: www.oregonmetro.gov/communityinvestment

Next Steps

As a result of the pilot project, Old Town Hillsboro and the Gresham Vista Business Park each have an Eco-Efficient Action Plan, which provides goals and criteria for sustainable business growth, and establishes stakeholder-driven priority strategies, committed leads for actions, and next steps. It is a roadmap to achieve on-the-ground implementation of triple-bottom-line projects. Lead agencies, the City of Hillsboro and the Port of Portland, have committed to leading implementation of the plans over the next year.

The project leads from each community will present their experiences at MPAC on April 24th. They will share insights into the eco-efficient planning process, building partnerships, and developing the action plans as well as lessons learned and progress in implementing the prioritized action items.

Please share this information, and copies of the case study handouts, when attending meetings and event with our local partners.

cc: Mayor Jerry Willey, City of Hillsboro
Mayor Shane Bemis, City of Gresham
Robin McArthur, Planning and Development Director
John Williams, Planning Manager
Karla Antonini, City of Hillsboro, Economic Development Project Manager
Ken Anderton, Port of Portland, Senior Business Development Manager
Janet Young, City of Gresham, Economic Development Director



CASE STUDY

Gresham Vista Business Park Eco-Efficient Action Plan

In response to the shifting business landscape of the 21st century, many businesses are adopting eco-efficient strategies to gain a competitive advantage and attract an innovative, educated workforce. As the region implements the 2040 plan for growth, Metro is working to help communities increase sustained economic competitiveness and prosperity. Both local and international trends indicate that eco-efficient businesses can realize improved financial and environmental performance by choosing operations that produce more with less – less water, less energy, less capital, less land, less waste. These efficiencies are achieved through high-performance infrastructure, 21st century site design, and revitalization through redevelopment and the effective use of existing urban areas.

Metro highlighted these sustainable business strategies in the **Community Investment Toolkit: Eco-Efficient Employment** and in 2012, launched a pilot program to encourage implementation in local communities. The Eco-Efficient Pilot Program delivers long-term value by facilitating collaboration among business owners, property owners, nonprofit organizations, and various public agencies and departments. As a regional convener, Metro provides technical support in developing action plans for implementing eco-efficient strategies and helps build capacity and partnerships in local communities.

Gresham Vista Business Park

At 221 acres, Gresham Vista Business Park is one of a few undeveloped large-lot industrial sites in the Portland metropolitan region. It presents a significant opportunity to redefine the Port of Portland's pre-development activities to promote triple-bottom-line benefits on industrial sites and to attract innovative industries. With its size, location, and the benefits of onsite utilities, including the PGE substation and wetland areas, Gresham Vista has the potential to leverage these assets and realize operational and resource efficiencies for current and future users. The action plan developed for the business park illustrates how public-private partnerships in the region can use eco-efficient strategies to build vibrant, sustainable communities. This case study summarizes their experiences for use by other communities who may wish to consider similar strategies.

Nuts and bolts

The eco-efficient action plan process for Gresham Vista Business Park drew everyone to the table. The on-the-ground actions proposed for sustainable development and 21st century design will help attract innovative industries and serve as a model for other large-scale industrial sites in the Portland metropolitan region.

– Shirley Craddick
Metro Councilor

- ▶ **The Eco-Efficient Pilot Program** utilizes a community driven, engagement-based framework. The pilot program enabled a consulting team to facilitate decision-making and provide technical assistance to pilot communities interested in eco-efficient strategies. The pilot plan framework acknowledges that collaboration and partnerships between public, private, institutional, and nonprofit sectors are often necessary to realize eco-efficient strategies. As a result, the framework is strongly structured around engagement and outreach to encourage interaction between various stakeholders, facilitate development of common goals and vision, and forge interactions that may develop into partnerships.

The pilot program framework includes workshops with pilot community working groups, a preliminary feasibility assessment, and stakeholder interviews to identify strategies from Metro's Eco-Efficient Toolkit that are most viable to implement in the specific study areas. Working groups also identify proponents, partners, and stakeholders that can take the lead, and recommend a series of next steps to achieve implementation. The consulting team developed preliminary assessments to address technical feasibility of potential strategies when specifically applied to the pilot community sites. The pilot communities then developed and made a commitment to an action plan.



- ▶ **Gresham Vista Working Group** The eco-efficient action plan was developed through a series of workshops with the Gresham Vista working group comprising the Port of Portland, the City of Gresham, and local businesses.

Ken Anderton, Senior Business Development Manager, Port of Portland
Joe Mollusky, Real Estate Program Manager, Port of Portland
Tom Bouillion, Planning Manager, Port of Portland
Ryan Parker, Development Project Manager, Port of Portland
Dorothy Sperry, Environmental Affairs Manager, Port of Portland
Jamey Berg, Environmental Specialist, Port of Portland
Richard Vincent, Environmental Program Manager, Port of Portland
Lise Glancy, Government Affairs Manager, Port of Portland
Janet Young, Economic Development Director, City of Gresham
Ron Papsdorf, Government Relations Manager, City of Gresham
Jim Swier, ON Semiconductor
Theresa Haskins, Business Markets Manager, PGE
Ross Waggoner, General Manager, Frontier Communications
Miranda Bateschell, Metro

Implementing eco-efficient business strategies in the Gresham Vista Business Park can help to support long-term value:

Partnerships The Eco-Efficient Pilot Program facilitated collaboration among business owners, public agencies, and departments within the Port of Portland. The Port is uniquely positioned to lead collaborative strategies and model approaches for realizing sustainable, high performance infrastructure and 21st century design to attract the next generation of business to employment areas across the region. This type of revitalization and innovation leverages the Port’s capacity, and may not be possible for an individual developer or land owner. Gresham Vista showcases public-private partnerships through collaboration with the City of Gresham and other businesses and stakeholders.

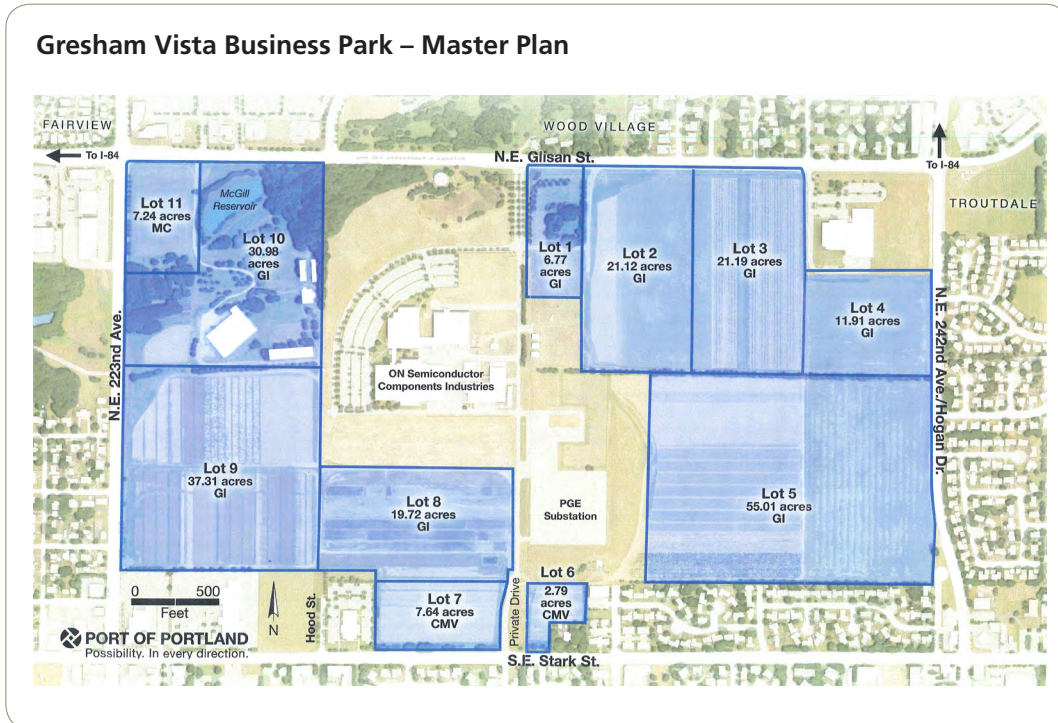
Development and operational advantages Eco-efficient strategies have the potential to streamline regulations and permitting, and reduce and improve the predictability of operational costs for Gresham Vista businesses and property owners. The timing of the Port’s pre-development activities is key to optimizing infrastructure and development standards. Green buildings and infrastructure can help to reduce costs for energy, water, stormwater, and waste, increasing the competitive advantage of the site and attracting new industry.

Identity and green brand The pilot program working group articulated the need to develop a unique identity and brand for Gresham Vista to attract users. By developing a collective vision and committing to specific actions, the Port can position Gresham Vista as a unique opportunity that is consistent with 21st century needs and attractive to businesses and workforce.

Pilot community
An employment area selected by Metro to develop an eco-efficient action plan.

Lead agency The agency in an pilot community that leads the project, establishes the working group, and commits to managing implementation and measuring progress to be shared with Metro and other communities in the region.

Working group
Members are actively involved in the pilot community, represent interests of constituencies or members, and commit to assisting the lead agency with implementation.



Putting it together

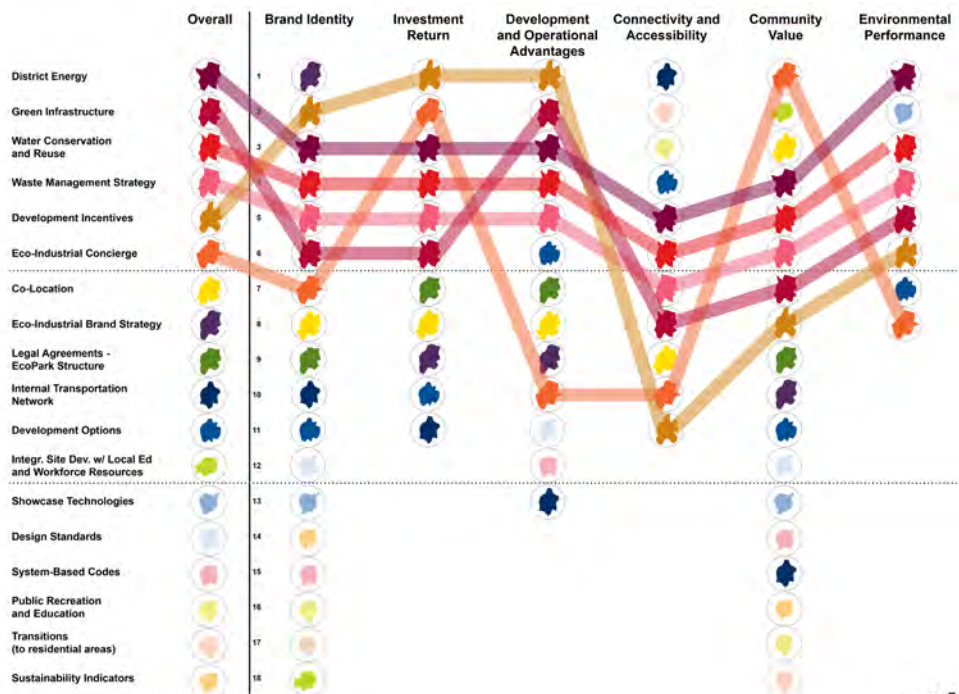
Partners in Project Green

Partners in Project Green is an initiative to transform one of Canada's largest employment areas into an eco-business zone by using economic development and climate change initiatives to green existing businesses and attract new industry. The 30,000-acre industrial area around the Toronto International Airport provided employment for more than 355,000 people, requiring large amounts of energy and emitting approximately 1.7 million tons of greenhouse gas emissions per year. In 2008, the Toronto and Region Conservation Authority and the Greater Toronto Airports Authority began providing technical assistance to existing businesses to realize the financial benefits of addressing environmental issues through targeted sustainability programs, including feasibility assessments, building retrofits, purchasing and development practices.



- ▶ **The Gresham Vista Eco-Efficient Action Plan** provides goals and criteria for sustainable business growth, and establishes stakeholder-driven priority strategies, committed leads for actions, and next steps. It is a roadmap to achieve on-the-ground implementation of triple-bottom-line projects resulting in economic, social, and ecological benefits.
- ▶ **Vision and goals** Through workshops and drawing from policy and previously developed materials, the working group developed the following goals for Gresham Vista Business Park:
 - Establish a strong brand and identity that is attractive to users, employees, and differentiates the site
 - Ensure a return on investment including financial feasibility, revenue, and meeting target industry clusters
 - Offer development and operational advantages for users that maintain flexibility and leverage the large lots
 - Provide connectivity and accessibility of utilities and transportation network to users
 - Create a regional model for a sustainable development that is a good neighbor to surrounding communities and improves employment opportunities
 - Set a high standard environmental performance for air quality, energy management, natural resource, and waste minimization goals
- ▶ **Feasibility and assessment** The Gresham Vista working group developed a framework for a triple-bottom-line assessment for potential pre-development activities to improve the positioning of properties. This framework was developed from a basis of existing Port of Portland goals and policy, and through facilitation by the consulting team during the workshops. The framework was then used to evaluate potential strategies. Based on this evaluation, testing market viability of the priority strategies with stakeholder interviews, and feedback from the working group, priority strategies were identified as most viable and advantageous for the Port to pursue at Gresham Vista. They also have the greatest opportunity for meeting the goals and criteria in the framework as shown in the figure below.

