



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: CORE Meeting
Date: Thursday, July 16, 2020
Time: 5:30 pm – 7:30 pm
Place: Zoom

Attendees

Co-Chairs: Tristan Penn, Martine Coblentz

CORE Members: Saara Hirsi, Dele Oyemaja, Karla Hernandez, Maria Magallon, Nura Elmagbari, Daniele Ortiz, Quincy Brown, Duncan Hwang

MERC Commissioners: Dañel Malán, Karia JA Stoudamire-Phillips

Metro Councilors: Metro Councilor Craddick, Metro Councilor Lewis, Metro Councilor Gonzalez

Metro staff: Raahi Reddy, Sebrina Owens-Wilson, Melissa Palavecino, Tiffany Thompson, Nathan Sykes

Absent: Patricia Kepler, Katie Sawicki, Effie Bustamante, Mahmood Jawad

Welcome and Overview of the day

Tristan welcomed the group and reviewed the agenda for the day. Metro Councilors will join later in the meeting after the Council Session regarding the transportation measure. Melissa shared information about how to use Zoom.

Public Comment

No public comment

Minutes

Minutes approval postponed to next meeting.

Committee Business & Updates

Nura shared that she has been in meetings with the Oregon Department of Education about the impact of COVID on equity in education system. The deadline for school plans is August 15 and parents, educators, and communities should be actively involved in making a plan that works for everyone especially for children of color and children who are impoverished.

Dele has been a board member of the Africa House, a part of IRCO, for the last four years. They recently were approved for the \$3 million grant to support businesses to help with

PPE. They also have \$63 million, with \$20 million dedicated for Black communities and people of color, immigrants to buffer them from deficits they already are experiencing in the school system. \$21 million to different partners working with IRCO like Central City Concern and SEI. The last portion is allocated for youth education.

Duncan updated the committee on the Oregon Worker Relief Fund. \$10 million has gone out to undocumented workers in Oregon. The State has allocated another \$10 million and an additional \$10 million for quarantine support. Connect any undocumented folks to Duncan. Also, recently worked with businesses, clients and city councilors to cap the delivery feeds on apps for restaurants at 10% to ensure those businesses are still able to make a profit.

Tristan shared that on July 22nd there will be an online course through NTEN about how to incorporate racial equity in technology planning.

CORE will not meet in the month of August and will reconvene in September.

Minutes

Martine motioned to approve June meeting minutes. Saara seconded. Unanimous approval. Quincy abstained.

Equity in Multi-family Garbage and Recycling Services

Presenters: Jennifer Erickson and Sara Kirby

Dañel asked if there is a possibility to make 3 dimensional stickers to have raised braille labels for the bins. On the handle? Have seen it before on door handles, panels, and light switches etc.

- We did not look at Braille on this redesign. We would want to engage folks who primarily use braille to identify the most useful location. Really thoughtful about placement to ensure it is useful.

Saara opened sharing about the ADA and accessibility. Are there any focus groups with disability groups around reasonable accommodation?

- No we did not. What we did was really basic contrast testing for visibility from a certain distance focused on folks who are not visibly impaired.
- Saara followed up to ask if it would be possible in the future.
- Yes. We could consult and test for that in the future.

Martine highlighted that whenever there are policy changes and new requirements it is important to consider how that impacts tenants and residents on the other end. Could it

result in rates being charged changing? Need to be considerate of this when making policy changes and may need to alter them.

- We did do some rate impact analysis. Rates are most often set at the city, county or local government level. Multi-family rates usually are included in the business rate. Changes to Multi-family rates are spread out over the entire business. There are 6,000 multi-family sites and about 60,000 businesses, so multi-family sites bear a small portion of increases.
- Most of the cost is to adhere to the color standard. Looked at refurbishment or changing out all of the equipment – roll cart and dumpster. The cost analysis included 30,000 pieces of equipment and worked with consultants depending on if the collector decided to use refurbished would increase the cost of 6 yds of garbage collected weekly by \$.40 on a monthly bill of \$440.00. For brand new equipment that would be a \$1.30 increase monthly. Usually the property owner covers this bill.
- The cost that the property owners get is usually passed through. Increasingly renters are seeing additional line items for garbage/recycling as a pass through charge. It is not a fully documented area of what those pass through costs are. Oregon landlord-tenant law says that those charges should be within 10% of the actual garbage costs. Multi-family homes may pay more for the service depending on that pass through but often they are not being provided what they are paying for.

