

COMMITTEE FOR THE FUTURE OF DAMASCUS

Date: October 14, 2002

Location: Damascus Assembly of God Church
19070 SE Sunnyside Rd.

Meeting #: 32

Attendees: 23 (see roster for names)

Meeting will be recorded and minutes will be taken to abide by public policy. Any changes to the minutes should be given to the Secretary.

1. Call Meeting to Order:

Dee Wescott, Chair, called the meeting to order.

2. Introductions:

There was one speaker introduced and three additional people in attendance. The speaker was Doug Zenn of Zenn Associates who will present an update from the South Corridor Transit Study. The additional people were Kim Anderson of Sunrise Water Authority and local residents Debbie Gardiner and Bill McCammon. Welcome!

3. Action on Minutes for the Meeting of October 7, 2002:

Copies of the minutes were previously sent via regular mail or email. There were two corrections. Diana Lobo mentioned that the word "Boring" should be inserted in the last bullet on page 4 in section 9b, so the first question reads, "does the Committee endorse all of the County's recommendations, including the extension to take in a portion of the downtown Boring area?". Marty Beudet commented that, on page 2 section 9a, the first result listed in the section of answers not asked at the Day in the Park (referring to how long respondents intended to live in the area), was asked and should have been listed in the section above indicating such.

Motion to approve minutes of October 7, 2002 as amended made by Dan O'Dell, seconded by John Fromwiller and unanimously approved.

4. Public Comment: None

5. Communications:

Dee Wescott, Chair, reported that a resident, Kathy Henton, had emailed him a letter praising the public forum, asking for the Committee's views on the Small Town and Greenbelt Vision concept and asking if anyone from the Committee would like to

join Metro’s Committee for Citizen Involvement (MCCI). MCCI is an advisory committee that ensures “Metro includes citizen’s in its decision-making processes, that citizens have a voice and that Metro responds to that voice.” There are two representatives allowed from each District and there is one spot open in District 1 in which Damascus and Boring lie. The committee meets the 3rd Wednesday of every month at 7pm plus a monthly subcommittee meeting, which often meets prior to the monthly committee meeting, requiring only one night a month at Metro. Anyone interested should contact Dee. Should no one step forward, Dee will arrange for someone to join the committee so that the views of Damascus/Boring are represented. Dee will respond to Kathy Henton’s other concerns as well.

Dee also reported that he has a copy of Gresham’s fiscal strategic plan should anyone want to read it.

6. Treasurer’s Report:

Julie Wagner, Treasurer, stated the account activity for the last two weeks was as follows:

9/30/02	Deposit from CFD account	\$1400.00
10/04/02	Deposit of contributions from forum	23.00
10/07/02	501c3 IRS application fee	(500.00)
10/07/02	Forum postage/delivery fee—USPS	(531.39)
10/07/02	Forum postage/delivery fee—Penny Post	(231.15)
10/14/02	Deposit from T-shirt sales	<u>530.00</u>
Balance		<u>\$ 686.46</u>

Dan O’Dell, Finance Chair, reported that the draw request submitted to the Mount Hood Economic Alliance (MHEA) grant board totaled \$13,271.65, leaving \$11,728.35 left of the original grant. These bills cover costs from Day in the Park materials, display materials for the history display in Safeway as well as forum materials and consulting help. Of that total, about \$10,000 was just for the forum. The fee for the 501c3 filing could not be taken from the grant funds, so was debited from the CFD bank account. The receipts submitted to the grant from the Commission on Children and Families were pre-approved as well. Funds will be sent to the Committee from both grants as they are approved and Julie will pay previously submitted bills from these funds.