Strategy summary and evaluation



Immediate actions and next steps Achieving the goals and vision for a sustainable, thriving business park at Gresham Vista relies on the partnership and collaboration of a range of public, private, and nonprofit stakeholders, including the City of Gresham, existing site users PGE and ON Semiconductor, and Metro’s waste management and transportation programs. The Gresham Vista Eco-Efficient Action Plan is organized around the priority strategies and is intended to act as a roadmap to identify next steps and timing, responsible leads and team members, and required resources.

There are several actions that can be led by the Port in cooperation with public, private, and nonprofit partners to immediately catalyze implementation of the priority strategies for Gresham Vista. The action plan identifies several steps that should be completed by the end of 2013 to advance the priority strategies. The Port of Portland has committed to leading the Gresham Vista Action Plan, and will report to the working group periodically over the next six months. The priority strategies are related to the capital improvement strategy and described below with immediate action items. Secondary strategies will include eco-concierge, water conservation and reuse, waste management, and a district energy strategy.

1. Integrated site master plan

- Finalize an integrated vision statement for the site
- Refine and re-run the triple-bottom-line model to evaluate and inform site investments, including a review of criteria, potential addition of indicators or targets, and review of the priority and scoring methodology in relationship to goals
- Review the site master plan with an integrated, systems approach, and finalize in coordination with potential end user type scenarios
- Coordinate master plan with potential end user types, locations, and attributes

2. Green infrastructure

- Obtain Port of Portland decision on direction for stormwater infrastructure approach based on triple-bottom-line evaluation
- Establish an implementation framework to guide development that establishes roles of Port, the City of Gresham, and property owners
- Meet with the City of Gresham to discuss potential pre-permitting and new wellfield protection standards
- Establish an investment plan to identify costs, benefits, and incentives

3. Development standards and incentives

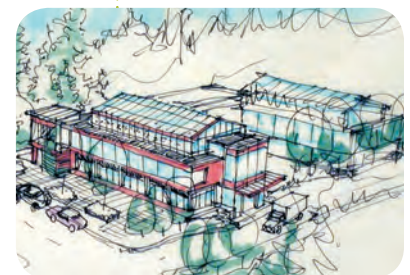
- Coordinate with the City of Gresham on pre-permitting and expediting
- Craft a few development and end user scenarios to sharpen the brand and marketing of the site, identify the likely benefits and attributes desired and best locations for specific user types, and refine the master plan to respond to desired user group needs
- Complete a feasibility study for integrated infrastructure systems to identify and avoid fatal flaws
- Identify specific development and operational cost savings, incentives available, and how to access

Priority strategies

- **Integrated site master plan**
 - district energy strategy
 - water conservation and reuse
 - waste management
 - multi-modal site access
- **Development standards and incentives**
- **Eco-concierge**
- **Green infrastructure**

The Maplewood Project

More than 40 local governments, businesses and community organizations partnered with the District of North Vancouver, B.C. in an intensive three-day integrative planning charrette to map resources and assess opportunities in a predominately industrial, 500-acre area of land just north of Vancouver. The process explored resource flows of energy, material and water in the area, and evaluated infrastructure systems for inefficiencies and improvements. The partners of the Maplewood Project produced an integrated site master plan that helped identify opportunities to create a potential tax revenue stream increase in the range of \$21 to \$26 million.



Keep in mind

TaigaNova Eco-industrial Park

The City of Wood Buffalo in Alberta, Canada, partnered with the Wood Buffalo Housing and Development Corporation to incorporate high-performance infrastructure and 21st century design strategies into the bylaws and development guidelines of the TaigaNova Eco-industrial Park. The city requires construction and environmental management plans to measure and mitigate development and life cycle impacts of a project. Guidelines also require developers to assess site resource flows of energy, fuels, lubricants, water, materials, products and waste, along with resource needs such as training, logistics and transportation to help identify opportunities for synergies and efficiencies. To respond to individual property needs, the city's design standards are flexible, only requiring developers meet 22 of the 43 standards.



- ▶ **Collaboration** Eco-efficient employment strategies focus on business and infrastructure efficiencies, making both public and private organizations responsible for certain actions. Using the workshop framework ensured diverse stakeholder interests were included in the planning phase, and helped build a sense of ownership needed for implementation. The workshop process occurred over a four month period, which helped the project maintain momentum. That said, it is important for communities to be attuned to their particular set of stakeholders and time available for eco-efficient planning to determine whether a slower pace is needed to increase comfort with decision-making and/or reduce demand on participants schedules. Establishing a few members of the working group as a core team is helpful in setting up the project, identifying the right stakeholders, and checking-in with participants throughout the project.
- ▶ **Readiness assessment** This is a key element in the process as it further refines the project and determines whether it has the foundation necessary to bring a working group together to develop an action plan for the specific employment area. While brief, the assessment covers key information to determine the likelihood the action plan will take hold once the pilot project process is over. Key elements include assessing the activity of the market, recent planning efforts, and the interest and energy level among local businesses and property owners. Holding an assessment meeting is integral to lining up different objectives, clarifying desired deliverables and outcomes, and shaping the project proposal.
- ▶ **Applicability** While the application of the Eco-Efficient Toolkit, strategies, and pilot program may vary significantly depending on local political, regulatory, and physical conditions, there is great value in sharing lessons and resources regionally. For most local communities, the knowledge that eco-efficient strategies have been successfully implemented elsewhere is invaluable to support the possibility of implementation in their own community. In many cases, technical assistance and facilitation support may be the needed impetus to catalyze action and implementation. The pilot communities agreed that the pilot program framework can be of value for multiple sites and projects. Participants feel as though they could easily use the same process for different types of projects and in different communities around their jurisdiction.
- ▶ **Suitability** The process seems best suited for local governments or employment- and development-related nonprofits (e.g. chambers of commerce or community development corporations) to act as lead agency while engaging a broad range of public, private, institutional and utility representatives. Identifying the right working group members at the beginning is important in making the process work and establishing action items with dedicated responsible parties. Think through the desired outcomes to ensure the right mix of stakeholders is represented. The working group process can be valuable for understanding the needs of multiple stakeholders and getting everyone moving together in the same direction. There is tension between keeping the working group small enough to get through the process efficiently and effectively, while including an array of stakeholders. Interim stakeholder interviews and surveys can help bring in additional voices while keeping the working group a manageable size.
- ▶ **Technical expertise** Some level of consultant support and independent facilitation may be necessary to ensure a productive outcome. Participants viewed the dedicated facilitator as the central piece to getting so much work done in so little time with a diverse group of people. Providing preliminary feasibility assessment whether through stakeholder interviews, working group surveys, or triple-bottom-line analysis is also critical in moving the working group to make decisions and develop the action plan. Engaging regional and local representatives from places that have implemented these strategies may be a valuable asset to explor-

ing alternatives and identifying specific action items. An introductory meeting to review all of the relevant Metro resources available to the community could also help the community expand the list of potential strategies.

Functionality Throughout the series of workshops, working groups used Metro’s Community Investment Toolkit as a reference guide that provided additional practical ideas for consideration. With a specific project and/or development site identified, participants found the toolkit more accessible and usable. The toolkit case studies were critical in understanding strategies and providing some level of assurance that strategies they have not yet personally tested have proven feasible in other communities.



The City of Portland has a district cooling system that offers on-demand chilled water through an underground distributed piping network to meet the air conditioning and cooling needs for all the buildings of the Brewery Blocks in the Pearl District. Brewery Blocks circa mid 1990s (left). Brewery Blocks circa mid 2000s (right).

Doing nothing is not an option. The longer we do nothing, the more it will cost our region and the nation, both environmentally and economically. Protecting the environment is essential for our economy and our future.

Peggy Fowler, CEO
Portland General Electric
The BEST Business Center,
accessed August 11, 2010
bestbusinesscenter.org/about-us/

Tips for implementation

- Consider employment areas that are ready for investment and have plans and policies already aligned around economic development and sustainability.
- Use the Readiness Assessment form to select, refine, and prioritize projects.
- Identify key community and business leaders committed to the success of the selected project area to serve on the core project team.
- Spend enough time refining the project with the core team and identifying the right stakeholders to participate on the project’s working group.
- Survey the toolkit to identify eco-efficient strategies and see how other communities have successfully implemented the tools under consideration in the project area.
- Assess strategies through interviews, surveys, and triple-bottom-line assessments even if based on order of magnitude estimates.
- Identify next steps, timing, responsible leads, team members, and required resources for each action item.
- Consider hiring a consultant, engaging Metro, or seeking input from other communities with eco-efficient planning and implementation experience.
- Appoint an independent facilitator to keep the working group on task and encourage decision-making.

Metro

Making a great place

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Suzanne Flynn

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stories and things to do.

[www.oregonmetro.gov/
connect](http://www.oregonmetro.gov/connect)

Resources

- **For more information and a copy of the Gresham Vista Eco-Efficient Action Plan, contact:**

Metro

600 NE Grand Ave.
Portland, OR 97232
503-797-1839
www.oregonmetro.gov/communityinvestment

- **For more information on implementation of the action plan, contact:**

Port of Portland

7200 NE Airport Way
PO Box 3529
Portland, OR 97208
503-415-6000
www.portofportland.com

- **For more information on the EcoDistricts Assessment Methods, visit:**

www.pdxinstitute.org

- **For more information on examples of eco-efficient employment projects from other communities, contact:**

Partners in Project Green

Toronto and Region Conservation Authority
5 Shoreham Drive
Toronto, Ontario
M3N 1S4
416-661-6600
www.partnersinprojectgreen.com

The Maplewood Project

District of North Vancouver
Sustainable Community Development Department
604-990-2387
www.district.north-van.bc.ca

TaigaNova Eco-Industrial Park

Wood Buffalo Housing and Development Corporation
9011-9915 Franklin Ave.
Fort McMurray, AB T9H 2K4
780-799-4050
www.wbhadc.ca
TaigaNova Development Management Team
780-799-4074
www.taiganova.com



CASE STUDY

Old Town Hillsboro Eco-Efficient Action Plan

In response to the shifting business landscape of the 21st century, many businesses are adopting eco-efficient strategies to gain a competitive advantage and attract an innovative, educated workforce. As the region implements the 2040 plan for growth, Metro is working to help communities increase sustained economic competitiveness and prosperity. Both local and international trends indicate that eco-efficient businesses can realize improved financial and environmental performance by choosing operations that produce more with less – less water, less energy, less capital, less land, less waste. These efficiencies are achieved through high-performance infrastructure, 21st century site design, and revitalization through redevelopment and the effective use of existing urban areas.

Metro highlighted these sustainable business strategies in the **Community Investment Toolkit: Eco-Efficient Employment** and in 2012, launched a pilot program to encourage implementation in local communities. The Eco-Efficient Pilot Program delivers long-term value by facilitating collaboration among business owners, property owners, nonprofit organizations, and various public agencies and departments. As a regional convener, Metro provides technical support in developing action plans for implementing eco-efficient strategies and helps build capacity and partnerships in local communities.

Old Town Hillsboro

The Old Town area of Hillsboro is designated as a regional employment center and characterized by a mix of industrial uses, as well as residential pockets. There is no other place in Hillsboro where such diverse activities co-exist in close proximity to each other, and adjacent to both downtown Hillsboro and Jackson Bottom Wetlands Preserve. Old Town is located within the Downtown Hillsboro Urban Renewal Area and the South Industrial and Downtown Enterprise Zones. The Downtown Framework Plan, Hillsboro 2020 Vision and Action Plan, and Downtown Urban Renewal Plan all establish a policy context for a revitalized Old Town that supports existing and new business through sustainable development. The action plan illustrates how public-private partnerships in the region can use eco-efficient strategies to build vibrant, sustainable communities. This case study summarizes the city’s experiences for use by other communities who may wish to consider similar strategies.

Nuts and bolts

The eco-efficient pilot program launched in Old Town Hillsboro provided the opportunity for our small business and property owners to engage and build networks, collaborate with public sector agencies, and create a shared vision for the area that can attract funding and investment that may not otherwise be available to an individual business or public agency.

– Kathryn Harrington
Metro Councilor

► **The Eco-Efficient Pilot Program** utilizes a community driven, engagement-based framework. The pilot program enabled a consulting team to facilitate decision-making and provide technical assistance to pilot communities interested in eco-efficient strategies. The pilot plan framework acknowledges that collaboration and partnerships between public, private, institutional, and nonprofit sectors are often necessary to realize eco-efficient strategies. As a result, the framework is strongly structured around engagement and outreach to encourage interaction between various stakeholders, facilitate development of common goals and vision, and forge interactions that may develop into partnerships.

The pilot program framework includes workshops with community working groups, a preliminary feasibility assessment, and stakeholder interviews to identify strategies from Metro's Eco-Efficient Toolkit that are most viable to implement in the specific study areas. Working groups also identify proponents, partners, and stakeholders that can take the lead, and recommend a series of next steps to achieve implementation. The consulting team developed preliminary assessments to address technical feasibility of potential strategies when specifically applied to the pilot community sites. The pilot communities then developed and made a commitment to an action plan.