Martine followed up with when new policies come through, even when they are good for the community, the owners and landlords will use this as a reasons to raise rent and fees. If you already seeing inconsistencies trickling over to tenants, you need to mindful of this. How do we make sure that communities know about this information?

Nura asked if the 10% rule is only applicable to multi-family homes or is this also for single family home renters?

- Chapter 90 of Oregon Landlord-Tenant law. It is for all renters that non-metered services be within that 10% cost. Can go back and verify.
- Nura followed up that she had no idea about this information. Many refugee communities are being cheated and paying upward of \$50/month for this service.
- If committee members have resources on this, with invoices and more information please share them with Metro staff.
- Nura said that they have been helping with these costs during COVID. She will follow up with more information and invoices.

Tristan shared that in some cases folks who were renting in multi-family homes that had to walk a substantial distance to dispose of their trash. What would be the demographic make-up of multi-family homes? How do we know the racial equity issues in all of this? Any feedback given in the moment? Or to the property owners?

- Properties are varied. The one mentioned in the presentation is one of the largest multi-family properties in the region. Large campus style apartment sites. Many of those sites have set up as a garbage and recycling depot. The large roll of containers that are 40 ft long. Large area set up on the end of the property. Residents often have to drive up to use those to a 20 yd drop box. That then gets rolled off to transfer stations every 9 or 10 days. This is not currently against rules or code policy. This happens most often on the West Side. Don't have site specific information about demographics. We do know that folks of color and low income folks are more likely to live in these areas. Can only use census blocks but that is not always the best indicator.

Capacity Building and Racial Equity Building Grant Program

Presenters: Raahi Reddy and Sebrina Owens-Wilson

Tristan said that when thinking of CBOs during a time like this, there are a lot of smaller organizations that only have 1-3 staff, or any staff at all. Be thoughtful about working against the fact that smaller organizations don't have a foot up on how to get access of this kind of funding and may not be able to allocate time to supporting and building these kinds of programs or projects. This is reminder, that although the listed CBOs are the biggest Portland organizations. There is a benefit into putting resources into smaller CBOs because they have a lot of access and investment in their communities too.

Quincy reflected similarly to Tristan's comment. How will this effort help smaller CBOs be more competitive in the RFP process and how will they be a part of the conversation? It is harder to get larger RFPs through government agencies for these smaller organizations. How do we recruit other CBOs that are not always traditionally at the helm? The CBOs that are traditionally working with Metro and other agencies are missing a lot of voices and many smaller CBOs have those.

- This conversation did come up with the organizations in the room and they echoed your concerns. The capacity building grants, they are viewed as regional grants. Investing in Washington County, East County, and Clackamas County. With smaller organizations, there needs to be support from the larger organizations to build and grow.

Nura commented that through experiences, larger organizations when they have the primary contract or grant, will dump their work on the smaller organizations that have a volunteer base. So often, these smaller organizations have to turn down working with the larger organizations. It is unfair to work only with the large organizations who always have access to foundations and federally funded programs. The smaller organizations have to depend on small grants of \$5,000 or people who write checks. Capacity building is out of

their minds because they don't have the money or staff to survive. Clients are the number one priority.

Nura also shared that she has been confused lately when thinking about Diversity Equity and Inclusion. A lot of the conversations have been based around race. How often are we bringing up gender, religion, etc? A lot of our Muslim members are white and they also get profiled and discriminated against. At that point, it becomes a religious issue. How much has Metro focused on engaging religious communities?

- Love the idea of engaging more with different identities. It is a part of why we have such strong Muslim leadership on this committee. For DEI, we are looking for more ways to seed ideas and strategies to engage communities of color within our communities.
- In thinking about small vs. large. One of the things the program is focused on is the capacity for civic engagement. What we have learned at Metro is we have numerous opportunities for smaller grants and small organization engagement. Community Place making and other grants that have resources around outcomes. Waste and Recycling for example connecting to smaller communities and affinity networks. This is not to replace those but to add capacity.
- There are opportunities in Metro for stipends and those small grants. Metro should coordinate who are groups coming up and working in those areas to build capacity. All programs from sponsorship to agency wide contracts to really support growth. And supporting staff capacity to convene those conversations. The gap that this fills is that we are not investing enough in the long-term capacity building for organizations around civic engagement.

Tristan pointed out that it would be useful and beneficial to keep in mind the application process through the lens of smaller CBOs. Making sure that the funds are unrestricted when the money is doled out.

Tristan moved the conversation to the next topic since it is 7:00 pm. Martine and Saara put questions in the chat for answer later.

