

## Metro Policy Advisory Committee (MPAC)

### agenda

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Wednesday, September 13, 2017

5:00 PM

Metro Regional Center, Council chamber

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1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
2. **Citizen Communications (5:10 PM)**
3. **Council Update (5:15 PM)**
4. **MPAC Member Communication (5:20 PM)**
5. **Consent Agenda (5:25 PM)**
  - 5.1 Consideration of August 9, 2017 Minutes [17-4865](#)  
Attachments: [August 9, 2017 Minutes](#)
6. **Information/Discussion Items**
  - 6.1 Construction Career Pathways Project (5:30 PM) [COM](#)  
[17-0046](#)  
  
Presenter(s): David Fortney, Metro  
Attachments: [MPAC Worksheet](#)  
[Summary of Findings](#)
  - 6.2 Regional Equitable Housing Investment Opportunities [COM](#)  
(6:00 PM) [17-0045](#)  
  
Presenter(s): Emily Lieb, Metro  
Attachments: [MPAC Worksheet](#)
7. **Adjourn (7:00 PM)**

#### Upcoming MPAC Meetings:

- *Wednesday September 27, 2017*
- *Wednesday October 11, 2017*
- *Wednesday October 25, 2017*

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្របណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
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## 2017/2018 MPAC Work Program

*As of 8/31/17*

*Items in italics are tentative; **bold** denotes required items*

<p><b><u>Wednesday, September 13, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Construction Career Pathways Project – Information/Discussion (David Fortney, Metro; 30 min)</li> <li>• Regional Funding/Investment Opportunities for Equitable Housing – Information/Discussion (Emily Lieb, Metro; 60 min)</li> </ul>	<p><b><u>Wednesday, September 27, 2017</u></b></p> <ul style="list-style-type: none"> <li>• What’s new in housing development around the region? (1/2) – Information/Discussion (Hillsboro/Portland; 60 min)</li> <li>• <i>Expectations for Cities Proposing Residential Urban Growth Boundary Expansions – Information/Discussion (Ted Reid, Metro; 30 min)</i></li> </ul> <p><u>September 28 – 30: League of Oregon Cities Annual Conference, Portland, OR</u></p>
<p><b><u>Wednesday, October 11, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Broker perspectives on residential market dynamics – Information/Discussion (TBD; 45 min)</i></li> <li>• <i>Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min)</i></li> </ul>	<p><b><u>Wednesday, October 25, 2017</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 15 min)</li> <li>• Regional Transportation Technology Strategy (Eliot Rose, Metro; 40 min)</li> <li>• What’s new in housing development around the region? (2/2) – Information/Discussion (Wilsonville/Beaverton; 50 min)</li> </ul>
<p><b><u>Wednesday, November 8, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min)</li> <li>• Metro’s Housing Data Resources (Jeff Frkonja; 30 min)</li> <li>• City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 45 min)</li> </ul> <p><u>November 14-17: Association of Oregon Counties Annual Conference, Eugene, OR</u></p>	<p><b><u>Wednesday, November 22, 2017 – cancelled</u></b></p>

<p><b><u>Wednesday, December 13, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Anti-Displacement Strategies: Panel Discussion (multiple; 90 min)</i></li> </ul>	<p><b><u>Wednesday, December 27, 2017 - cancelled</u></b></p>
<p><b><u>Wednesday, January 10, 2018</u></b></p>	<p><b><u>Wednesday, January 24, 2018</u></b></p>
<p><b><u>Wednesday, February 14, 2018</u></b></p>	<p><b><u>Wednesday, February 28, 2018</u></b></p>
<p><b><u>Wednesday, March 14, 2018</u></b></p>	<p><b><u>Wednesday, March 28, 2018</u></b></p>
<p><b><u>Wednesday, April 11, 2018</u></b></p>	<p><b><u>Wednesday, April 25, 2018</u></b></p>

**Upcoming events:**

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

**Parking lot:**

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas
- Transportation Resiliency
- Self-driving cars



**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

August 9<sup>th</sup>, 2017

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Steve Callaway  
Sam Chase  
Carlotta Collette  
Amanda Fritz  
Mark Gamba (*Chair*)  
Jeff Gudman  
Kathryn Harrington  
Jerry Hinton  
Larry Morgan  
Craig Prosser  
Loretta Smith  
Ty Stober  
Peter Truax