► **Old Town Hillsboro Business Working Group** The eco-efficient action plan was developed through a series of workshops with the Old Town Hillsboro Business Working Group comprising the Hillsboro Chamber of Commerce, the City of Hillsboro, and local businesses and property owners.

Government and other employment service organizations

Peter Brandom, Hillsboro Sustainability
Karla Antonini, Project Manager, Hillsboro Economic Development
Doug Miller, Hillsboro Planning
Carrie Pak, Clean Water Services
John Southgate, Hillsboro Area Chamber of Commerce
Miranda Bateschell, Metro

Area business and property owners

Jaime Miranda, M&M Swap Meet
Jim Feemster, On the Deck
Adam Wittenberg, Hillsboro SunWest
Gene Zurbrugg, Zurbrugg Development Co.
Peter Van Houten, EG Metals
Jim Collias, Zylight

Implementing eco-efficient business strategies in Old Town can help to support long-term value:

Partnerships Through the pilot program, exploratory discussions with business owners revealed a desire to consider business-to-business networks, as well as business collaboration with public sector agencies. Because Old Town includes a wide range of many smaller businesses in comparison to large lot industrial users in the north part of the city, it has the unique challenge and opportunity for a broader diversity of industry types and potential for shared infrastructure and resources. Through collaboration and networks, Old Town has the potential to articulate a shared vision, collectively address anticipated challenges, and attract or qualify for sources of funding and investment that may not be available on an individual business level or even to a public agency.

Development and operational advantages Eco-efficient strategies have the potential to streamline regulations and permitting, and reduce and improve the predictability of operational costs for Old Town businesses and property owners. These advantages are particularly important because of expected redevelopment and business expansion over the next five to fifteen years. Green buildings and infrastructure can help to reduce costs for energy, water, stormwater, and waste, increasing the competitive advantage of the area. It can also attract businesses and employees that share an environmental ethic. In particular, they can help to address stormwater and traffic challenges in Old Town. Committing to specific strategies improves predictability for potential investors and developers.

Community identity and brand Old Town Hillsboro has not always enjoyed a strong identity, yet it holds great potential to become known as a center of innovation and an incubator for and supplier of local business. Old Town businesses can help others meet their local business utilization and environmental goals. By developing a collective vision for the future of Old Town and committing to specific actions, businesses and the city can position Old Town as a unique opportunity for economic development and investment that is consistent with 21st century needs and attractive to businesses and the workforce.

Pilot community

An employment area selected by Metro to develop an eco-efficient action plan.

Lead agency

The agency in a pilot community that leads the project, establishes the working group, and commits to managing implementation and measuring progress to be shared with Metro and other communities in the region.

Working group

Members are actively involved in the pilot community, represent interests of constituencies or members, and commit to assisting the lead agency with implementation.



Putting it together

Innovista Eco-Industrial Park

The small town of Hinton in Alberta, Canada, created a sustainable industrial park by using an eco-industrial development checklist of 80 different guidelines including predevelopment planning, energy and water systems, parcel layout and orientation, landscaping and open space design, construction, and access and movement. City staff works one-on-one with developers in the Innovista Eco-Industrial Park to implement relevant sustainable development practices from the flexible menu guidelines (ideally 50 out of 80) and gives recognition for their efforts in adopting 21st century design standards.



- ▶ **The Old Town Hillsboro Eco-Efficient Action Plan** provides goals and criteria for sustainable business growth, and establishes stakeholder-driven priority strategies, committed leads for actions, and next steps. It is a roadmap to achieve on-the-ground implementation of triple-bottom-line projects resulting in economic, social, and ecological benefits.
- ▶ **Vision and goals** Through workshops, the working group developed the following goals for Old Town Hillsboro:
 - Provide a range of traded sector services and goods through local businesses
 - Support business incubation
 - Employ a business network that collaborates to achieve greater operational efficiencies and development advantages
 - Leverage the unique characteristics and sense of place including adjacency to downtown, transportation access with highways and rail, relatively low rents and range of available space, and a diverse mix of business and industry
- ▶ **Feasibility and assessment** The workshop process for the eco-efficient pilot program was a critical first step in convening a range of public, private, and nonprofit economic development stakeholders to discuss the future of Old Town and how to promote sustainability, vitality, and competitive advantage for the area. Through the workshops, the Old Town business working group developed a framework vision and list of challenges to overcome. The framework and stakeholder interviews were then used to evaluate the potential implementation strategies for Old Town. A survey was also developed for local businesses to test level of interest and potential commitment to different strategies as well as preferred forums for future engagement.

Through evaluation and feedback, select strategies were identified as the most viable, timely, and effective for various partners and stakeholders to pursue. They also have the greatest opportunity for and commitment to on-the-ground implementation.

	LOCAL BUSINESS SUPPORT AND INCUBATION	NETWORK FOR OPERATIONAL AND DEVELOPMENT ADVANTAGES	LEVERAGE UNIQUE SENSE OF PLACE
STUDIES & STRATEGIES		<ul style="list-style-type: none"> ▪ Stormwater – regional facilities 	
PROGRAMS	<ul style="list-style-type: none"> ▪ Small business technical assistance ▪ Stormwater – technical assistance/ user guide 	<ul style="list-style-type: none"> ▪ Old Town business consortium ▪ Small business/ manufacturing directory and/or forum ▪ Waste/ byproduct exchange program 	<ul style="list-style-type: none"> ▪ Old Town business consortium
CAPITAL IMPROVEMENTS	<ul style="list-style-type: none"> ▪ May be identified through technical assistance or business outreach 	<ul style="list-style-type: none"> ▪ May be identified through studies or business consortium 	<ul style="list-style-type: none"> ▪ May be identified through business consortium; refer to Old Town Community Reinvestment Strategy

Immediate actions and next steps Achieving the goals and vision for a sustainable, thriving Old Town Hillsboro relies on the partnership and collaboration of a range of stakeholders. The Old Town Hillsboro Eco-Efficient Action Plan is organized around the priority strategies, and is intended to act as a roadmap to identify next steps and timing, responsible leads and team members, and required resources. There are several actions for public, private, and nonprofit economic development partners to immediately catalyze implementation of the priority strategies for Old Town. The City of Hillsboro has committed to oversee implementation of the action plan and will report on progress periodically over the next year.

City of Hillsboro

- Review the action plan for investments that could be considered in future evaluations of the city's reinvestment strategy for this area
- Consider incorporating a sustainable business brand when capital improvements and infrastructure investments occur through signage, etc., to display physical evidence and strengthen the collective vision
- Coordinate between Public Works and Clean Water Services to begin first steps of a sub-basin stormwater approach and scope a drainage master plan for Old Town
- Hold exploratory conversations with Metro Waste Management, the Old Town Hillsboro Sustainability Program and other programs to inventory existing technical assistance available to Old Town businesses

Hillsboro Area Chamber of Commerce

- Convene a formational meeting for an Old Town business consortium with a range of businesses to ascertain interest for this group. Based on demonstration of sufficient interest, identify preferred meeting protocols and communication methods, immediate priorities for the group, outreach to other businesses, and a brand for the Old Town eco-efficient businesses
- Develop brochure of existing available networking programs
- Research best models for an online business-to-business system and test the idea of a manufacturing directory and/or networking forum for small non-retail businesses
- Communicate existing services and incentives or resources available to businesses

Business and property owner working group members

- Share information about the eco-efficient pilot program and the action plan with other businesses and property owners
- Participate in formational meeting to explore an Old Town business consortium and help to identify priorities for the group
- Reach out to other businesses who could benefit from participating
- Consider participation in a regional stormwater approach

Priority strategies

- Old Town business consortium
- Regional stormwater facilities
- Small business/manufacturing directory and/or forum
- Stormwater – technical assistance/user guide
- Waste/byproduct exchange system
- Small business technical assistance

Keep in mind

BEST Business Center

The Businesses for an Environmentally Sustainable Tomorrow (BEST) Business Center is a one-stop shop for businesses in Portland, Oregon, to evaluate their operations in the areas of energy, water, waste and recycling, purchasing, green building and transportation.

The business center streamlines access to financial incentives and technical assistance to help businesses conserve resources, improve efficiencies, save money and provide a healthy workplace for employees. The BEST Business Center was created through a partnership with city and regional government programs and utility companies including the City of Portland Bureau of Planning and Sustainability, City of Portland Water Bureau, Metro, Pacific Power, Portland Development Commission and Portland General Electric.

The BEST Business Center helped us evaluate what changes we could make that would be most beneficial to the environment, our guests and our community.

– Mike Duggan,
Property Manager,
McMenamins
Kennedy School

The BEST Business Center,
accessed August 11, 2010
[bestbusinesscenter.org/
about-us/](http://bestbusinesscenter.org/about-us/)

- **Collaboration** Eco-efficient employment strategies focus on business and infrastructure efficiencies, making both public and private organizations responsible for certain actions. Using the workshop framework ensured diverse stakeholder interests were included in the planning phase, and it helped build a sense of ownership needed for implementation. The workshop process occurred over a four month period, which helped the project maintain momentum. That said, it is important for communities to be attuned to their particular set of stakeholders and their time available for eco-efficient planning to determine whether a slower pace is needed to increase comfort with decision-making and/or reduce demand on participants' schedules. Establishing a few members of the working group as a core team is helpful in setting up the project, identifying the right stakeholders, and checking-in with participants throughout the project.
- **Readiness assessment** This is a key element in the process as it further refines the project and determines whether it has the foundation necessary to bring a working group together to develop an action plan for the specific employment area. While brief, the assessment covers key information to determine the likelihood the action plan will take hold once the pilot project process is over. Key elements include assessing the activity of the market, recent planning efforts, and the interest and energy level among local businesses and property owners. Holding an assessment meeting is integral to lining up different objectives, clarifying desired deliverables and outcomes, and shaping the project proposal.
- **Applicability** While the application of the Eco-Efficient Toolkit, strategies, and pilot program may vary significantly depending on local political, regulatory, and physical conditions, there is great value in sharing lessons and resources regionally. For most local communities, the knowledge that eco-efficient strategies have been successfully implemented elsewhere is invaluable to support the possibility of implementation in their own community. In many cases, technical assistance and facilitation support may be the needed impetus to catalyze action and implementation. The pilot communities agreed that that the pilot program framework can be of value for multiple sites and projects. Participants feel as though they could easily use the same process for different types of projects and in different communities around their jurisdiction.



Suitability The process seems best suited for local governments or employment- and development-related nonprofits (e.g. chambers of commerce or community development corporations) to act as lead agency while engaging a broad range of public, private, institutional and utility representatives. Identifying the right working group members at the beginning is important in making the process work and establishing action items with dedicated responsible parties. Think through the desired outcomes to ensure the right mix of stakeholders is represented. The working group process can be valuable for understanding the needs of multiple stakeholders and getting everyone moving together in the same direction. There is tension between keeping the working group small enough to get through the process efficiently and effectively, while including an array of stakeholders. Interim stakeholder interviews and surveys can help bring in additional voices while keeping the working group a manageable size.

Technical expertise Some level of consultant support and independent facilitation may be necessary to ensure a productive outcome. Participants viewed the dedicated facilitator as the central piece to getting so much work done in so little time with a diverse group of people. Providing preliminary feasibility assessment whether through stakeholder interviews, working group surveys, or triple-bottom-line analysis is also critical in moving the working group to make decisions and develop the action plan. Engaging regional and local representatives from places that have implemented these strategies may be a valuable asset to exploring alternatives and identifying specific action items. An introductory meeting to review all of the relevant Metro resources available to the community could also help the community expand the list of potential strategies.

Functionality Throughout the series of workshops, working groups used Metro's Community Investment Toolkit as a reference guide that provided additional, practical ideas for consideration. With a specific project and/or development site identified, participants found the toolkit more accessible and usable. The toolkit case studies were critical in understanding strategies and providing some level of assurance that strategies they have not yet personally tested have proven feasible in other communities.

Tips for implementation

- Consider employment areas that are ready for investment and have plans and policies already aligned around economic development and sustainability.
- Use the Readiness Assessment form to select, refine, and prioritize projects.
- Identify key community and business leaders committed to the success of the selected project area to serve on the core project team.
- Spend enough time refining the project with the core team and identifying the right stakeholders to participate on the project's working group.
- Survey the toolkit to identify eco-efficient strategies and see how other communities have successfully implemented the tools under consideration in the project area.
- Assess strategies through interviews, surveys, and triple-bottom-line assessments even if based on order of magnitude estimates.
- Identify next steps, timing, responsible leads, team members, and required resources for each action item.
- Consider hiring a consultant, engaging Metro, or seeking input from other communities with eco-efficient planning and implementation experience.
- Appoint an independent facilitator to keep the working group on task and encourage decision-making.

Chicago Waste to Profit Network

The Chicago Manufacturing Center created the Chicago Waste to Profit Network to provide members with in-depth support to implement by-product synergy, a sustainable practice that uses industrial by-products as raw material for other industrial processes. This process helps reduce waste, business costs, and greenhouse gas emissions and promotes the efficient use of natural resources through material reuse. The network works with businesses to develop a sustainability and growth strategy based on the business' priorities and environmental goals. The strategy establishes incremental steps that result in increasing payoffs and cost savings.