Dan explained that part of the grant process is to make sure the Committee is actively working to accomplish its goals. A Committee with active participation from its members as well as one whose goals are the focus of other organizations’ projects is more likely to receive grant funds. This means that the hours members spend in weekly meetings, volunteering at the forum and Day in the Park booth and in related committees such as the Damascus Firehouse Study Group, are “charged” at \$25/hour and are used as in-kind funds. Some grants require the recipient to provide matching in-kind funds, meaning to receive \$10,000 in grant money the Committee would have to match that amount “in-kind”. This total is further supplemented by the costs other agencies spend,

like Clackamas County, on studying the Damascus/Boring area for, as an example, economic feasibility. One study the County is conducting will cost \$16,000 and that will be added to the Committee's in-kind grant-matching funds total. It's to the Committee's credit in the eyes of the grant boards, to have accrued a larger in-kind total than the total grant money actually spent. The bottom line is that the Committee has accumulated about \$78,000 in in-kind funds (about \$58,000 of which was volunteer time "charged" at \$25 per person per hour) and has only spent about \$14,000 of grant money. This same analysis will be done for the RDI grant to determine what has been spent and what may still be available.

Dan also reported that general liability insurance for the Committee costs about \$1000 for \$2 million of coverage. This insurance will cover any lawsuits filed against the Committee for accidents that happen during Committee activities. This could include someone getting hurt while at a forum or the building burning down after a meeting, due to the Committee's negligence. These costs must come from the Committee's account, not from grant money. John Hartsock added that it is a requirement of the MHEA grant, and others, to have this insurance. Dan is recommending that the Committee obtain this insurance as funds allow. Board members are sometimes insured as well, however Dan has determined that this is prohibitively expensive and not crucial, so is not recommending it at this time.

7. Sub-Committee Reports:

Subcommittees did not meet last week but Marty Beaudet, Public Information Chair, wanted to report on new information compiled from the forum as well as hand out copies of the graphics used at the Metro hearing.

Marty explained that, after mapping the addresses of the forum participants, it was evident there was a community-wide representation of the Damascus/Boring area at the forum. This was good news, as it indicates that the promotion of the forum reached the entire area and interest in the forum came from the entire area.

Marty also reported that there has been very positive feedback on the history materials that have been used by the Committee. In particular, he would like to obtain a copy of the video of the Centennial to make copies available to Committee members or residents and asked how to get in touch with the woman who made the video. Dee Wescott said the woman is Alma Humbird and she sells the video at the Flea Market at Division St. (cross street is 174th) on weekends.

Marty reported that he had written the article for the Firebreak, passed it along to Julie for editing and Board approval, and then it will be sent to Dan O'Dell for publication.

8. Old Business: (*Action Item)

a. “What do we want Damascus to be?”

The vision question is left on the agenda to remind all members to continue to think about it.

b. * What to do with the forum video?

Diana Lobo posed this question to the Committee as an action item. She explained that there was 3 hours of video but that she and Greg Dardis will edit it down to whatever lengths the Committee deems to be useful. She wanted to know how many copies would be desired and if they should be for sale to members/residents or available on a sign-out basis. Elaine Cogan suggested a longer format be made to run on cable access as often as possible to get the word out. Diana also needed the ok by the Committee to go forth with that.

After some discussion, it was decided that a longer version of either 30 or 60 minutes should be made (to be determined by the editors and the Public Information Subcommittee) and should run on WFTV cable access (Diana said WFTV had already determined a schedule for it). In addition, a shorter 5-6 minute version should be made that could be used as a recap of the Committee’s work for use at a future forum. Five copies of the longer version would be made initially, at an approximate cost of \$50, and would be kept at the Damascus fire station on a sign-out basis between the hours of 7am – 5pm or through special arrangement with Dan O’Dell. Only one copy of the shorter version would be made, as the Committee would most likely use it solely for promotion purposes.

Motion to approve the editing and copying of the video from the forum as described above made by Marty Beaudet, seconded by Gary Fosberg and unanimously passed.

Tim Giorgi suggested 30 seconds to 2 minutes of video could be put on the website. After a brief discussion, it was decided that the Public Information Subcommittee would determine the exact format of the video addition to the website.