**ALTERNATES PRESENT**

Jennifer Donnelly  
John Griffiths

**MEMBERS EXCUSED**

Gordon Hovies

**AFFILIATION**

City of Hillsboro, Largest City in Washington County  
Metro Council  
Metro Council  
City of Portland  
City of Milwaukie, Other Cities in Clackamas County  
City of Lake Oswego, Largest City in Clackamas County  
Metro Council  
City of Gresham  
City of Troutdale, Other Cities in Multnomah County  
TriMet  
Multnomah County  
City of Vancouver  
City of Forest Grove, Other Cities in Washington County

**AFFILIATION**

Oregon Department of Land Conservation and Development  
Tualatin Valley Fire and Rescue, Special Districts in Washington County

**AFFILIATION**

Tualatin Fire and Rescue, Special Districts in Washington County

**OTHERS PRESENT:** Gretchen Buehner, Martha Fritzie, Adam Barber, Zoe Monahan, Beth Vargas Duncan

**STAFF:** Ernest Hayes, Miranda Mishan, Nellie Papsdorf, Megan Gibb, Roger Gonzalez, Pam Peck, Frankie Lewington, Emily Lieb, Patty Unfred, Stephanie Soden, Jennifer Erickson

**1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS**

MPAC 1<sup>st</sup> Vice Chair Denny Doyle called the meeting to order at 5:08 p.m.

**2. CITIZEN COMMUNICATIONS**

- *There was none.*

**3. COUNCIL UPDATE**

- Councilor Kathryn Harrington announced the success of the recent hotel groundbreaking, and noted that the hotel was expected to open in 2019. She mentioned the initiation of the Construction Careers Pathway Program, a construction apprenticeship program geared toward women and people of color
- Councilor Harrington announced the restoration of the Portland sign at the Arlene Schnitzer Concert Hall. She explained that there would be a relighting ceremony on August 16, 2017, at 7pm to celebrate the completion of the project.
- Councilor Harrington noted that Metro Council meetings will be held around the region in the coming months.

#### **4. MPAC MEMBER COMMUNICATION**

- Councilor Ty Stober shared that Vancouver had changed Accessory Dwelling Unit (ADU) requirements to remove owner occupancy and permit requirements. He announced that Vancouver city center is undergoing development.
- Councilor Jeff Gudman requested that Metro staff convene and discuss the benefits and drawbacks of Metro becoming the Regional Air Quality District, and report to MPAC at a later date.
- Mayor Pete Truax discussed the addition of two rural roundabouts on Hwy 47 in Forest Grove as a way to mitigate traffic accidents

#### **5. CONSENT AGENDA**

- **Consideration of July 28, 2017 Minutes.**

Councilor Gudman moved and Mayor Truax seconded to pass the consent agenda. With all in favor, the motion passed unanimously.

#### **6. INFORMATION/DISCUSSION ITEMS**

##### **6.1 Build Small Coalition Update and Round Table Discussion**

Chair Gamba explained that this item was in response to MPAC members' request for further discussion following the June 14<sup>th</sup> Build Small Coalition Update. He added that following the ADU discussion, there would be a follow up conversation about the Build Small Coalition's 2017-18 work program. Chair Gamba discussed the plan to focus on opportunities to catalyze ADU development beyond Portland, and to have a discussion with a panel of ADU experts. Chair Gamba introduced Ms. Emily Lieb, Metro staff, Mr. Robert Liberty and Ms. Beth Gilden from PSU's Institute for Sustainable Solutions; Mr. Eli Spevak, from Orange Splot LLC; and Mr. Kol Peterson, from AccessoryDwellings.org.

*Key elements of the presentation included:*

Mr. Liberty provided a brief update on the progress made by Portland State University's Institute for Sustainable Solutions on designing Accessory Dwelling Units. He highlighted the importance of ADU's in efforts towards sustainability, specifically Metro's greenhouse gas reduction strategy.



Mr. Liberty discussed the importance of considering the ways in which ADU's can be made available to individuals and families with lower incomes.

Ms. Lieb updated MPAC on the Build Small Coalition work plan. She outlined the BSC mission statement, and shared a list of the coalition members. Ms. Lieb noted she would like to see more local jurisdiction staff people on the coalition. She defined the different types of small housing, but acknowledged that most of the work being done in the region focused specifically on ADU's.

Ms. Lieb summarized the previous accomplishments of the coalition, and reviewed its goals for 2017-18 as well as the steps taken so far to meet these goals. She recalled that the ADU code audit and SDC audit were done over the summer and the results would be shared with member jurisdictions and workshops will potentially be offered.

Ms. Lieb discussed some of the most common barriers to ADU's, and explained the kinds of research being done around these barriers. She noted that PSU's Institute for Sustainable Solutions had a research component, and that Metro was considering other avenues for research to understand where ADU's were being built, and why people chose to build and live in them.

