

July 8, 2020

Final Report on APANO T2020 Community Engagement
Contract # **936454**

APANO was contracted by Metro in November 2019 to undertake community engagement in preparation for a proposed regional transportation measure that may be referred to the ballot in November 2020. The primary deliverables and steps taken were as follows:

- 1) **Recruitment:** Recruit approximately 10 participants to three “Community Workshops” organized by Metro in February and March 2020; with participants in Clackamas, Washington, and Multnomah County workshops. APANO recruited API community members to those Metro planned workshops that did occur prior to COVID-19 including a Community Conversation at the APANO event space in October 2019 and the Clackamas and Washington County forums in March 2020. We had planned on hosting an additional Multnomah County forum but this was cancelled due to COVID-19 and the Stay Home Save Lives order.
- 2) **Focus Groups:** Plan and execute up to four focus groups with ten to fifteen participants from the API community in Clackamas County, Washington County, and Multnomah County. To this end we held the following:
 - a) April 9th digital dialogue with community members in Washington County
 - b) May 8th Chinese language Multnomah County forum
 - c) May 21st follow up digital dialogue in Washington County

These forums were held online which greatly increased the time and capacity needed to hold the event. To hold a digital dialogue for 15 participants, an organizer would need to have 15 pre-conversations with each participant to ensure they had the necessary technology access. If they did not, we had the capacity to check out an APANO laptop for them. Then with each individual participant we had to go through and ensure the participant knew how to use Zoom before the actual event. Upon the completion of the event, thank you gift cards were then mailed to each participant instead of being distributed in person at a physical event. One small benefit of this process was it required us to think more deeply about the digital divide and how to address it and offered some training and exposure to our communities on new technology and platforms.

- 3) **Meetings with Jurisdictional Partners:** Schedule and attend 10 one-on-one or small group discussions with various government partners and stakeholders in Washington County and Clackamas County. An objective of this grant opportunity was to build longer term relationships that can also extend to the implementation phase of work should the measure be referred and is passed. As APANO grows our geographic presence and organizing capacity region wide, including the opening of an APANO office in Beaverton in spring of 2020, this process was extremely valuable to building new relationships and bridging community with decision-makers across the region. Meetings held include with individuals and teams at Washington County

Community Development, Transportation, City of Beaverton Long Term Planning, City of Beaverton Economic Development, Clackamas County Housing Authority, Beaverton Department of Transportation, Washington County Department of Housing Services, King City city government, City of Hillsboro. This has also built the long term capacity of APANO as we have also received other contracts to engage in community economic development or engagement work in those jurisdictions.

4) Metro Council Presentation: APANO will work with other organizations working on T2020's equity goals and outcomes. APANO will assist and present at a Metro Council meeting in April or May of 2020. This presentation occurred on May 12th. Our power point presentation is included as part of this report.

5) Final Summary Report: APANO will draft and deliver a final summary report confirming the themes of community feedback generated from the community workshops, focus groups, and survey events. The report will include the themes, prioritization of work, and evaluation of the success of meeting Metro's equity goals and outcomes. This document is that report.

In addition to the project scope, over the course of this process and based upon community feedback, we had the opportunity to more broadly contribute to public discourse through a number of press articles and letters.

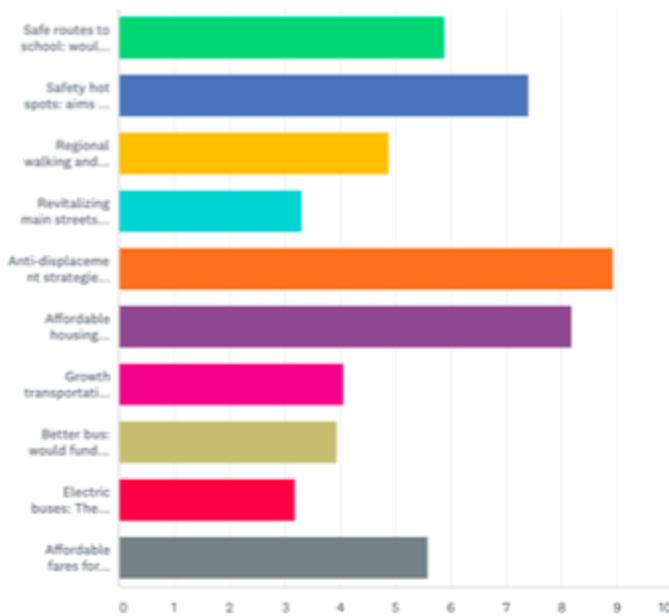
- <https://www.oregonlive.com/opinion/2020/01/opinion-putting-the-intersection-of-racial-equity-and-transportation-at-the-center-of-metro-ballot-measure.html>
- <https://djcoregon.com/news/2020/01/07/82nd-avenue-changes-hinge-metro-bond/>