Our work with CMC has made an enormous difference for us. As a small company, you have to be ahead of the market. People who wouldn't give us an interview in the past now want to talk.

– Marvin Klein, President,
PortionPac Chemical
Corporation
Chicago Manufacturing Center,
accessed August 11, 2010
www.cmcusa.org

Metro

Making a great place

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Suzanne Flynn

Stay in touch with news,
stories and things to do.

[www.oregonmetro.gov/
connect](http://www.oregonmetro.gov/connect)

Resources

► **For more information and a copy of the Old Town Hillsboro Eco-Efficient Action Plan, contact:**

Metro

600 NE Grand Ave.
Portland, OR 97232
503-797-1839
www.oregonmetro.gov/communityinvestment

► **For more information on implementation of the action plan, contact:
City of Hillsboro Civic Center, Economic Development**

150 East Main St.
Hillsboro, OR 97123
503-681-6177
www.ci.hillsboro.or.us

► **For more information on examples of eco-efficient employment projects from other communities, contact:**

Chicago Waste to Profit Network

Chicago Manufacturing Center
312-542-0430
www.cmcusa.org/index2.cfm

Businesses for an Environmentally Sustainable Tomorrow (BEST) Business Center

503-823-7037
503-823-3919
www.bestbusinesscenter.org

Town of Hinton

Economic Development Department
2nd Floor, 131 Civic Center Road
Hinton, AB T7V 2E5
780-865-6004
www.eip.hinton.ca
www.town.hinton.ab.ca

Agenda Item No. 4.0

Consideration of the Minutes for April 4, 2013

Metro Council Meeting
Thursday, April 11, 2013
Metro, Council Chamber

Agenda Item No. 5.1

Ordinance No. 13-1299, For the Purpose of Amending the FY 2012-13 Budget and Appropriations Schedule, Adding 5.50 FTE and Amending the FY 2012-13 through 2016-17 Capital Improvement Plan.

Ordinances – Second Reading

Metro Council Meeting
Thursday, April 11, 2013
Metro, Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE FY 2012-13 BUDGET AND) ORDINANCE NO. 13-1299
APPROPRIATIONS SCHEDULE, ADDING 5.50)
FTE AND AMENDING THE FY 2012-13) Introduced by Martha Bennett, Chief
THROUGH 2016-17 CAPITAL IMPROVEMENT) Operating Officer, with the concurrence of
PLAN) Council President Tom Hughes

WHEREAS, the Metro Council has reviewed and considered the need to increase appropriations within the FY 2012-13 Budget; and

WHEREAS, the need for the increase of appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; and

WHEREAS, ORS 294.463(1) provides for transfers of appropriations within a fund, including transfers from contingency that do not exceed 15 percent of a fund's appropriations, if such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction, and

WHEREAS, Metro Code chapter 2.02.040 requires Metro Council approval to add any new position to the budget; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2012-13 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of increasing appropriations to provide for a change in operations.
2. That 5.50 FTE is hereby added to the Parks and Environmental Services department for the purpose of bringing janitorial services in-house and providing additional in-house security services.
3. That the FY 2012-13 through FY 2016-17 Capital Improvement Plan is hereby amended accordingly.
4. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____ 2013.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Alison Kean Campbell, Metro Attorney

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Total Resources							
<u>Resources</u>							
<i>BEGBAL Beginning Fund Balance</i>							
	Beginning Fund Balance						
3400	* Undesignated		8,797,000		0		8,797,000
3400	* Reserved for CAP Adjustments		731,194		0		731,194
3261	* Prior period adjustment: TOD		2,060,195		0		2,060,195
3400	* Project Carryover		426,597		0		426,597
3400	* Reserve for Future One-Time Expenditures		1,313,255		0		1,313,255
3303	* Reserved for Local Gov't Grants (CET)		3,342,369		0		3,342,369
3403	* Reserve for Future Debt Service		2,682,093		0		2,682,093
3400	* Reserved for Metro Export Initiative		75,000		0		75,000
3405	* Reserved for Community Investment Initiat		1,072,000		0		1,072,000
3400	* Reserved for Future Planning Needs		502,546		0		502,546
3400	* Reserved for Nature in Neighborhood Gran		147,234		0		147,234
3400	* Reserve for Future Natural Areas Operatio		204,460		0		204,460
3415	* Prior year PERS Reserve		6,267,764		0		6,267,764
	<i>Subtotal Beginning Fund Balance</i>		<i>27,621,707</i>		<i>0</i>		<i>27,621,707</i>
<u>General Revenues</u>							
<i>EXCISE Excise Tax</i>							
4050	Excise Taxes		15,639,971		0		15,639,971
4055	Construction Excise Tax		1,760,000		0		1,760,000
<i>RPTAX Real Property Taxes</i>							
4010	Real Property Taxes-Current Yr		11,729,132		0		11,729,132
4015	Real Property Taxes-Prior Yrs		352,000		0		352,000
<i>INTRST Interest Earnings</i>							
4700	Interest on Investments		31,000		0		31,000
	<i>Subtotal General Revenues</i>		<i>29,512,103</i>		<i>0</i>		<i>29,512,103</i>
<u>Department Revenues</u>							
<i>GRANTS Grants</i>							
4100	Federal Grants - Direct		2,859,471		0		2,859,471
4105	Federal Grants - Indirect		4,941,774		0		4,941,774
4110	State Grants - Direct		763,970		0		763,970
4120	Local Grants - Direct		2,227,743		0		2,227,743
<i>LGSHRE Local Gov't Share Revenues</i>							
4135	Marine Board Fuel Tax		69,201		0		69,201
4139	Other Local Govt Shared Rev.		469,886		0		469,886
<i>GVCNTB Contributions from Governments</i>							
4145	Government Contributions		2,929,628		30,000		2,959,628
<i>LICPER Licenses and Permits</i>							
4150	Contractor's Business License		380,000		0		380,000
<i>CHGSVC Charges for Service</i>							
4165	Boat Launch Fees		158,622		0		158,622
4180	Contract & Professional Service		594,837		0		594,837
4230	Product Sales		164,558		0		164,558
4280	Grave Openings		257,524		0		257,524
4285	Grave Sales		240,728		0		240,728
4500	Admission Fees		6,597,002		0		6,597,002
4501	Conservation Surcharge		144,900		0		144,900
4502	Admission Fees - Memberships		1,773,100		0		1,773,100

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Total Resources							
4503	Admission Fees - Special Concerts		1,405,152		0		1,405,152
4510	Rentals		768,552		0		768,552
4550	Food Service Revenue		5,637,726		0		5,637,726
4560	Retail Sales		2,270,408		0		2,270,408
4580	Utility Services		2,056		0		2,056
4610	Contract Revenue		686,095		0		686,095
4620	Parking Fees		931,960		0		931,960
4630	Tuition and Lectures		1,105,784		0		1,105,784
4635	Exhibit Shows		381,200		0		381,200
4640	Railroad Rides		729,330		0		729,330
4645	Reimbursed Services		257,600		0		257,600
4650	Miscellaneous Charges for Service		15,075		0		15,075
4760	Sponsorships		260,282		0		260,282
<i>DONAT</i>	<i>Contributions from Private Sources</i>						
4750	Donations and Bequests		500,927		0		500,927
<i>MISCRV</i>	<i>Miscellaneous Revenue</i>						
4170	Fines and Forfeits		25,000		0		25,000
4890	Miscellaneous Revenue		148,881		0		148,881
<i>LOANRV</i>	<i>Interfund Loan - Resource</i>						
4960	Interfund Loan - Principal						
	* from MERC Fund		220,000		0		220,000
4965	Interfund Loan - Interest						
	* from MERC Fund		11,000		0		11,000
<i>EQTREV</i>	<i>Fund Equity Transfers</i>						
4970	Transfer of Resources						
	* from Risk Management Fund		295,207		0		295,207
<i>INDTRV</i>	<i>Interfund Reimbursements</i>						
4975	Transfer for Indirect Costs						
	* from MERC Operating Fund		2,498,424		0		2,498,424
	* from Zoo Bond Fund		288,252		0		288,252
	* from Natural Areas Fund		1,280,235		0		1,280,235
	* from Solid Waste Revenue Fund		4,524,896		0		4,524,896
<i>INTSRV</i>	<i>Internal Service Transfers</i>						
4980	Transfer for Direct Costs						
	* from Zoo Bond Fund		1,638		0		1,638
	* from MERC Operating Fund		161,056		0		161,056
	* from Natural Areas Fund		492,945		0		492,945
	* from Smith & Bybee Lakes Fund		104,841		0		104,841
	* from Solid Waste Revenue Fund		3,284,623		0		3,284,623
<i>Subtotal Department Revenues</i>			<i>52,862,089</i>		<i>30,000</i>		<i>52,892,089</i>
TOTAL RESOURCES			\$109,995,899		\$30,000		\$110,025,899

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Communications							
Total Personnel Services		23.13	\$2,335,825	0.00	\$0	23.13	\$2,335,825
<u>Materials & Services</u>							
<i>GOODS Goods</i>							
	5201 Office Supplies		33,500		0		33,500
	5205 Operating Supplies		4,550		0		4,550
	5210 Subscriptions and Dues		2,850		0		2,850
<i>SVCS Services</i>							
	5240 Contracted Professional Svcs		173,500		30,000		203,500
	5251 Utility Services		2,900		0		2,900
	5260 Maintenance & Repair Services		5,400		0		5,400
	5280 Other Purchased Services		21,750		0		21,750
<i>OTHEXP Other Expenditures</i>							
	5450 Travel		2,000		0		2,000
	5455 Staff Development		7,550		0		7,550
	5490 Miscellaneous Expenditures		7,500		0		7,500
Total Materials & Services			\$261,500		\$30,000		\$291,500
TOTAL REQUIREMENTS		23.13	\$2,597,325	0.00	\$30,000	23.13	\$2,627,325

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Finance & Regulatory Services							
<i>Personnel Services</i>							
<i>SALWGE Salaries & Wages</i>							
5010	Reg Employees-Full Time-Exempt						
	Accountant II	4.00	249,650	-	0	4.00	249,650
	Accountant III	1.00	67,048	-	0	1.00	67,048
	Associate Management Analyst	3.00	197,995	-	0	3.00	197,995
	Budget Coordinator	1.00	85,811	-	0	1.00	85,811
	Capital Projects Coordinator	1.00	85,537	-	0	1.00	85,537
	Director	1.00	140,232	-	(30,000)	1.00	110,232
	Deputy Director	1.00	130,472	-	0	1.00	130,472
	Investment Coordinator	1.00	77,587	-	0	1.00	77,587
	Manager I	3.00	268,103	-	0	3.00	268,103
	Manager II	4.00	409,008	-	0	4.00	409,008
	Program Analyst III	2.00	132,948	-	0	2.00	132,948
	Program Analyst V	1.00	76,609	-	0	1.00	76,609
	Program Supervisor I	1.00	71,743	-	0	1.00	71,743
	Senior Management Analyst	1.00	73,892	-	0	1.00	73,892
5015	Reg Empl-Full Time-Non-Exempt						
	Accountant I	1.00	55,058	-	0	1.00	55,058
	Accounting Specialist	1.00	49,858	-	0	1.00	49,858
	Accounting Technician II	3.50	151,133	-	0	3.50	151,133
	Administrative Assistant I	1.00	39,520	-	0	1.00	39,520
	Administrative Assistant III	1.00	46,218	-	0	1.00	46,218
	Program Assistant 3	0.67	36,824	-	0	0.67	36,824
5020	Reg Emp-Part Time-Exempt						
	Assistant Management Analyst	0.70	42,586	-	0	0.70	42,586
5086	Mobile Communication Allowance		1,200		0		1,200
5089	Salary Adjustments				0		
	Merit/COLA Adjustment (non-rep)		38,641		0		38,641
	Step Increases (AFSCME)		16,026		0		16,026
	COLA (represented employees)		26,042		0		26,042
<i>FRINGE Fringe Benefits</i>							
5110	Fringe Benefits - Payroll Taxes		215,685		0		215,685
5120	Fringe Benefits - Retirement PERS		358,904		0		358,904
5130	Fringe Benefits - Health & Welfare		408,677		0		408,677
5140	Fringe Benefits - Unemployment		5,985		0		5,985
5150	Fringe Benefits - Other Benefits		14,394		0		14,394
Total Personnel Services		33.87	\$3,573,386	0.00	(\$30,000)	33.87	\$3,543,386
Total Materials & Services			\$597,233		\$0		\$597,233
TOTAL REQUIREMENTS		33.87	\$4,170,619	0.00	(\$30,000)	33.87	\$4,140,619