Ms. Lieb prompted the panelists to introduce themselves and their work on ADU's. She asked the panelists to discuss what drives the market for ADU's.

Mr. Kol Peterson of AccessoryDwellings.org explained that a housing crisis heavily drives a need for ADU's as well as flexible ADU regulations. He added that high administrative cost barriers can also drive the market for ADU's, and these three things were necessary for ADU development.

Mr. Eli Spevak from Orange Splot, LLC highlighted the importance of high land values, inspiration and property value regulation. He emphasized that these were important but not all inclusive.

Ms. Beth Gilden from PSU's Institute for Sustainable Solutions, explained that people have changed the way they live and many don't have money to pay for housing. She noted that financing is a major challenge, but that ADU's must be accessible to those who are lower-income.

Ms. Lieb asked the panelists if they had seen codes and regulations regarding ADU's in Portland that could be replicable on a smaller scale.

Mr. Spevak explained that there was a pretty good ADU code in Portland, but that jurisdictions should allow people to build ADU's for lifestyle reasons. Mr. Peterson noted that most jurisdictions have poor regulatory codes for ADU's.

*Member discussion included:*

- Mayor Pete Truax asked about walk score and how it was used on a map of ADU's used in Ms. Lieb's presentation. He added that Forest Grove lacks opportunity for people to walk to services, and asked how ADU's might be used to improve transit and availability throughout the region. Ms. Gilden responded and explained that ADU's are usually built in desirable and walkable neighborhoods, which constitute part of the walk score. She added that the walk score is generally improved by ADU's because they contribute to neighborhood density

which adds to walkability. Ms. Lieb conveyed that walk score combines different data to provide an index score that is often on property listings.

- Commissioner Loretta Smith asked about the difference between an ADU and a duplex. Mr. Spevak explained that ADU's almost always have a size cap, whereas there isn't a cap on a duplex. Ms. Gilden added that ADU's are allowed on almost every residential piece of land in Portland.
- Mr. Spevak mentioned that there were many illegal ADU's out there, and it could be useful to consider an amnesty program. Councilor Stober noted that one of the arguments Vancouver was challenged by during their recent ADU decision making was back door zoning. He recommended not using the term "amnesty" because in his experience, it derailed the conversation. Councilor Stober asked what changed in 2010 that caused an ADU market shift. Mr. Peterson expressed that education and regulatory changes helped the shift.
- Councilor Jerry Hinton asked if ADU's qualified for Section 8 subsidies. Mr. Spevak replied yes. Ms. Lieb added that there was a group that looked at pairing ADU's with section 8 vouchers, and that many groups were interested in this question.
- Commissioner Amanda Fritz spoke to the Councilor Stober's question about the market shift in 2010. She explained that a study was done on what had been built, and that many people did not know that ADU's were being built in their neighborhoods. Commissioner Fritz recounted the streamlining of regulations and codes which helped increase the building of ADU's, along with a change in SDC regulations. Councilor Stober noted that there was a specific code change that year that allowed ADU's to be up to 75% of the size of the house which allowed people to avoid conditional use processes.
- Mayor Steve Callaway asked if there was a focus specifically on ADU's or if other housing types were just as critical. Ms. Lieb explained that Metro's 2040 grant plan included projects for Oregon City and Milwaukie to work on cottage clusters. She added that suggestions or recommendations for policy were welcome.
- Mayor Callaway inquired about the map with ADU walk scores, and asked if the ADU's on the map were lived in or built. Ms. Gilden remarked that they were built and licensed.
- Chair Gamba asked if market research would include how ADU's were being utilized. He inquired about the SDC issue and whether it would be addressed from a legal standpoint.
- Commissioner Amanda Fritz explained that there was a smaller SDC for an 800 sq ft house than a regular house. Mr. Spevak added that he was surprised that SDC's continued to be an obstacle.
- Commissioner Fritz proposed that if this were to be a new system that regular setbacks should be kept. She added that in Portland these setbacks had recently changed and it was concerning to hear that people were turned off by the concept of zero setbacks. Chair Gamba raised concerns about people trying to convert a garage into an ADU and how they might handle setbacks. Commissioner Fritz remarked that she felt it was best to implement a new plan with setbacks that everyone finds acceptable and then review it after a number of years.
- Ms. Lieb expressed that PSU was working on a survey form people with ADU permits, and Metro was working on a similar survey asking about the use of ADU's. She added that they would have questions for the owner as well as the occupant, which would inform further work.