Overall, APANO's key learnings, recommendations, and takeaways for the proposed transportation measure include:

- Community engagement and capacity building matters, especially in engaging those historically underrepresented and those facing future burdens.
- Commercial affordability needs a funding mechanism. If local businesses leave a corridor, the community there will follow.
- Community Benefit Agreements would be a powerful tool in implementation to address potential impacts of displacement. (Similar to Broadway Corridor planning or Division Transit Project Local Action Plan); local stakeholders should be funded to support this.
- This is a huge opportunity to get Oregonians back to work. We applaud Trimet's contract with Raimore Construction on the construction of the Division Transit Project for example and C2P2 work.
- This measure should prioritize safety, anti-displacement, and affordable fares for students.

APANO also conducted an online survey distributed to program participants, members, and staff with regard to proposed programs. The top program priorities include:

- 1)Anti-displacement
- 2)Affordable Housing
- 3)Safety Hot Spots
- 4)Safe Routes to School
- 5)Affordable Student Fare



As a number of our local neighborhoods have shops and restaurants that are now boarded up, we did see an increase in interest on the revitalizing main streets potential program area as a result of COVID-19 economic fallout.

Selected quotes from our listening sessions:

“Housing stability/security must be a priority especially as our economy tanks and unemployment increases. We need to ensure that people are housed and that we have more affordable housing options with diverse housing types to accommodate larger families.”

“Gentrification is a huge issue in Portland. BIPOC folks should be able to enjoy the holistic benefits of improved transportation without the threat of losing their homes. Transportation is one of the major determining factors in economic health, community cohesion, and access to resources: uplifting and supporting BIPOC communities WHERE THEY ARE should be priority #1.”

“As someone who works along outer SE Division, it has been disturbing and disheartening to hear of the

numerous pedestrian fatalities along this corridor. Safety for pedestrians is a huge personal concern as someone who also walks regularly. This part of the city should have streets that are just as safe as other parts of Portland.”

“Anti-displacement is key in securing the equitable future of a community. If the citizens that an equitable system are displaced, then those values of the community will be lost.”

“Safety for folks is imperative and a public health priority, just like reducing the spread of COVID-19. It can't be done in a vacuum, however, which is why anti-displacement strategies is a close 2nd.”

“Review access and adequate routes to outlying areas. I went to class at PCC SE campus SE82nd and Division and multiple students were leaving class early to make a bus to Sandy and Gresham due to lack of frequency.”

“I would like Metro to explore effective ways of sanitizing and supporting physical distancing measures on buses for the long term, and to not loosen these measures until we have significant health infrastructure in place to test and track COVID cases.”

“The ability to safely go for a walk at your neighborhood park is a vital mental health strategy for surviving Covid-19; therefore, any transportation plans should prioritize access to parks/green spaces and creating them wherever possible (big and small).”

“Asian and asian presenting folks are potentially at double risk of safety due to COVID and also xenophobic attacks while in public and accessing transit. We need more training to address and prevent hate crimes and support and uplift rhetoric to welcome all communities.”

We wanted to thank Metro for creating this opportunity to more deeply engage with API communities across the region on this important conversation and bring underserved voices into the process. This project has also built out APANO's capacity to undertake community organizing and engagement across the metro region and has helped us develop new connections and relationships with communities and jurisdictional partners for the long term. Please do not hesitate to reach out with any questions.

Sincerely,

Duncan Hwang
Associate Director
APANO Communities United Fund