Open Letter to Metro Council

Presenters: Councilors Craddick, Lewis and Gonzalez

Nura shared that often the response is to call police to help. I want justice for abuse by police officer. There needs to be a system in place for protecting our communities. Question is about education and training, a system of law enforcement that will protect us and increase resources in our community like mental health. Resources for those who are struggling to turn to. The education piece is important. And training is important. What they are teaching in the police force is that if a person looks a certain way the response is this. Is the training piece going to change. I don't see a realistic divestment in police in the

near future. Something in place to improve and fix the system. As Metro what kind of pull do you have to hold police accountable? Saw this in protests.

- Councilor Gonzalez stated that traditionally Metro is a long range planning agency. Outside of our scope of legal authority of public safety. The short answer is no. But also kind of yes as elected leaders. We have power in people and committees. Supporting legislation in Salem to help do this. Sometimes Mayors and City Council don't have control because Police Unions are so strong. Divestment and investment places – we have the place to shine in investment and reimagine the future. As elected leaders, encourage other elected officials and try and influence their decisions. But we don't have legal strings.
- Councilor Lewis shared that Metro is in various relationships with jurisdictions. Parks and facilities like convention center and Portland 5 Center for the Arts. We have security folks who protect those assets. Those are not police or a sworn office with a gun. Our staff sometimes call police. That is an opportunity for us to figure out our internal standards and procedures and when we call the police. But not a lot of leverage. Real opportunity is our relationship with TriMet. Have a louder voice with transit police
- Councilor Craddick said that the transportation measure with strings attached with racial equity. We have a way to influence. It is still a stretch when it comes directly to police. Have opportunities in distributing money to cities to build trails or plan future parks, we have some opportunities to influence there. It doesn't directly affect the police. The closes work that we do with police, work with Multnomah County Sheriff with RID patrol in cleaning up homeless camps. Trained staff that interact with homeless and very kind and supportive to move on and find opportunities for housing and other needs when they clean up the camps.
- Raahi shared that Metro will be convening an agency wide – made of staff – to do a landscape mapping of all touch points with police, security, sheriff to understand as an agency. What are the relationships and how they exist? Have shared values to assess those relationships. Over the next 45-60 days to have these conversations with Metro staff to look at those relationships.

Quincy asked, how does Metro support safety? Investment is displacement and then economic downfall and then crime. Be careful about investment and the system wide approach. When don't invest in right spaces we create communities who feel like they have to turn to crime to survive. How do we use these investments to ensure we don't recreate this? Such as Albina District. Looking more nuance at Urban Fabric to create spaces that prioritize public safety

- Councilor Craddick asked for an example.
- Quincy clarified by saying I think of public housing in 70s and 80s – no public engagement spaces. Housed in small boxes with no community boxes and no

nature. Couple of years and then disinvestment. How can we create public spaces for low income folks? Instead of disinvestment and reinvestment and movement – create spaces that don't create that so that folks can stay in their homes and their communities. Oakland is a good example to work toward anti-displacement in East and West Oakland. Similar displacement timing but Oakland has stayed more the same than Portland. Cooperative development. Coop housing structures. Keep the urban fabric similar but transition the large multi mansion home for a coop space for youth.

Martine stated that it is important to frame conversations beyond just police. We need to frame it differently. The police is only one part of safety in our community and it is not the whole picture. When we talk about metro's role and white supremacy and racial disparities. Metro as an institution has ways to improve. Then also have to think systemically about how Metro shows. Investment in measures to not perpetuate this dynamic that is causing the pandemic of anti-blackness and racism in our society.

- Councilor Craddick agreed. Use funding to help shape the direction we want this region to go.

Quincy shared another comment about creating capacity for smaller community organizations. A lot of organizations did not do the work to ensure anti displacement strategy. Continuing to use them you will get the same results. There is a lot newer groups that are doing new anti-displacement work.

- Councilor Craddick asked if the SW Corridors, Anti-Displacement program for light rail line? Has that been reviewed with CORE?
- Sebrina replied that yes, CORE had a brief overview of SWEDs as a part of conversation back in MAY. There is a lot to learn from that program. The model that anti-displacement program that transportation measure is built on.

Raahi shared that passing this measure today, because of the work of Sebrina and Reed we are going to have an actual fund to support anti-displacement programming which is first in the country. As well as workforce funding. Living wage and family sustaining jobs. Incredible racial equity elements of this measure. Thank you to councilors for being consistent in calling for that and ensuring that shows up in this measure.

Adjourn