- Councilor Gudman emphasized his support for this work, but recommended that dollars should be found elsewhere if SDC's were to be lowered. Chair Gamba suggested that SDC's should be dropped for small houses and raised for bigger houses so that they money would still be there.

## **6.2 Food Scraps Policy Update**

Chair Gamba introduced this informational item intended to build upon two previous presentations given to MPAC regarding regional efforts to increase food scraps recovery. He acknowledged that the Metro Council would be considering adopting the food scraps policy this fall that would require local governments to develop and implement mandatory food scraps collection program for certain types of businesses. Chair Gamba introduced Jennifer Erickson and Pam Peck, from Metro.

*Key elements of the presentation included:*

Ms. Pam Peck provided an introduction and some background to the food scraps policy process and the benefits that were sought through the solid waste road map. Ms. Jennifer Erickson provided context about why the food scraps policy was necessary, saying that in spite of waste prevention efforts there was still a huge amount of food sent to landfills.

Ms. Erickson explained that the goal was to bring these food scraps back into the system and add them to the agricultural industry and reduce the environmental impact of food waste. She discussed the current steps for food waste processing.

Ms. Erickson explained that this policy was focused on commercial food scraps rather than residential food scraps, and that commercial food scraps come in larger quantities, and are cleaner. She added that Metro left it up to jurisdictions to enforce and implement the policy.

Ms. Erickson highlighted the work Metro had done on food scraps since 1993, and noted that there had not been a reliable flow of food scraps located. She shared that Metro Council had decided last October that leadership needed to move forward and a sustainable system needed to be developed.

Ms. Erickson discussed the policy that would require businesses to separate food scraps from other food waste and provided details of how the policy would work. She explained that the overarching goals of the policy were to provide clarity for businesses and flexibility for jurisdictions.

Ms. Erickson recalled the options for commercial businesses to participate in the policy, and explicated the different levels of participation available. She emphasized the phases of implementation of the policy between 2018 and 2023. Ms. Erickson highlighted the ideas behind each implementation phase, and referred members to the 2023 disposal ban.

Ms. Erickson recounted feedback received from businesses in and around the region that had been participating in the program and provided some examples of areas in which the program had been successful.

Ms. Erickson outlined next steps for the policy, which would involve continued public engagement with stakeholders, a public comment period, and the rollout period from 2019 to 2023. She explained that Metro was in the process of finding a food scraps processing facility and the review

process for that was underway. Ms. Erickson noted that the policy would be presented to Metro Council in the fall while stakeholder engagement and support for local government outreach programming was continued.

*Member discussion included:*

- Commissioner Smith asked if Metro would enforce the policy. Ms. Erickson responded, noting that enforcement will be done by the local jurisdictions, but that part of the policy was that Metro could enter into intergovernmental agreements if necessary. She noted that the current model was one of cooperative complaints rather than fines and penalties. Commissioner Smith asked if this policy met health code standards and Ms. Erickson confirmed that it did but that local jurisdictions were expected to keep up with health codes. Ms. Peck added that Metro's work with food rescue groups on this issue focused heavily on meeting health code standards and coordination would continue around that.
- Councilor Larry Morgan asked how the pick up schedule would change with this policy. Ms. Erickson explained that this was up to local jurisdictions.
- Councilor Hinton asked if there as a profit incentive. Ms. Erickson expressed that there wasn't a profit margin because processing food scraps cost money. She added that it's economically viable for what could be charged to get food scraps in, and what they could sell them for. Ms. Erickson noted that the goal was to keep the program cost-neutral.
- Ms. Peck added that they got feedback from SWAAC on how Metro and local governments might mitigate the costs associated with the new policy, and their goal was to bring the feedback back to Metro Council. She explained that with regard to profit margin, the RFP (request for proposals) evaluation process included a look at financing.
- Councilor Harrington mentioned that there was a handout covering food scrap policy FAQ's. Ms. Erickson acknowledged that she would send out the FAQ's.
- Mayor Callaway emphasized that there ought t be an opportunity for the policy to be discussed before the draft policy was submitted.
- Mayor Truax recalled that a food scrap policy in Forest Grove is enacted on a ? basis and it's referred to as the green waste program. He shared that businesses have responded well to the program. Mayor Truax emphasized the importance of sending the message that higher cost often means significant benefits for the environment, and it's worth it. He explained that he did not like the term cost neutral, as these measures almost always cost more. Ms. Erickson responded, saying it's the ways that costs are distributed across the system that keep things more cost neutral.
- Chair Gamba provided an edit to Ms. Erickson and Ms. Peck's presentation. He noted that methane degrades the atmosphere over time.