9. New Business (*Action Item):

a. Presentation on South Corridor Transit Study by Doug Zenn

Doug Zenn of Zenn Associates presented the findings to date of the South Corridor Transit Study for the areas running from Portland to Milwaukie, Milwaukie to Oregon City, Milwaukie east to Clackamas Town Center and Town Center to Gateway and back to Portland.

He began by handing out the limited number of newsletters he had from the Spring of 2002, but said that it still explained the basics of the project very well. He also mentioned that an updated newsletter is due to come out at the beginning of November

with more detailed findings. He passed around a sign-up sheet for anyone interested in receiving future mailings via email.

He explained that “transit” covers any single vehicle that moves a lot of people but is not a car. This would include buses, light rail, trolleys, etc. These types of vehicles are not intended to be a solve-all for transportation problems but a slice of the pie. Originally, light rail was intended to go from Portland to Milwaukie to Town Center and into Clark County. That was eventually voted down but shorter segments are still in the works, like the section that will run from Portland north to the Expo Center and a proposed section from Portland to Milwaukie or Town Center to Gateway.

Light rail is only one option, there are six other options: river transit, commuter rail (re-use existing heavy rail lines), HOV lanes, bus rapid transit (a faster, more technologically advanced system but uses existing routes), busways (buses only lanes with dedicated right of way) and baseline (doing no transit improvements). For the areas on which this study focused, various combinations of three options emerged: busways, bus rapid transit and light rail. The fourth, doing nothing, is an option for every area.

- ❖ Portland to Milwaukie—bus rapid transit, busways and light rail
- ❖ Milwaukie to Oregon City along Mcloughlin—bus rapid transit
- ❖ Milwaukie to Town Center—busways and bus rapid transit
- ❖ Town Center to Gateway—light rail

There has been a re-emergence of the option to use heavy rail lines and Amtrak for limited service between Oregon City and Portland, as well as Wilsonville to Beaverton.

The next step, after the study determined these were the most feasible and desired options, is for the technical teams to look at the options in greater detail and formulate a Supplemental Draft Environmental Impact Statement (SDEIS). This step includes preparing an Environmental Impact Statement as well as an analysis of the impact each option will have on the respective communities. The impact statement is prepared by Metro. The community analysis is done by the Study Group and is accomplished by dispensing facts and figures to community leaders and the public and gathering feedback from them on their preferred option.

The SDEIS should be completed by 11/20/02. There is then a comment period of a couple of months and a vote on the preferred alternative. Afterward, a policy advisory committee comprised of officials of all jurisdictions involved will make the determination of which options will be submitted for an even more-detailed final analysis and for funds allocation. (Representatives from neighborhoods and local committees will be needed to act as conduits of information to and from the residents and the advisory committee. Anyone interested should contact Dee, or Doug Zenn directly if the area you want to represent is your neighborhood.) The costs for a mix and match of options run from \$116 million to \$822 million. About 50% can come from federal funds, give or take 10-20%. The end amount depends on a multitude of factors. Federal funding is cyclical, so a variety of federal funds become available at different times, though the days of 70% federal funding are pretty much over. The remainder of the cost would be borne by a combination of state, regional and local jurisdictions.

Generally, light rail is the most expensive option to build and has a higher per rider cost initially. However, it also has a lower operating and maintenance cost so the question was asked about how it compares 20 years down the road. Doug said he would look into it and send an answer back to John Hartsock. The other stumbling block to light rail is working out the logistical details of river crossings and downtown mobility. Crossing the Steel Bridge would require cars to wait longer since more light rail cars would be scheduled to cross. The Hawthorne Bridge has clearance problems and the longer wait times for cars as well. There is an option to build another bridge to replace the ailing Sellwood Bridge. This could be built with the light rail in mind, which would alleviate some logistical problems, and could service the Macadam Rd. area. The route from Town Center to Gateway would be easy as there are already rights of way in place along I205 and are being worked out through existing neighborhoods. There would be less than 10 houses that would need to be displaced and there is a dialogue already running with those homeowners. The advantage of light rail is that, since it runs on electricity and electricity in the Pacific Northwest is generated by hydroelectric power, it is a much less polluting alternative to gas-powered buses.