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Parks & Environmental Services							
<u>Personnel Services</u>							
SALWGE Salaries & Wages							
5010	Reg Employees-Full Time-Exempt						
	Administrative Specialist IV	1.00	55,209	-	0	1.00	55,209
	Assistant Management Analyst	7.40	402,065	-	0	7.40	402,065
	Director	1.00	140,000	-	0	1.00	140,000
	Manager I	3.00	264,953	-	0	3.00	264,953
	Manager II	1.60	164,605	-	0	1.60	164,605
	Principal Regional Planner	1.00	89,745	-	0	1.00	89,745
	Program Director	1.00	111,300	-	0	1.00	111,300
	Property Management Specialist	0.80	59,113	-	0	0.80	59,113
	Service Supervisor II	-	0	1.00	10,000	1.00	10,000
	Service Supervisor III	1.00	65,170	-	0	1.00	65,170
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Specialist I	1.00	33,874	-	0	1.00	33,874
	Administrative Specialist II	2.00	90,601	-	0	2.00	90,601
	Arborist	1.00	59,134	-	0	1.00	59,134
	Building Service Worker	1.00	45,260	-	0	1.00	45,260
	Building Services Technician	1.00	60,611	-	0	1.00	60,611
	Janitor	-	0	3.00	3,600	3.00	3,600
	Maintenance Worker 2	1.00	53,664	-	0	1.00	53,664
	Park Ranger	8.00	385,239	-	0	8.00	385,239
	Park Ranger Lead	1.00	59,134	-	0	1.00	59,134
	Printing/Mail Services Clerk	1.00	43,181	-	0	1.00	43,181
	Program Assistant 3	1.00	52,333	-	0	1.00	52,333
	Safety and Security Officer	1.75	76,722	1.00	11,000	2.75	87,722
5025	Reg Employees-Part Time-Non-Exempt						
	Lead Janitor	-	0	0.50	720	0.50	720
	Program Assistant 1	0.55	22,583	-	0	0.55	22,583
5030	Temporary Employees - Hourly		326,875		0		326,875
5080	Overtime		34,422		0		34,422
5089	Salary Adjustments						
	Merit/COLA Adjustment (non-rep)		19,397		0		19,397
	Merit Adjustment Pool (LIUNA)		8,172		0		8,172
	Step Increases (AFSCME)		16,497		0		16,497
	COLA (represented employees)		26,815		0		26,815
<i>FRINGE Fringe Benefits</i>							
5110	Fringe Benefits - Payroll Taxes		233,560		1,936		235,496
5120	Fringe Benefits - Retirement PERS		332,034		0		332,034
5130	Fringe Benefits - Health & Welfare		495,992		9,380		505,372
5140	Fringe Benefits - Unemployment		54,419		79		54,498
5150	Fringe Benefits - Other Benefits		13,648		0		13,648
Total Personnel Services		38.10	\$3,896,327	5.50	\$36,715	43.60	\$3,933,042

Materials & Services

<i>GOODS Goods</i>							
5201	Office Supplies		106,756		0		106,756
5205	Operating Supplies		126,751		23,500		150,251
5210	Subscriptions and Dues		6,129		0		6,129
5214	Fuels and Lubricants		73,026		0		73,026
5215	Maintenance & Repairs Supplies		201,652		0		201,652
5225	Retail		13,000		0		13,000

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Parks & Environmental Services							
<i>SVCS Services</i>							
	5240 Contracted Professional Svcs		675,849		(15,215)		660,634
	5250 Contracted Property Services		147,081		0		147,081
	5251 Utility Services		431,068		0		431,068
	5255 Cleaning Services		169,886		0		169,886
	5260 Maintenance & Repair Services		353,309		0		353,309
	5265 Rentals		59,845		0		59,845
	5280 Other Purchased Services		61,585		0		61,585
<i>IGEXP Intergov't Expenditures</i>							
	5300 Payments to Other Agencies		116,347		0		116,347
	5310 Taxes (Non-Payroll)		263,556		0		263,556
<i>OTHEXP Other Expenditures</i>							
	5450 Travel		5,290		0		5,290
	5455 Staff Development		33,412		0		33,412
Total Materials & Services			\$2,844,542		\$8,285		\$2,852,827
TOTAL REQUIREMENTS		38.10	\$6,740,869	5.50	\$45,000	43.60	\$6,785,869

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
General Expenses							
<u>Interfund Transfers</u>							
<i>INDTEX Interfund Reimbursements</i>							
5800	Transfer for Indirect Costs						
	* to Risk Mgmt Fund-Liability		336,177		0		336,177
	* to Risk Mgmt Fund-Worker Comp		219,097		0		219,097
<i>EQTCHC Fund Equity Transfers</i>							
5810	Transfer of Resources						
	* to General Revenue Bond Fund-Zoo		403,320		0		403,320
	* to Gen'l Asset Mgmt Fund-Gen'l Cap Acct		200,000		30,000		230,000
	* to Gen'l Revenue Bond Fund-Debt Serv Acct		1,499,585		0		1,499,585
	* to MERC Fund (Tourism Opp. & Compt. Account)		518,633		0		518,633
	* to Gen'l Asset Mgmt Fund-General R&R		661,000		0		661,000
	* to Gen'l Asset Mgmt Fund-IT R&R		303,100		0		303,100
	* to Gen'l Asset Mgmt Fund-Parks Cap Account		381,000		0		381,000
	* to Gen'l Asset Mgmt Fund-MRC R&R		288,000		0		288,000
	* to MERC Fund (one-time allocation)		50,000		0		50,000
	* to Gen'l Asset Mgmt Fund-Zoo Cap Acct		200,000		0		200,000
	* to Gen'l Asset Mgmt Fund-Parks R&R		329,400		0		329,400
	* to Solid Waste Revenue Fund		175,313		0		175,313
<i>LOANEX Interfund Loan - Expenditures</i>							
5860	Interfund Loan - Principal						
	* to MERC		2,200,000		0		2,200,000
Total Interfund Transfers			\$7,764,625		\$30,000		\$7,794,625
<u>Contingency & Unappropriated Balance</u>							
<i>CONT Contingency</i>							
5999	Contingency						
	* Contingency		2,843,219		(75,000)		2,768,219
	* Opportunity Account		206,100		0		206,100
<i>UNAPP Unappropriated Fund Balance</i>							
5990	Unappropriated Fund Balance						
	* Stabilization Reserve		2,430,861		0		2,430,861
	* Undesignated		266,574		30,000		296,574
	* PERS Reserve		4,613,474		0		4,613,474
	* Reserve for Future One-Time Expenditures		1,758,931		0		1,758,931
	* Reserved for Community Investment Initiative		393,000		0		393,000
	* Reserved for Local Gov't Grants (CET)		2,128,369		0		2,128,369
	* Reserved for Cost Allocation Adjustments		382,035		0		382,035
	* Reserved for Future Planning Needs		72,438		0		72,438
	* Reserved for Equity Project		67,027		0		67,027
	* Reserved for Metro Export Initiative		50,000		0		50,000
	* Reserved for Capital		26,000		0		26,000
	* Reserved for Web Project		225,005		0		225,005
	* Reserve for Future Debt Service		639,414		0		639,414
Total Contingency & Unappropriated Balance			\$16,102,447		(\$45,000)		\$16,057,447
TOTAL REQUIREMENTS		451.89	\$109,995,899	5.50	\$30,000	457.39	\$110,025,899

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
General Asset Management Fund							
<u>Resources</u>							
BEGBAL	Beginning Fund Balance						
3205	Restricted for Capital		1,410,778		0		1,410,778
3400	Unassigned Balance		5,155,469		0		5,155,469
3500	Assigned Balance		491,800		0		491,800
GRANTS	Grants						
4100	Federal Grants-Direct		800,000		0		800,000
4110	State Grants-Direct		233,900		0		233,900
INTRST	Interest Earnings						
4700	Interest on Investments		27,800		0		27,800
DONAT	Contributions from Private Sources						
4750	Donations and Bequests		30,000		0		30,000
MISCRV	Miscellaneous Revenue						
4890	Miscellaneous Revenue		6,320		0		6,320
EQTREV	Fund Equity Transfers						
4970	Transfer of Resources						
	* from Solid Waste Revenue Fund		54,200		30,000		84,200
	* from General Fund (Regional Parks)		329,400		0		329,400
	* from General Fund-IT R&R		303,100		0		303,100
	* from General Fund-MRC R&R		288,000		0		288,000
	* from General Fund-Gen'l R&R		661,000		0		661,000
	* from General Fund		781,000		30,000		811,000
TOTAL RESOURCES			\$10,572,767		\$60,000		\$10,632,767
<u>Materials & Services</u>							
GOODS	Goods						
5201	Office Supplies		5,647		0		5,647
CAPMNT	Capital Maintenance						
5261	Capital Maintenance - CIP		80,000		0		80,000
5262	Capital Maintenance - Non-CIP		82,996		0		82,996
OTHEXP	Other Expenditures						
5446	Intra-Metro Grants		0		200,000		200,000
Total Materials & Services			\$168,643		\$200,000		\$368,643
<u>Capital Outlay</u>							
5710	Improve-Oth thn Bldg		2,778,392		0		2,778,392
5720	Buildings & Related		645,464		0		645,464
5730	Exhibits and Related		740,675		0		740,675
5740	Equipment & Vehicles		286,715		0		286,715
5745	Licensed Vehicles		263,333		0		263,333
5750	Office Furniture & Equip		901,170		0		901,170
5760	Railroad Equip & Facil		73,152		0		73,152
5790	Intangible Assets		120,000		60,000		180,000
Total Capital Outlay			\$5,808,901		\$60,000		\$5,868,901
<u>Interfund Transfers</u>							
EQTCHG	Fund Equity Transfers						
5810	Transfer of Resources						
	* to Natural Areas Fund		19,681		0		19,681
Total Interfund Transfers			\$19,681		\$0		\$19,681

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Asset Management Fund							
<u>Contingency & Unappropriated Balance</u>							
CONT	<i>Contingency</i>						
5999	Contingency						
	* Contingency		4,369,222		(200,000)		4,169,222
UNAPP	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Oregon Zoo Projects Account		206,320		0		206,320
Total Contingency & Unappropriated Balance			\$4,575,542		(\$200,000)		\$4,375,542
TOTAL REQUIREMENTS		0.00	\$10,572,767	-	\$60,000	0.00	\$10,632,767

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
Metro Exposition Recreation Commission Fund							
MERC Fund							
Total Personnel Services		181.50	\$17,403,962	-	\$0	181.50	\$17,403,962
Total Materials & Services			\$24,341,158		\$0		\$24,341,158
<u>Capital Outlay</u>							
5710	Improve-Oth thn Bldg		120,000		0		120,000
5720	Buildings & Related		2,405,883		105,000		2,510,883
5730	Exhibits and Related		0		0		0
5740	Equipment & Vehicles		771,194		0		771,194
5750	Office Furniture & Equip		47,000		0		47,000
Total Capital Outlay			\$3,344,077		\$105,000		\$3,449,077
Total Interfund Transfers			\$4,806,913	-	\$0		\$4,806,913
<u>Contingency and Ending Balance</u>							
<i>CONT Contingency</i>							
5999	Contingency						
	* General Contingency		2,462,791		(105,000)		2,357,791
	* Renewal and Replacement		200,000		0		200,000
	* New Capital/Business Strategy Reserve		5,196,719		0		5,196,719
	* Contingency for Capital (TL TAX)		142,214		0		142,214
<i>UNAPP Unappropriated Fund Balance</i>							
5990	Unappropriated Fund Balance						
	* Stabilization Reserve		620,500		0		620,500
	* Renewal & Replacement		12,277,072		0		12,277,072
Total Contingency and Ending Balance			\$20,899,296		(\$105,000)		\$20,794,296
TOTAL REQUIREMENTS		181.50	\$70,795,406	-	\$0	181.50	\$70,795,406

Exhibit A
Ordinance No. 13-1299

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Solid Waste Revenue Fund							
General Expenses							
<u>Interfund Transfers</u>							
INDTEX	<i>Interfund Reimbursements</i>						
5800	Transfer for Indirect Costs						
	* to General Fund-Bldg		220,750		0		220,750
	* to General Fund-Support Services		4,304,146		0		4,304,146
	* to Risk Mgmt Fund-Liability		157,637		0		157,637
	* to Risk Mgmt Fund-Worker Comp		71,925		0		71,925
INTCHG	<i>Internal Service Transfers</i>						
5820	Transfer for Direct Costs						
	* to General Fund-Planning		437,711		0		437,711
	* to General Fund-Regional Parks		3,738		0		3,738
	* to General Fund-General Gov't		359,867		0		359,867
	* to General Fund-Support Services		76,228		0		76,228
	* to General Fund-Zoo Education		1,376,246		0		1,376,246
	* to General Fund-SUS Policy Advisory/Grants Ac		72,182		0		72,182
	* to General Fund-PES Finance		313,970		0		313,970
	* to General Fund-PES Administration		361,915		0		361,915
	* to General Fund-SUS Administration		282,766		0		282,766
	* to Risk Management Fund		64,622		0		64,622
EQTCHG	<i>Fund Equity Transfers</i>						
5810	Transfer of Resources						
	* to General Asset Management Fund		54,200		30,000		84,200
Total Interfund Transfers			\$8,157,903		\$30,000		\$8,187,903
<u>Contingency and Ending Balance</u>							
CONT	<i>Contingency</i>						
5999	Contingency						
	* Operating Account (Operating Contingency)		2,000,000		(30,000)		1,970,000
	* Landfill Closure Account		5,152,521		0		5,152,521
	* Renewal & Replacement Account		7,952,758		0		7,952,758
UNAPP	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* General Account (Working Capital)		5,759,668		0		5,759,668
	* General Account (EIL Reserve - GASB 49)		5,225,000		0		5,225,000
	* General Account (Rate Stabilization)		3,563,060		0		3,563,060
	* General Account (Capital Reserve)		5,380,000		0		5,380,000
Total Contingency and Ending Balance			\$35,033,007		(\$30,000)		\$35,003,007
TOTAL REQUIREMENTS		91.05	\$101,349,558	0.00	\$0	91.05	\$101,349,558