## **7. ADJOURN**

Commissioner Fritz announced that Governor Brown removed funding for the Southwest Capitol Highway project in Portland. She raised concerns about losing this funding for the project and requested that MPAC members reach out to the governor to show the region's support for this project and urge the governor not to move forward with the veto.

MPAC Chair Gamba postponed discussion of the Construction Career Pathways Project and adjourned the meeting at 6:53 PM.

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 14, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>3.1</b>	Handout	8/1/2017	Metro August Hotsheet	080917m-01
<b>6.1</b>	PowerPoint	8/9/2017	Build Small Coalition Update Presentation	080917m-02
<b>6.2</b>	PowerPoint	8/9/2017	Food Scraps Policy Update Presentation	080917m-03
<b>6.2</b>	Handout	3/2017	Food Scraps Project Q&A: Haulers	080917m-04
<b>6.2</b>	Handout	3/2017	Food Scraps Project Q&A: Elected Officials	080917m-05
<b>6.2</b>	Handout	3/2017	Food Scraps Project Q&A: Businesses	080917m-06

# MPAC Worksheet

## Construction Career Pathways Project

**Presenters:** David Fortney, Construction Career Pathways Project Manager

**Contact for this worksheet/presentation:** David Fortney, 503-813-7510

### **Purpose/Objective**

In greater Portland, there is a lack of diversity in the construction trades. People of color and women face multiple barriers in accessing and sustaining family-wage construction careers. To address these challenges, the Construction Career Pathways Project (C2P2) is bringing public and private stakeholders together across the region to learn more about the problem and identify strategies to provide reliable career pathways – from pre-apprentice and apprentice to journey level – for people of color and women in the construction trades.

Specifically, we hope to:

- inform MPAC about C2P2 and solicit feedback on the project
- share Section 1 (current construction labor pool) findings from the Regional Construction Workforce Market Study and discuss takeaways

We expect to engage MPAC members at a future date to share additional market study findings and takeaways and to discuss policy recommendations that come out of the study.

### **Action Requested/Outcome**

No action is required to take for members at this meeting.

Our intention is to engage MPAC members on the project's background and direction, and solicit feedback on findings from Section 1 – current construction labor pool – of the market study.

Questions for members:

- What questions or feedback do you have on the project's direction?
- What questions do you have on takeaways from the current construction labor pool data?

### **What has changed since MPAC last considered this issue/item?**

This is the first touch point for MPAC members to learn about and discuss the Construction Career Pathways Project.

### **What packet material do you plan to include?**

Included in the packet for the August 9 meeting are the following materials:

- Power point presentation – project background, work plan overview, and takeaways from Section 1 – current construction labor pool – of the Regional Construction Workforce Market Study
- Summary of observations and findings of current construction labor pool from the market study team.

- Work with internal and external partners to understand how efforts to advance regional affordable housing can align with Metro's adopted racial equity strategy and provide maximum benefit to residents of color across the region.
- Conduct targeted analysis to fully vet financial estimates and refine programmatic options.
- Develop a draft regional investment program proposal for consideration by the Council in Fall/Winter 2017.

Depending on direction from Metro Council, staff will request feedback on how MPAC would like to be engaged in the next steps.

**What packet material do you plan to include?**

No additional materials.

## **Summary of observations and findings of current construction labor pool**

### **Employed and unemployed construction workers**

Overall, women make up just four percent of the total employed construction workforce in the Portland region. In addition, just one in five Portland metro construction workers are minorities. This can vary greatly by trade, both in numbers and in share. For example, there are over 7,700 employed Carpenters, as compared to only 56 Elevator Installers and Repairers. Of those Carpenters, 3% are female and 22% are minority; for the elevator occupations there are 0% female and 0% minorities. However, for trades employing the most individuals the level of diversity is fairly consistent. For females in the top five trades the percentage holds at anywhere from 2-10%. For minorities, the percentage is in the range of 9-26%.

When broken down by race, these percentages have more variation and are more difficult to generalize. The majority of racial/ethnic diversity is found in the Hispanic/Latino category, which is 14% industry wide and ranges from 6-18% in the top five trade categories. The remaining racial/ethnic categories primarily hover at 1-2%, including African Americans, American Indian, Asian, and those listed as two or more races.

There are similar demographic percentages found in construction jobseekers registered with the Oregon Employment Department. Of the roughly 2,008 registered jobseekers who listed a construction-related occupation as their primary experience as of June 2017, 6. % are female and about 15% are racial minorities. Twelve percent identify as Hispanic.