Doug Zenn can be contacted at: dzenn@teleport.com or (503) 256-7222.

c. Review of metro meeting/process

John Hartsock commented that the Metro meeting in Damascus differed from those in Forest Grove and Beaverton in that it dealt more with the big picture and less with dispute over individual lots. Dee Wescott added that the big picture was not exactly what Metro wanted to hear about but that it was all that the Committee could extract from the public forum.

John indicated that copies of the Small Town and Greenbelt concept were handed out. A full presentation by Dean Apostle and Les Otto would be made at next Monday's meeting, October 21st. There was some discussion and questions about the concept and some answers were given, but it was mentioned that everyone should read the handout and come next Monday unbiased by any other interpretation. A couple of clarifications that were stated about the concept were that it still suggests incorporation would be the best alternative for the Damascus area but that the vision for what the area would look like is different from most other suggestions. It is possible that some suggestions would require a change in law. However, it was not intended as an end-all solution but a work in progress. The concept was intended to get suggestions from local residents about how they want the area to look rather than other peoples' ideas of what it should look like and that it not be changed so much that it no longer resembles what it looks like today. It also suggested a way to indicate a distinction between leaving Damascus and entering Boring, like a greenbelt, instead of one area flowing seamlessly into another with only a sign that indicates a separate community.

John referenced the Pleasant Valley Concept Plan handout as an indication of what one for the Damascus area may look like. The Pleasant Valley area yielded only 3-4 housing units per gross acre after the exclusions of stream corridors, unbuildable land, employment land, etc. were taken into account. This is likely to be the kind of yield the

Damascus area will get. So, Metro's real expectation of net housing units for this area may not be all that different from the 30,000 units the Small Town and Greenbelt concept recommends.

The discrepancy between Metro's projected growth rate and that of the Port of Portland was discussed. John Hartsock said that Dennis Yee and his staff have an over 90% accuracy rate for their projections. Ernie Platt mentioned that the Port of Portland never intended their numbers to be used for projecting housing requirements, but more just general growth. If the numbers are off somewhat, the next adjustment in five years will take that into account.

John once again referenced the Pleasant Valley handout to illustrate a point he had noticed: that the concept plan included only 5 community meetings over a year's time to obtain feedback from that community to the concept plan the various governance entities were formulating. Since a similar group would convene beginning in February to discuss the concept plan for the Damascus area, John asked the Committee for permission to insinuate himself, and therefore the Committee's interests, into this process in a more direct way—at the beginning and throughout the process, not just at community meetings commenting on what the group had formulated. It was suggested that the Committee could be the conduit between the concept plan group and the community, as the Committee has proven to be able to get folks out to discuss issues at hand in a responsible and non-contentious way. Perhaps it would be possible to obtain some financial help from Metro or Clackamas County for the public meetings that the Committee would facilitate. It was decided that John should represent the Committee in these meetings.

c. Committee work plan/schedule for next 6 months

John Hartsock suggested that the Committee suspend general weekly meetings in November and December and start up again in January. Government agencies, with the exception of Metro's final decision on the expansion of the UGB on December 5, tend to make few important policy decisions in these months, and it was added that the subcommittees could use this time to finish up work on the strategic plan. If a meeting were needed, it would be called. There would be some sort of holiday gathering as well.

The Damascus Firehouse Group's work will take up to a year. The final result may be an agreement to disagree over some specific areas. The point is to have had these discussions. There may be no definitive end.

The next public forum that the Committee would host would probably be in February of 2003 and focus on the vision question, including the Small Town and Greenbelt concept.

10. Open Agenda: None

11. Executive Session: None

12. Adjournment