Exhibit B
Ordinance 13-1299
Schedule of Appropriations

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Revised</u> <u>Appropriation</u>
GENERAL FUND			
Communications	2,597,325	30,000	2,627,325
Council Office	4,155,240	0	4,155,240
Finance & Regulatory Services	4,170,619	(30,000)	4,140,619
Human Resources	2,134,833	0	2,134,833
Information Services	3,586,823	0	3,586,823
Metro Auditor	717,764	0	717,764
Office of Metro Attorney	1,913,205	0	1,913,205
Oregon Zoo	30,827,511	0	30,827,511
Parks & Environmental Services	6,740,869	45,000	6,785,869
Planning and Development	14,456,370	0	14,456,370
Research Center	3,945,655	0	3,945,655
Sustainability Center	4,332,136	0	4,332,136
Special Appropriations	4,896,187	0	4,896,187
Non-Departmental			
Debt Service	1,654,290	0	1,654,290
Interfund Transfers	7,764,625	30,000	7,794,625
Contingency	3,049,319	(75,000)	2,974,319
<i>Total Appropriations</i>	96,942,771	0	96,942,771
Unappropriated Balance	13,053,128	30,000	13,083,128
Total Fund Requirements	\$109,995,899	\$30,000	\$110,025,899
GENERAL ASSET MANAGEMENT FUND			
Asset Management Program	5,977,544	260,000	6,237,544
Non-Departmental			
Interfund Transfers	19,681	0	19,681
Contingency	4,369,222	(200,000)	4,169,222
<i>Total Appropriations</i>	10,366,447	60,000	10,426,447
Unappropriated Balance	206,320	0	206,320
Total Fund Requirements	\$10,572,767	\$60,000	\$10,632,767
MERC FUND			
MERC	45,089,197	105,000	45,194,197
Non-Departmental			
Debt Service	0	0	0
Interfund Transfers	4,806,913	0	4,806,913
Contingency	8,001,724	(105,000)	7,896,724
<i>Total Appropriations</i>	57,897,834	0	57,897,834
Unappropriated Balance	12,897,572	0	12,897,572
Total Fund Requirements	\$70,795,406	\$0	\$70,795,406

Exhibit B
Ordinance 13-1299
Schedule of Appropriations

	Current		Revised
	<u>Appropriation</u>	<u>Revision</u>	<u>Appropriation</u>
SOLID WASTE REVENUE FUND			
Finance & Regulatory Services	2,160,378	0	2,160,378
Sustainability Center	6,352,539	0	6,352,539
Parks & Environmental Services	49,645,731	0	49,645,731
Non-Departmental			
Interfund Transfers	8,157,903	30,000	8,187,903
Contingency	15,105,279	(30,000)	15,075,279
<i>Total Appropriations</i>	81,421,830	0	81,421,830
Unappropriated Balance	19,927,728	0	19,927,728
Total Fund Requirements	\$101,349,558	\$0	\$101,349,558

All Other Appropriations Remain as Previously Adopted

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE FY 2012-13 BUDGET AND APPROPRIATIONS SCHEDULE, ADDING 5.50 FTE AND AMENDING THE FY 2012-13 THROUGH 2016-17 CAPITAL IMPROVEMENT PLAN

Date: March 4, 2013

Prepared by: Kathy Rutkowski 503-797-1630

BACKGROUND

The following items have been identified as necessitating an amendment to the budget.

Sustainability Project Funding, Special One-Time Award

In the FY 2012-13 budget, the Council set aside \$200,000 in special one-time appropriation, funding for sustainability upgrades to facility and operations projects on the renewal and replacement list but where funding is not adequate to do a more sustainable option. The funding was placed in contingency in the Metro Asset Management Fund pending project development, review and approval. Molly Chidsey, Metro's Sustainability Coordinator along with the Metro Sustainability Steering Committee spearheaded a request for proposal process. The proposals were evaluated on six primary criteria including support of Metro's sustainability goals for internal operations, return on investment, and scale of project representing strategic investment. The Committee has recommended five projects. The \$200,000 of special one-time funding will leverage approximately \$850,000 in other internal and external funding including renewal and replacement reserves, grants from the City of Portland and Energy Trust of Oregon, and other reserves set aside for specific purpose. The completion of all the projects is dependent on receiving some source of outside funding. A more complete summary of the evaluation process and selected projects is attached.

Since the funding was placed in contingency Council action is necessary to move it to a spendable appropriation category. This action requests the transfer of \$200,000 from the General Asset Management Fund contingency to Materials & Services to allow award of the internal sustainability grants to the receiving departments. Projects not completed in the current fiscal year will be carried forward and completed in FY 2013-14.

Intergovernmental Agreement in support of TriMet's partnership with Metro's Opt In Panel

In order to facilitate agency partners' access to Metro's Opt In panel for regional surveys, Metro has entered into an Intergovernmental Agreement (IGA) with TriMet in the amount of \$30,000. TriMet will access Metro's Opt In panel and related services with our Opt In contractor. The contractor will bill Metro directly and be paid from the Communications materials and services budget. Metro will receive reimbursement for these expenses from TriMet, as invoiced by Metro. Metro also will receive TriMet's assistance in recruiting additional Opt In members.

Oregon budget law does not allow the recognition and direct appropriation of this additional revenue without the benefit of a supplemental budget. This action transfers \$30,000 from contingency to materials and services for Communications to provide for the additional expenditures under the IGA. It also acknowledges the receipt of \$30,000 in additional revenue but places the additional revenue in unappropriated balance in the General Fund to reimburse the contingency at year end.

Janitorial Services

Staff has determined that bringing janitorial services for the Metro Regional Center in-house will provide the best balance to agency needs. The inclusion of best value contracting principles in our procurement policy and subsequent contract bids provided substantive improvement in the overall balance of cost, service delivery and wage and salary benefits for contract employees. However, the resulting increase in bid costs as well as other challenges in the contracting process led to the decision to bring this service in house.

In order to make this transition by July 1, 2013, it is necessary to start hiring staff and procuring janitorial supplies and equipment. This action requests two changes to the FY 2012-13 budget to prepare for the transition of janitorial services.

1. The addition of 4.5 FTE to the budget for janitorial staff. Planned staff include 1.0 FTE for a Facility Supervisor, 3.0 FTE for janitors, and 0.5 FTE for a Lead Janitor. The recruitment process is starting with the Facility Supervisor in March 2013. The other positions will be hired throughout the spring.
2. An increase in expenditure authority of \$45,000 for the salary and benefit costs, janitorial supplies, and equipment necessary to assume janitorial services on July 1, 2013.

This request is to be funded from General Fund Contingency. The costs for providing janitorial services in-house for FY 2013-14 will be included as part of the budget process.

Safety and Security Services

Metro has been managing security at the Metro Regional Center through a combination of Metro employees and contracted staff. After a careful assessment of the facility's business needs, staff has determined that it would be more effective to provide security with only Metro employees. This change requests the addition of 1.0 FTE Safety and Security Officer to the FY 2012-13 budget. The cost for this position will be offset by a reduction in Contracted Professional Services. This change does not require any increase in expenditure authority.

Budget Module

The initial Request for Information for budgeting software included a preliminary estimate of the number of users; during project implementation it became apparent that the initial projection for licenses was inadequate. Our software provider, Questica, offers a named-user license or a site license. Metro would need to purchase an additional 100 licenses to accommodate our user base, at a cost of \$1,200 each, or \$120,000 total. However, we can transition to a site license for an additional \$83,000 and \$12,800 in maintenance costs (\$95,800). At the same time, we have incurred a moderate amount of cost savings during project implementation. Thus the net increased cost of the licensing change will be only \$60,000. This budget and Capital Improvement Plan amendment will be funded equally by the Solid Waste Fund and General Fund savings in Finance and Regulatory Services.

MERC Capital Projects

Cooling Tower at Antoinette Hatfield Hall - The existing cooling tower at the Antoinette Hatfield Hall, which was installed as part of the original building in 1984, has been repaired several times in the last few years and has now come to the end of its useful life expectancy. The project consists of purchasing and replacing the current cooling tower and associated piping, controls upgrades for proper operation, pump replacement and chemical treatment. The current budget appropriates \$150,000 for this project; the lowest responsive and responsible bid was \$227,800. This budget and CIP amendment increases the project budget by \$105,000 to \$255,000 (the additional amount covers design and permitting costs). This action

requests a transfer from the PCPA Operating Contingency of \$105,000 to fund the increased cost of the project. The Operating Contingency will be replenished from the Renewal & Replacement Reserve at year end. MERC Commission Resolution 13-03 approving this request is attached to the staff report.

OCC Kitchen Project (capital improvement plan amendment only) - On December 4, 2012, the MERC Commission authorized a contract in the amount of \$145,275 for General Contractor services for the main kitchen original cooler remodel at the Oregon Convention Center. Once the original coolers and freezer were removed, it was determined that the concrete slab underneath the freezer was heaving and unlevel, requiring unplanned removal of the slab. The removal exposed frozen soil materials of an approximate 20 x 40 foot area 3 feet in depth and a severed drain line. It was necessary to fully excavate the concrete slab, remove all the frozen material, replace the drain line, backfill with crushed rock, grade and pour a new concrete slab prior to the installation of the new freezer and coolers. Additionally, wall removal for the new corridor to dry storage from the hall revealed structural support systems for an existing stairway, requiring a new structural steel support beam for the stairway and reconstruction of the wall surrounding the new entryway.

With the changes, the final cost of this project is estimated to be \$405,000. Adequate budget appropriation for the increase exists by postponing another concession project and using the Aramark Capital Reserve; this amendment will adjust the 5-Year Capital Improvement Plan to reflect the project cost.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.
2. **Legal Antecedents:** ORS 294.463(1) provides for transfers of appropriations within a fund, including transfers from contingency that do not exceed 15 percent of a fund's appropriation, if such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction. ORS 294.463(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body stating the need for the transfer. ORS 294.338(2) allows for the expenditure in the year of receipt of grants, gifts, bequests, and other devices received by a municipal corporation in trust for a specific purpose. Metro's adopted financial policies require any project exceeding \$100,000 or an existing CIP project increasing greater than 20 percent to receive Council approval.
3. **Anticipated Effects:** This action provides changes to operations and capital as described above; funds sustainability upgrades to facility and operations projects; provides access for TriMet to Metro's Opt In panel; transitions from a per user license to a site license for the new budget module software currently in implementation; provides for the transition of janitorial services from outside contractor to in-house staff; transitions safety and security services at Metro Regional Center to completely in-house; provides adequate funding for the replacement of the cooling tower at Antoinette Hatfield Hall; and amends the 5-year capital improvement plan for several projects.
4. **Budget Impacts:** This action has the following impact on the FY 2012-13 budget:
 - Transfers \$200,000 from the General Asset Management Fund contingency to fund sustainability upgrades to facility and operations projects on the renewal and replacement list where funding is not adequate to do a more sustainable option.

- Acknowledges \$30,000 IGA contribution from TriMet to access Metro's Opt In Panel and transfers \$30,000 from the General Fund contingency to provide for additional expenditures under the IGA.
- Provides for an additional \$60,000 in expenditures for the Budget Module software project to recognize a change in the licensing agreement for the software; the additional expenditures to be funded through transfers from the General Fund and Solid Waste Revenue Fund.
- Adds 4.5 FTE and related costs for salaries, wages, benefits, supplies and equipment to provide for the transition to in-house janitorial services;
- Adds 1.0 FTE Safety and Security Officer to bring security services fully in-house;
- Transfers \$105,000 from the PCPA Operating Contingency to fund an increase in the cooling tower project at Hatfield Hall.
- Amends the 5-year capital improvement plan as needed for projects mentioned above.

RECOMMENDED ACTION

The Chief Operating Office recommends adoption of this Ordinance.

Sustainability Project Funding, Metro Budget FY12-13, \$200,000

Project Recommendations

Prepared by Molly Chidsey, Sustainability Coordinator with Metro Sustainability Steering Committee

March 7, 2013

Background

Metro Council included \$200,000 in the FY12-13 budget for sustainability upgrades to facility and operations projects on the R&R list but where funding is not adequate to do a more sustainable option than a traditional “like for like” replacement. This one-time funding is held in contingency, meaning approval by Metro Council is required to allocate or spend the funds. Funding needs to be dedicated (determine how it will be spent) by the end of this fiscal year, but projects do not need to be completed this fiscal year. Funding may be used for the incremental cost to make a project more sustainable than is budgeted for in the Renewal & Replacement budget, and is available for projects in the R&R schedule for the next five years.

All recommended projects are contingent on receiving incentive or grant funding. See pages 2-4 for details.

Proposal evaluation and selection process

Proposals were evaluated by Metro's Sustainability Steering Committee using the following evaluation criteria.