### **Registered apprentices**

The demographic makeup of currently registered apprentices in Oregon over the last three years has not changed much, but the overall number has increased. In 2014, there were 5,129 registered active apprentices in Oregon. Of those 7.8% were female, 28% were women and minorities, and 22% were minorities. In 2015, there were 5,527 registered active apprentices and the makeup was the same. In 2016, the number of registered apprentices increased to 6,555 and the demographic share had a slight shift. 28.6% were women and minorities, 8.04% were female, and 24% were minorities. For all years the share of registered apprentices is about 70% in union programs and 30% in nonunion programs. Given that, both the share and the count of total apprentices is greater for union programs across all categories of race and gender. For example, females in union apprenticeship programs were 6.73% of total apprentices in Oregon and 1.31% were females in nonunion programs in 2016. There were 84 African American males in nonunion apprenticeship programs in 2016, accounting for 1.28%, while there were 195 African American males in union apprenticeship programs, accounting for 2.97%.

The growth in construction workforce demand is reflected in the growing enrollment of registered apprentices in Oregon. The number of registered apprentices enrolled per year in Oregon has significantly increased since 2009, when it was 599. In 2013 the number grew to 1,735 and in 2016 it was 2,348. Of annual enrollments, the share of women and people of color remained fairly steady between 2009-2014 at about 20-25% but increased to 33-35% for 2015 and 2016. For females, it has hovered at around 8%. For minorities, the share has fluctuated a bit more and has increased since 2011, when it was 20%. In 2016 the share for minorities was 27%. Trends in new enrollments are important to

note if the industry is interested in increasing racial and gender diversity in the trades: enrollment must be more diverse than the current apprentice pool to have the total makeup shift over time.

### **Journey level construction workers**

Since 2008, 2,438 people have earned their journey card through the Bureau of Labor and Industries (BOLI), the State agency that grants this certification. Of those journey workers, 21% are women and minorities. Breaking this down a bit further, 5% are female, 1% are women of color, and about 16% are males of color. When disaggregated by race and ethnicity, 10% of journey workers are Hispanic, 3% are African American, and Asians and Native Americans make up roughly 2% each.

### **Percent apprentice to journey rates**

For apprentices who entered into their programs in 2009, the completion rate five years later was 37% overall. This was the same in 2010, but has increased for those who entered in 2011 to 46% having completed within five years. This rate is slightly higher for males: 39%, 38%, and 47% respectively. For females, the overall completion rate is substantially lower: 18%, 28% and 38% for those same years.

For people of color, there is a similar trend, but can vary by race and gender. For example, the completion rate for Hispanic females was 60% for those who entered in 2011, but was 16% for African American males for the same year. It was 6% for African American males in 2009. Asian females have a completion rate of 0% for all three cohort years.

Union and nonunion completion rates are fairly similar but can have different implications when looking at the number of completers. For example, of those who graduated that started in 2011, 154 people completed a nonunion apprenticeship and 450 completed in a union program. Of those in the nonunion programs, 13% of the completers were women and people of color. For the union programs, 23% of the completers were women and people of color.

It would be important to further analyze the number of apprentices behind these rates to fully understand how these percentages equate into actual graduates. For example, a 50% success rate of 50 apprentices versus a 50% success rate of 2 can have very different policy implications and should be considered when looking at these figures.

### **Other notes**

These data are from multiple data sources that all track people for different reasons and in different systems, such as the registered apprenticeship programs that the Bureau of Labor and Industries (BOLI) manages, the Oregon Employment Department, and regional economic data pulled from payroll records, among other sources. Given that, it is possible that a journeyworker that earned their journey card from BOLI is also registered with the Oregon Employment Department or may be currently employed and captured on payroll data. These are robust data sources that can inform important insights and a snapshot on the regional construction workforce supply, but do need to be interpreted with this potential and likely level of overlap in mind.



# MPAC Worksheet

**Agenda Item Title:** Regional Equitable Housing Investment Opportunities

**Presenter:** Emily Lieb, Metro Planning & Development

**Contact for this worksheet/presentation:** Emily Lieb, [Emily.Lieb@oregonmetro.gov](mailto:Emily.Lieb@oregonmetro.gov), 503-797-1921

## **Purpose/Objective**

- **Purpose:** Provide an update on Metro staff analysis of potential regional approaches to equitable housing investment, and provide space for MPAC to discuss how a regional solution might fit with needs in their communities.
- **Outcome:** MPAC members provide feedback on overall direction and how they would like to be engaged as this work continues.

## **Action Requested/Outcome**

No policy actions are requested. This item is primarily informational. Staff seek MPAC members feedback and perspectives on how a regional investment program could support equitable housing outcomes that are priorities in their communities.