1. Supports Metro's sustainability goals for internal operations (reduce greenhouse gas emissions, choose nontoxic, prevent waste, conserve water, enhance habitat or reduce stormwater);
2. Return on Investment (ROI);
3. Scale of project; represents strategic investment;
4. Extent to which the project supports priority areas for the coming two years:
 - a. Implement Metro's energy efficiency plan by reducing electricity or natural gas consumption;
 - b. Implement recommendations from water audits to conserve water; or
 - c. Implement Metro's Green Building Policy, including recommendations from FY 12-13 feasibility assessments in the areas of ecoroofs, solar, LEED-EBOM and/or habitat enhancement and stormwater reduction;
5. Public education or visibility opportunity; and
6. Support minority-owned, women-owned or emerging small businesses (MWESB) through Metro's sheltered market program (applies to projects that can be broken down into increments of < \$50,000).

Recommended Projects

The following projects earned the highest scores using the evaluation criteria on the previous page and are listed in order of scores received from the evaluation committee.

Project 1: Metro Regional Center Ecoroof (Goal supported: Habitat/Stormwater)

- Sustainability goal supported: Enhance habitat and reduce stormwater
- Description: Incorporate ecoroof into the roof replacement project at Metro Regional Center. Area of roof is 16,463 square feet. This project supports Metro’s Green Building Policy requirement to install an ecoroof when a full roof replacement is needed and an ecoroof is deemed structurally feasible. The project would result in annual savings of approximately \$1,520 on City of Portland stormwater fees and would reduce cooling costs of the building in warmer months. Typically ecoroofs last longer than traditional roofs, up to twice as long when installed properly, extending the time needed for roof replacement.
- Cost:
 - **Amount requested: \$40,000**
 - R&R budget available: \$512,404 for roof replacement project
 - Potential City of Portland Ecoroof Incentive grant: Estimated \$82,315 (\$5/square foot)
 - Annual savings on stormwater fees: \$1,520
- Project Year: FY14
- Contingencies: This project is contingent on a structural analysis in progress to determine whether the roof can bear the additional weight of an ecoroof. Project funding is also contingent on availability of funding from the [City of Portland’s Ecoroof Incentive grant program](#) for up to \$5 per square foot to add to Metro’s funding for the project. Funding availability through this program is uncertain.

Project 2 and 3 (concurrent): Expo Hall D and E Lighting Retrofit to Induction Lighting

- Sustainability goal supported: Reduce greenhouse gas emissions through energy efficiency
- Description:
 - Hall D: Replace 110 metal halide lamp fixtures with efficient induction lighting. Expected electricity reductions from this project are 333,739 kilowatts annually.
 - Hall E: Replace 168 metal halide lamps with efficient induction lighting. Expected electricity reductions from this project are 489,790 kilowatts annually.
- Cost:
 - **Amount requested: \$43,645 for Hall D and \$89,574 for Hall E (total \$133,216)**
 - R&R budget available: Up to \$60,000 from “group of lighting” budget
 - Estimated Energy Trust of Oregon incentive¹: \$40,338 for Hall D and \$64,330 for Hall E (total \$104,668)

¹ All Energy Trust of Oregon (ETO) incentive estimates listed in this document are estimates only. ETO provides estimates of both project cost and the correlating incentive they would invest in the project. All project estimates must be confirmed

- Annual utility cost savings: \$25,853 Hall D and \$38,076 Hall E (total \$69,929)
- Estimated return on investment (ROI) timeframe: 3 years
- Project Year: FY13-14
- Contingencies: None.

Project 4: Expo Hall A-B Replacement of T-8 High Bay Fixtures

- Sustainability goal supported: Reduce greenhouse gas emissions through energy efficiency
- Description: Replace varied locations with T-8 lamp fixtures from outdated T12 lamp fixtures. Add Ballasts as needed, switch sensors in areas as needed. Same request, but use of T-5's also submitted. Estimated electricity savings of 302,708 kilowatt hours per year.
- Cost:
 - **Amount requested: \$14,193**
 - R&R budget available: Up to \$30,000 from "group of lighting" budget
 - Estimated Energy Trust of Oregon incentive¹: \$35,735
 - Annual utility cost savings: \$24,281/year
 - Estimated return on investment (ROI) timeframe: 2.6 years
- Project Year: FY13 if possible. See contingencies.
- Contingencies: T12 linear fluorescent lamps are no longer in production due to Federal legislation to remove less energy-efficient T12 lamps from the U.S. marketplace.² Since T12 fixtures are no longer in production, Energy Trust of Oregon is expected to stop offering incentive funding soon for projects that replace T12 lamps with T8 lamps since T8's will be the new "standard." Therefore this project needs to be completed as soon as possible while ETO incentive funding is still available for replacing T12's with T8's.

Note about lighting electricity efficiency projects at Expo Center

In FY11-12, the Expo Center spent approximately \$333,400 on electricity (approx. 3 million kilowatt hours). With these three lighting projects, Expo Center could reduce electricity costs by approximately \$88,000 per year.

Project 5: Expo stormwater bioswale

- Sustainability goal supported: Enhance habitat and reduce stormwater
- Description: Install bioswales for stormwater treatment at multiple locations in Expo Center's Lower and Upper parking lots. A 6,400 square foot bioswale would treat stormwater from approximately 40,000 square feet of paved surfaces. The project would also reduce Expo's considerable City of Portland stormwater management fees by approximately \$3,300 annually.

through vendor bids. ETO incentive estimates are confirmed when Metro submits an application for funding to ETO for each project. www.energytrust.org

² Fluorescent Lighting Standard Changes, Pacific Power website, <http://www.pacificpower.net/bus/se/tr/flsc.html>.

- Cost:
 - **Amount requested: \$ 10,000**
 - R&R budget available: Some portion of the Expo's parking lot maintenance budget (total \$50,000/year).
 - Potential City of Portland Stormwater grant: TBD. See contingency section below.
 - Estimated annual stormwater fee savings: Approx. \$3,300/year
- Project Year: FY13-14
- Contingencies: Staff must apply for funding from the City of Portland Sustainable Stormwater program grant (Bureau of Environmental Services). This is a competitive grant process.

Future funding notes

Metro should consider establishing an internal revolving "loan" fund for energy efficiency projects whereby operational savings that result from improving energy efficiency would be used to help pay for future energy efficiency projects. This concept is in use at City of Hillsboro, Harvard University and other organizations as a way of making the most of energy savings and funding future energy projects that save the organization money.

Additionally, Metro's Green Building Policy, adopted by Metro Council Resolution 11-4294A, supports selection of energy efficient systems for Metro facilities when upgrades are scheduled, as well as use of Return on Investment and Total Cost of Ownership as concepts for funding facility projects such as these.

METROPOLITAN EXPOSITION RECREATION COMMISSION

Resolution No. 13-03

For the purpose of approving and transmitting to the Metro Council a budget amendment to the Metropolitan Exposition Recreation Commission (MERC) Fund for current fiscal year 2012-13.

WHEREAS, Metro Code 6.01.050 provides that MERC shall annually prepare and approve an annual budget which shall, to the maximum extent permitted by law, consist of one commission-wide series of appropriations; and

WHEREAS, Metro Code 6.01.050(d) further provides that once MERC's budget has been adopted by the Metro Council, any changes in the adopted appropriations must be ratified in advance by the Metro Council; and


WHEREAS, MERC previously approved and transmitted to the Metro Council the fiscal year 2012-13 budgets for the MERC Fund; and

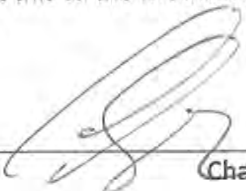
WHEREAS, MERC staff request amendments to the current budget for the reasons described in the attached Staff Report.

BE IT THEREFORE RESOLVED, that the Metropolitan Exposition Recreation Commission approves a budget amendment to the MERC Fund as described in the attached Staff Report for the fiscal year beginning July 1, 2012 and ending June 30, 2013 for inclusion as part of the total Metro budget for this period and requests that the Metro COO present this to the Metro Council for ratification.

Passed by the Commission on February 6, 2013.

Approved as to Form:
Alison Kean Campbell, Metro Attorney

By: 
Nathan A. Schwartz Sykes, Senior Attorney


Chair


Secretary/Treasurer

METROPOLITAN EXPOSITION RECREATION COMMISSION

Resolution No. 13-06

Amending MERC's 5 Year Capital Plan for the Oregon Convention Center (OCC) Main Kitchen, Original Cooler Remodel project cost from \$329,573 to \$405,000 and recommending that the Metro Council amend the FY 2012-13 through FY 2016-17 Capital Improvement Plan (CIP)

WHEREAS, the Metropolitan Exposition Recreation Commission's (MERC) Capital Asset Management Policy requires any project exceeding \$100,000 receive Commission approval; and

WHEREAS, Metro's adopted financial policies require any project exceeding \$100,000 or an existing CIP project increasing greater than 20 percent receive Council approval; and

WHEREAS, MERC approved the Main Kitchen, Original Cooler Remodel contract by Resolution 12-22 increasing the project cost from \$250,000 to \$329,573 and amended the MERC Capital Plan to reflect this change in cost; and

WHEREAS, MERC approved Resolution 12-23 increasing the project cost from \$329,573 to \$387,188, a 17% increase; and

WHEREAS, the Main Kitchen, Original Cooler Remodel estimated costs have increased to \$405,000 which is an increase of over 20% that requires an amendment by MERC to the 5 year Capital Plan as well as a Metro Council amendment to the CIP; and

WHEREAS, adequate appropriation exists to fund the increase.

BE IT THEREFORE RESOLVED, that the Metropolitan Exposition Recreation Commission:

1. Amends MERC's 5 Year Capital Plan for the OCC Main Kitchen, Original Cooler Remodel project cost from \$329,573 to \$405,000; and
2. Recommends that the Metro Council amend the FY 2012-13 through FY 2016-17 CIP to increase the cost of the Main Kitchen, Original Cooler Project from \$329,573 to \$405,000.

Passed by the Commission on March 6, 2013.

Approved as to form:

Alison Kean Campbell, Metro Attorney

By:

Nathan A. Schwartz Sykes, Senior Attorney

Chair

Secretary/Treasurer

Agenda Item No. 6.1

Resolution No. 13-4418, For the Purpose of Approving the
Contract Amendment for the MJ Gleason Boat Ramp Parking Lot
and Restroom Improvement Project.

Metro Council Meeting
Thursday, April 11, 2013
Metro, Council Chamber

BEFORE THE METRO COUNCIL
CONTRACT REVIEW BOARD

RESOLUTION OF METRO COUNCIL, ACTING)	RESOLUTION NO. 13-4418
AS THE METRO CONTRACT REVIEW BOARD,)	
FOR THE PURPOSE OF APPROVING A)	Introduced by Chief Operating Officer Martha
CONTRACT AMENDMENT FOR THE MJ)	Bennett, with the concurrence of Council
GLEASON BOAT RAMP PARKING LOT AND)	President Tom Hughes
RESTROOM IMPROVEMENT PROJECT	

WHEREAS, pursuant to ORS 279A.060 and Metro Code 2.04.058 the Metro Council is designated as the Public Contract Review Board for the agency; and

WHEREAS, the MJ Gleason Boat Ramp Parking Lot and Restroom Improvement Project was competitively bid and Colf Construction, LLC was the lowest responsible, responsive bidder; and

WHEREAS, bid alternates for landscape improvements and construction of the car parking lot were included in the bid in the event that additional funding became available to complete the entire improvement project; and

WHEREAS, under the direction of Metro's Construction Manager, Colf Construction LLC is completing the reconstruction of the main parking lot work in accordance with the Project specifications and schedule; and

WHEREAS, Parks and Environmental Services has determined that additional work to construct a planned car parking lot to the east of the main lot is proposed to be funded through additional grant funding from the Oregon State Marine Board and the Oregon Department of Fish and Wildlife; and

WHEREAS, the original Colf Construction LLC contract was \$1,082,673 and amendments are now proposed to increase the total contract amount by a projected \$325,000, to \$1,419,185. The additional work has been reviewed by the Metro's Construction Manager and the project engineer, and has been approved as appropriately priced; and

WHEREAS, Metro Code 2.04.058 requires Contract Review Board approval for amendments to public improvement contracts that exceed 10% of the initial contract value for contracts over 1 million dollars; and

WHEREAS, the Metro Procurement Officer believes that amending the existing contract with Colf Construction Inc. is appropriate, that such action is in the best interests of Metro, and that competitively procuring the additional work would be impractical; now therefore

BE IT RESOLVED that the Metro Council acting as the Public Contract Review Board authorizes the Procurement Officer to execute contract amendments up to the amount of \$1,419,185 with Colf Construction LLC. for the MJ Gleason Parking Lot and Restroom Improvement Project.

ADOPTED by the Metro Council Contract Review Board this ____ day of _____, 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4418, FOR THE PURPOSE OF APPROVING A CONTRACT AMENDMENT FOR THE MJ GLEASON BOAT RAMP PARKING LOT AND RESTROOM IMPROVEMENT PROJECT

Date: April 11, 2013

Prepared by: Lydia Neill, x1830

BACKGROUND

An open, competitive Request for Bid (RFB) was issued for the MJ Gleason Boat Ramp Parking Lot and Restroom Improvement project in 2012. This project is the last phase of the improvements to the MJ Gleason Boat Ramp facility permitted under a Master Plan approved by the City of Portland; the Plan approval expired in December 2012. The improvements in this project include a complete rebuild of the failing parking lot surface and base material, adding stormwater treatment for run-off, creating 100 car parking spaces, planning for a future boat wash area (to address invasive species concerns), and adding a pre-engineered four stall restroom that is constructed with SIP panels and small solar installation.