## **What has changed since MPAC last considered this issue/item?**

Like other regions around the country, the Metro region faces an urgent need to address a critical shortage of affordable housing. Rents are increasing faster than renter incomes, and more than 67,000 renters in our three-county region pay more than half of their income toward housing costs. Metro's Equitable Housing Initiative is working to build our region's capacity and Metro's capacity to respond through a multi-pronged approach that includes the following elements:

- Mitigate displacement and stabilize communities
- Maximize and optimize resources for regulated affordable housing
- Leverage growth for affordability
- Increase and diversify overall housing supply

Since launching the initiative and developing this framework with partners and stakeholders in 2015, Metro has undertaken several complementary efforts, including Metro Council approval of \$575,000 in 2040 Equitable Housing Grants in 2016, the (re-)launching of the Build Small Coalition previously convened by DEQ, and the Southwest Corridor Equitable Development Strategy.

In response to Council direction in fall 2016, over the past year, Metro staff have undertaken preliminary research and analysis to evaluate potential regional approaches to investing in equitable housing development and preservation. This work included economic and market analysis, an inventory of existing resources, analysis of potential program options and possible revenue tools, and initial conversations with local planning, community development, and housing authority staff to discuss pressing concerns, current policy efforts, and perspectives on potential regional funding and investment solutions.

On September 7, Metro Council is discussing the following next steps recommended by staff:

- Engage local planning, community development, and housing authority staff; funders and lenders; and for-profit and non-profit developers to better understand stakeholder perspectives on how a regional effort could align with existing investment tools and programs and support local needs and goals.

Materials following this page were distributed at the meeting.



## September hotsheet

### ***Parks and nature***

*Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a property tax levy, Metro's parks and natural areas attract more than a million visitors from around our region.*

**Meet Jon Blasher:** Partners are invited to join Metro's parks and nature team from 2 to 5:30 p.m. Sept. 15 at the Oregon Zoo Education Center to meet new director Jon Blasher and to weigh in on upcoming priorities and projects. Highlights will include a welcome by Metro Council President Tom Hughes, a Q&A with the new director, drop-in table conversations about priority projects for Metro's park system, a chance to explore the Conservation Education Center, and a reception with food and drinks. Blasher, who came to Metro in August, was previously executive director of the Pacific Northwest chapter of Playworks. To receive an invitation, please contact Marybeth Haliski: [marybeth.haliski@oregonmetro.gov](mailto:marybeth.haliski@oregonmetro.gov) or 503-797-1741.

Metro's **Partners in Nature** program works with organizations to better connect communities of color with Metro parks and natural areas. Through a partnership with the Immigrant and Refugee Community Organization, more than 500 youths and family members attended community events at Metro parks. In August, Sista Sistah, Brotha2Brotha, Get Hooked, Morpheus Youth Project, Oregon State University Young Rangers and Chess for Success co-hosted a Full STEAM Ahead event at Blue Lake Regional Park. The event provided science, health, art and nature activities to people of African descent. The fall issue of Metro's parks and nature magazine features nature photographs taken by students participating in a ROSE Community Development partnership. The young people visited seven Metro destinations to learn about ecology, photography techniques and leadership skills. Contact: Sheilagh Diez, 503-813-7533

**Chehalem Ridge Nature Park:** The Metro Council is scheduled to hold its Oct. 19 meeting from 5 to 7 p.m. at the Forest Grove Community Auditorium, 1915 Main St., to consider the proposed access master plan for Chehalem Ridge Nature Park, a new 1,230-acre nature park 15 minutes south of Forest Grove and Cornelius. Chehalem Ridge is home to restored Douglas firs, oak and madrone habitat, as well as beavers, bobcats, and other wildlife. Contact: Karen Vitkay, 503-797-1874

**Recreational policies review:** Metro's parks and nature team is continuing to review and update policies on recreational uses to ensure they are compatible with modern recreational needs and conservation science. Topics have included policies on pets, hunting, drones, geocaching, alcohol consumption, and smoking in parks and natural areas. The third and final sounding board meeting is scheduled to be held Sept. 20 to explore additional recreational use topic. A final report summarizing the sounding board's discussion and recommendations is expected in the fall. Contact: Suzanne Piluso, 503-797-1845

## ***Land use and transportation***

*Working together, our region can reduce traffic, improve our economy and maintain what make this region a great place. Metro works with 24 cities and 3 counties to protect local values and preserve our region's farms and forests.*