In accordance with Metro Code, Colf Construction LLC was selected, as it was the lowest responsive, responsible bidder. The original budget for this project was funded from the renewal and replacement fund and grants from the Oregon State Marine Board (OSMB) and the Department of Fish and Wildlife (ODFW) for a total of \$1,364,400. An additional \$414,500 will be provided from OSMB, ODFW and Metro for the project, bringing the total to \$1,778,900.

The contract was awarded on December 19, 2012 in the amount of \$1,082,673; work began in December 2012. The Construction Manager, Lydia Neill reports that the project has progressed as planned and that Colf Construction LLC. has provided construction services in accordance with the contract, performing additional work as directed by the owner. Overall the quality of work and the partnership with the prime contractor has been very good.

The original bid was divided between a base bid to reconstruct the main parking lot, installation of the restroom, and alternates for a car parking lot, landscaping and other miscellaneous project components, because of staff concerns that it was likely the low bid would exceed the project funds. The parking lot and landscaping were not included within the original bid award because they were in excess. This work has been priced through the original bid process as Add Alternates for the parking lot and landscaping at a total of \$299,727. It is anticipated that the additional work required to complete the car parking lot improvements and other minor site work can be completed for approximately \$325,000 (Change orders 1,2 and 3).

During the course of construction, the following additional services have been approved:

Change Order #1- Irrigation sleeving required by MCDD	\$3,619
Change Order #2- Electrical, sewer pump modification	\$7,893
Change Order #3- PENDING, award of alternates for car parking lot, landscaping, etc.	<u>\$325,000</u>
	Total \$1,419,185

Metro Code 2.04.058, Public Contract Amendments, requires Metro Council approval of contract amendment or change orders that exceed 10% of the total value of the contract for contracts over 1 million dollars. The Metro Procurement Officer has deemed this amendment to be appropriate and

reasonably related to the original scope of work, and therefore, believes the amendment is in Metro's best interest to approve.

The Construction Manager will continue to manage and administer this contract to ensure construction is in accordance with the contract, including all plans and specifications. Staff continues to look for value engineering opportunities to bring this project in under the budgeted amount. The MJ Gleason Boat Ramp is scheduled to re-open to the public in June 2013.

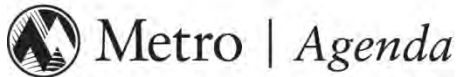
ANALYSIS/INFORMATION

1. **Known Opposition** None Known.
2. **Legal Antecedents** Metro Code 2.04.058, ORS Chapter 279C.
3. **Anticipated Effects** Construction of the parking lot and site improvements will continue at the MJ Gleason Boat Ramp Facility in accordance with the contract document and project schedule.
4. **Budget Impacts** This change order request falls within funds budgeted.

RECOMMENDED ACTION

Metro Council, acting as Public Contract Review Board, approves the attached contract amendment with Colf Construction LLC.

Materials following this page were distributed at the meeting.



REVISED, 4/10/13

Meeting: Metro Council
Date: Thursday, April 11, 2013
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

1. **INTRODUCTIONS**
2. **CITIZEN COMMUNICATION**
3. **ECO-EFFICIENT PILOT PROJECT PRESENTATION** **Bateschell**
4. **CONSIDERATION OF THE MINUTES FOR APRIL 4, 2013**
5. **ORDINANCES – SECOND READ**
- 5.1 **Ordinance No. 13-1299**, For the Purpose of Amending the FY 2012-13 Budget and Appropriations Schedule, Adding 5.50 FTE and Amending the FY 2012-13 through 2016-17 Capital Improvement Plan.

Public Hearing
6. **CHIEF OPERATING OFFICER COMMUNICATION**
7. **COUNCILOR COMMUNICATION**

ADJOURN

Television schedule for April 11, 2013 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, April 11</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, April 14, 7:30 p.m. <i>Date:</i> Monday, April 15, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, April 15, 2 p.m.</p>	<p>Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, April 13, 11 p.m. <i>Date:</i> Sunday, April 14, 11 p.m. <i>Date:</i> Tuesday, April 16, 6 a.m. <i>Date:</i> Wednesday, April 17, 4 p.m.</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>

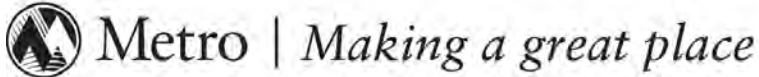
PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

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METRO COUNCIL MEETING

Meeting Summary

April 4, 2013

Metro, Council Chamber

Councilors Present: Council President Tom Hughes and Councilors Shirley Craddick, Craig Dirksen, Carlotta Collette, Kathryn Harrington, Sam Chase, and Bob Stacey

Councilors Excused: None

Council President Tom Hughes called the regular council meeting to order at 2:02 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

Nancy Shaw, 2707 Falk Rd., Vancouver, WA: Ms. Shaw addressed the Council on the elephants, specifically Chendra and Packy, at the Oregon Zoo. She encouraged the Council to send the elephants to an offsite reserve; she recommended either the *Paws* in California or the *Elephant Sanctuary* in Tennessee. She also addressed the living conditions for animals at the Zoo, and stated that this was not conservation, but a death sentence. (Written testimony included as part of the meeting record.)

Courtney Scott, 2106 NE Flanders, Portland: Ms. Scott inquired if the Roslyn Lake property had been purchased and when the property would be ready to receive elephants. She encouraged Council to send the elephants to a different preserve if Metro or the Zoo did not have sufficient funds to open and operate the Roslyn Lake property. Additional comments addressed the voter-approved bond measure in 2008, and the Association of Zoos and Aquariums. She asked that Metro provide a response to her comments. (Written testimony included as part of the meeting record.)

Cherie Lambert Holenstein, 6141 SE Steele St., Portland: Ms. Holenstein stated that voters trusted Metro and supported the 2008 zoo bond measure. She questioned the progress made since 2008, asked if the Council was embarrassed by not honoring the voters' commitment. Additionally, Ms. Holenstein read testimony from Dr. Christopher Holenstein and John Holenstein encouraging the Council to release the elephants to an offsite sanctuary. The testimony cited the elephants' mental and physical health needs, and the need to teach children to respect all life and understand the truth about animals' lives. (Written testimony for Dr. C. Holenstein and J. Holenstein included as part of the meeting record.)

Ninette Jones, 7637 N. Interstate, Portland: Ms. Jones advocated that Packy be sent to *Paws* sanctuary in California. She inquired about the Roslyn Lake site, if it had been purchased and, if not,

why it had not been purchased. She asked about permanent ownership of Samudra, and possible breeding of Chendra. She advocated that no more elephant babies be born on the 1.2 acres at the Oregon Zoo.

Nadine Zimmer, 1529 NE 21st St., Portland: Ms. Zimmer stated that the elephants' release to a sanctuary is long overdue. She stated that elephants do not belong in zoos, and that many zoos have already closed their elephant exhibits.

Syd Most, 4501 N. Montana Ave., Portland: Ms. Most echoed comments from previous testifiers. She stated that she has been an animal advocate all of her life, and highly values the elephant species. She talked about an elephant's life in the wild, and offered that people should model their lives and society after the elephants. She also stated that she hired a psychic to visit Packy at the Zoo, and stated that he is so depressed the psychic could not connect with him.

Cindy Kocgy, 13795 SW Latigo Circle, Beaverton: Ms. Kocgy stated that during her family's frequent visits to the Zoo, her children would ask questions about the animals' strange behaviors. She stated that she answered the questions by stating that society grossly underestimates the scope and scale of animal intelligence, but that she still believed the Zoo's idea of conservation. She stated that she has undergone a huge awakening and has concluded that Packy is being treated cruelly. She posed two questions for Council thought: (1) is it okay that Packy has been standing around for 50 years in the same cage; and (2) What do you think he is thinking? She believed he was hurting and requested that he be retired.

Nancy Newell, 3917 NE Skidmore St., Portland: Ms. Newell stated that she testified before the Council on behalf of Packy and the programs for preservation. She stated that public interests were made clear by the passage of the 2008 bond measure. She inquired about the public records request process and stated that receiving information about Packy's health was in the public's interest. She stated that she would seek legal action if needed. She recommended the zoo announce that Packy is being transported to a sanctuary for his 51st birthday.

Bette Shefsik, 2826 NE 61st Ave., Portland: Ms. Shefsik stated that she was recently at the Oregon Zoo and noticed that Packy has significantly aged since her last visit in 2007. She stated that every being has a right to retire. She emphasized that elephants need more room to roam, and that standing for long periods of time on concrete is damaging to elephants' feet. She encouraged the Zoo to release Packy to Paws in California.

Rebecca Silvey, 16915 SW Ledgestone Drive, Beaverton: Ms. Silvey stated that it was tragic that Packy has been in captivity since birth. She urged the Council to release not only Packy, but all of the elephants, to a sanctuary.

Art Lewellan, 3205 SE 8th Ave., Apt. 9, Portland: Mr. Lewellan submitted maps and information on earthquake zone structures in the Pacific Northwest for the Council to review. He also stated that he did not like the new Columbia River Crossing project bridge design. He stated that the Council could benefit from studying his proposed drawings. (Handouts included as part of the meeting record.)

3. CONSIDERATION OF THE MINUTES FOR MARCH 14, 2013

Motion:	Councilor Carlotta Collette moved to approve the Council minutes for March 14, 2013.
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Vote:	Council President Hughes, and Councilors Craddick, Collette, Stacey, Chase, Dirksen, and Harrington voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .
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4. ORDINANCES – FIRST READ

- 4.1 **Ordinance No. 13-1299, Ordinance No. 13-1299**, For the Purpose of Amending the FY 2012-13 Budget and Appropriations Schedule, Adding 5.50 FTE and Amending the FY 2012-13 through 2016-17 Capital Improvement Plan.

Second read, public hearing and Council consideration and vote are scheduled for Thursday, April 11, 2013.

5. RESOLUTIONS

- 5.1 **Resolution No. 13-4416**, For the Purpose Authorizing Metro to Apply for Two Local Government Grants from the Oregon State Parks and Recreation Department and Delegating Authority to the Sustainability Center Director to Sign the Applications.

Motion:	Councilor Kathryn Harrington moved to approve Resolution No. 13-4416.
Second:	Councilor Collette seconded the motion.

Metro staff Ms. Mary Ann Cassin introduced the resolution. The resolution, if approved, would allow the staff to apply for two state grants, one for the Farmington natural area and one for the Scouters Mountain natural area. Staff anticipates that Metro’s application will be competitive in the grant cycle, and emphasized the support from local partners. Ms. Cassin stated that matching funds for both projects are already either in place or committed and in transition from local partners. Additionally, she noted that the North Clackamas Parks and Recreation District will assume management of one park.

Vote:	Council President Hughes, and Councilors Craddick, Collette, Stacey, Chase, Dirksen, and Harrington voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .
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6. CHIEF OPERATING OFFICER COMMUNICATION

Ms. Martha Bennett provided updates on:

- The *Recycle More Recycle Less* campaign is scheduled to launch this week in two neighborhoods, one in Gresham and one in southeast Portland.

- Ms. Bennett and Councilor Collette have been invited to the April 10 Clackamas County Business Alliance meeting to discuss the urban growth boundary and urban growth report process.

7. METRO ATTORNEY COMMUNICATION

Metro Attorney Ms. Alison Kean Campbell did not have any new, non-privileged information on litigation to share with the Metro Council.

Ms. Kean Campbell stated that she would be out of the office April 9 – 12, 2013 at the Best Practices trip in Atlanta.

8. COUNCILOR COMMUNICATION

Councilor updates included the recent Joint Policy Advisory Committee on Transportation meeting, Beaverton City Council meeting, Metro Exposition and Recreation Commission meeting, League of Women Voters forum, Clackamas County Business Alliance meeting, quarterly exchange meetings in District 2, Washington County's *State of the County* address, and recent lobby trip to Salem, Oregon on housing affordability issues.

Highlighted upcoming events included community tours of the new Kaiser Permanente Westside Medical Center in April. Tour details are available on Kaiser's website.

9. ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 2:52 p.m. The Metro Council will convene the next regular council meeting on Thursday, April 11 at 2 p.m. at the Council Chamber.

Respectfully submitted,



Kelsey Newell, Regional Engagement & Legislative Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 4, 2013

Item	Topic	Doc. Date	Document Description	Doc. Number
2.0	Testimony	April 2013	Written testimony and handouts provided by N. Shaw	40413c-01
2.0	Testimony	N/A	Written testimony provided by C. Scott	40413c-02
2.0	Testimony	4/4/13	Written testimony provided by J. Holenstein	40413c-03
2.0	Testimony	N/A	Written testimony provided by C. Holenstein	40413c-04
2.0	Testimony	N/A	Written handouts provided by A. Lewellan	40413c-05
5.1	Legislation	N/A	Revised Resolution No. 13-4416. Includes both clean and redline versions.	40413c-06