Metro's **Transit-Oriented Development Program** marks groundbreakings for three projects this month. In partnership with Rose CDC, Carleton Hart Architecture, Walsh Construction and the City of Portland, Metro will break ground on Sept. 13 for the Woody Guthrie Place, a 64-unit affordable housing complex and one of five affordable and market-rate housing projects in the Lents Town Center. Sept. 21 is the groundbreaking for 72 Foster, a four-story building with 101 affordable apartments and retail space on the ground floor in close proximity to the Portland Mercado. 72 Foster is partnership with Reach CDC, Holst Architecture, LMC Construction and the City of Portland. The groundbreaking for Cornelius Place takes place Sept. 23. The three-story building will offer affordable condos to people over age 55. The building will also house a Cornelius Public Library on the ground floor. The project is a partnership with Bridge Housing, Bienestar, Scott Edwards Architecture, the City of Cornelius and the Cornelius Public Library. Contact Jon Williams, 503-797-1931.

Metro is updating the **Regional Transportation Plan**, and has completed the call for projects, projects prioritized by ODOT, TriMet, cities and counties to address the transportation needs of our growing and changing region. Metro is compiling the lists for analysis for public feedback on the key findings in January. The draft project lists will be published in September. Contact: Kim Ellis, 503-797-1617.

## ***Regional leadership***

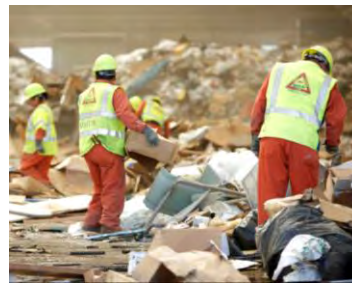
*Metro brings together greater Portland to preserve farms and forests, protect water and wildlife, and create communities people want to call home. Led by an elected council, this unique government helps plan for the future and offers places, services and tools that make life better today.*

The **Committee on Racial Equity** held its kick-off meeting on July 27. The CORE was created to advise Metro Council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion, to provide opportunities for greater accountability from Metro for its racial equity work, to help communicate the agency's success and challenges, and to help evaluate the equity work. During the first three months, the CORE is working on establishing its internal working agreements and culture and co-creating its work plan with staff. The CORE members are also defining the best way to organize in subcommittees to achieve the committee's purpose. The next CORE meeting will take place on Thursday, Sept. 21, 6 – 8 p.m., in the Council Chamber. For additional questions on the work of the CORE, contact Juan Carlos Ocaña-Chiu at [juan.carlos.ocana-chiu@oregonmetro.gov](mailto:juan.carlos.ocana-chiu@oregonmetro.gov).



# Save the date

## Let's Talk Trash Leadership Forum



**We invite you to save the date to attend one of three sessions:**

Wednesday, October 4  
5 p.m. to 8 p.m.

Rosa Villa Performing Arts Center  
Clackamas County

Thursday, October 5  
5 p.m. to 8 p.m.

Centro Cultural  
Washington County

Thursday, October 12  
5 p.m. to 8 p.m.

Rosewood Initiative  
East Multnomah County

### Your voice matters so Let's Talk Trash

Every day, residents and businesses of greater Portland throw stuff away. Metro manages the system that handles and transports all that stuff – some 2.4 million tons every year of garbage, food scraps, yard trimmings, recycling, and hazardous waste – to their final destinations. In 2017 and 2018, Metro Council will be making decisions about this system that will guide how we manage the region's waste for years to come.

### Join us for a unique experience with your community

Metro is working with communities around the region to make decisions about the garbage and recycling system and we invite you to join us for a conversation you won't want to miss.

Metro and local community groups will host a series of three leadership forums in early October at locations around the Portland area. Local elected officials, local business representatives, and Metro councilors will connect with as many as 80 community members from Clackamas, Multnomah, and Washington counties.

The sessions will be community-friendly with a meal, childcare, interpretation as needed, and held during hours that allow working people to participate.

### The forum experience: what to expect

Attendees will share and discuss ideas for three big and interrelated topics that affect them and their communities:

- how they would like to see the region's solid waste system operate in the future
- how residents and businesses can reduce the environmental and human health impacts from the products we buy and use
- how do we both of these things in ways that equitably serve and benefit all members of our community

The desired outcomes from each session are to build bonds between participants, share ideas, and to gain a good sense of what we want to see in 2030 in terms of services for, and impacts from, the products we buy, use and dispose.

Help shape the future of garbage and recycling by joining this timely conversation.

#### Questions?

Connect with us online or contact us at [letstalktrash@oregonmetro.gov](mailto:letstalktrash@oregonmetro.gov)

Learn more about the 2030 Regional Waste Plan at [oregonmetro.gov/letstalktrash](http://oregonmetro.gov/letstalktrash)