



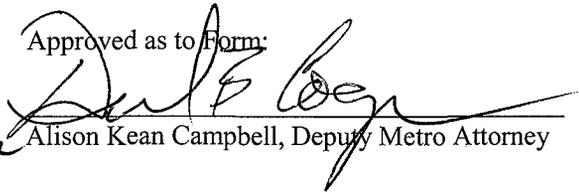
WHEREAS, the 2010-11 UPWP for the Portland-Vancouver region was adopted by Resolution No. 10-4136 and includes the current project scope for the Multi-Use Master Plan: Lake Oswego to Milwaukie Project; and

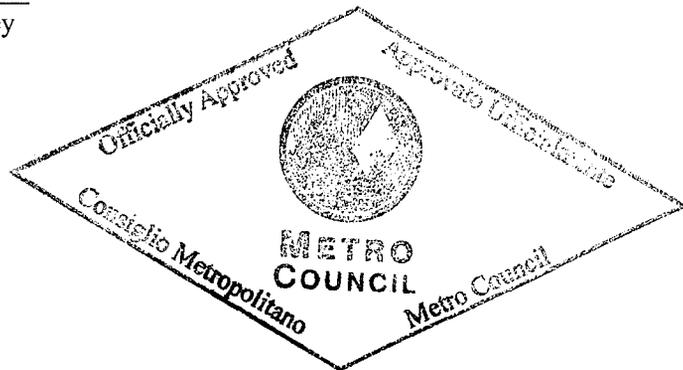
WHEREAS, the project description in the 2010-11 UPWP should be consistent with the 2010-13 MTIP; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the Programming Table, Section 3.1.2, of the 2010-13 Metropolitan Transportation Improvement Program and the 2010-11 UPWP to the "Multi-Use Path Master Plan: Lake Oswego to Milwaukie" project and substitute a new "Portland to Lake Oswego Trail Plan: Powers Marine Park to Fielding Rd." project as described in the staff report to this resolution.

ADOPTED by the Metro Council this 28 day of October 2010.

  
\_\_\_\_\_  
Carlotta Colette, Acting Council President

Approved as to Form:  
  
\_\_\_\_\_  
Alison Kean Campbell, Deputy Metro Attorney



**Exhibit A to Resolution No. 10-4197**

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.2 amendment

Existing Programming

| Project Name   | Project Description   | ODOT Key # | Lead Agency | Estimated Total Project Cost | Project Phase | Fund Type | Program Year | Federal Funding | Minimum Local Match | Other Funding | Total Funding |
|--|---|------------|-------------|------------------------------|---------------|-----------|--------------|-----------------|---------------------|---------------|---------------|
| Multi-Use Path Master Plan: Lake Oswego to Milwaukie | Planning study of a potential 2.5 mile path connecting downtown Lake Oswego to the Trolley Trail in Milwaukie via the UPRR/P&W railroad bridge. | 14397      | Metro       | N/A                          | Planning      | STP       | 2010         | \$100,000       | \$11,445            | \$0           | \$111,445     |

Amended Programming

| Project Name   | Project Description   | ODOT Key # | Lead Agency | Estimated Total Project Cost | Project Phase | Fund Type | Program Year | Federal Funding | Minimum Local Match | Other Funding | Total Funding |
|--|---|------------|-------------|------------------------------|---------------|-----------|--------------|-----------------|---------------------|---------------|---------------|
| Portland to Lake Oswego Trail Plan: Powers Marine Park to Fielding Rd. | Study to select a preferred trail alignment in this corridor. | 14397      | Metro       | N/A                          | Planning      | STP       | 2010         | \$100,000       | \$11,445            | \$0           | \$111,445     |

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4197, FOR THE PURPOSE OF AMENDING THE 2010-11 UNIFIED PLANNING WORK PROGRAM AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO DELETE THE MULTI-USE PATH MASTER PLAN: LAKE OSWEGO TO MILWAUKIE PROJECT AND SUBSTITUTE A NEW PORTLAND TO LAKE OSWEGO TRAIL PLAN: POWERS MARINE PARK TO FIELDING RD. PROJECT

---

Date: October 28, 2010

Prepared by: Mel Huie & Ted Leybold

### BACKGROUND

#### Former Project Description

In 2007, a Regional Flexible Transportation funding award of \$100,000 was made to Metro Parks and Greenspaces (now Metro Sustainability Center) to conduct a study and complete a master plan to determine if a bike/pedestrian pathway could be attached to the existing UPRR owned bridge between Lake Oswego and Milwaukie over the Willamette River. The goal was to connect trails on both sides of the Willamette River via a trail across the railroad bridge. The project, if built, would have been similar to the bike/pedestrian trail which is attached to the Steel Bridge in Portland. Currently, there are no safe bike/pedestrian crossings of the Willamette River from the Hawthorne Bridge south to the old Oregon City to West Linn Bridge.

#### Partners

The local partners of Lake Oswego, Clackamas Co., Milwaukie and N. Clackamas Parks & Recreation District (NCPRD) have agreed to declaring the “Multi-Use Path Master Plan: Lake Oswego to Milwaukie via UPRR Bridge Project” infeasible as the owner of the bridge currently will not allow Metro or its local partners or agents access to the bridge to complete the study due to concerns about safety of potential users of a trail facility in proximity to freight train operations. A new replacement trail study project has been proposed by the local partners, which will be coordinated with the Portland to Lake Oswego Streetcar Project, and all the local, regional and state partners. A Project Advisory Committee of the local partners and ODOT will be established to oversee the project and planning process of the replacement project.

#### New Project Description

Portland to Lake Oswego Trail Plan – Powers Marine Park to Fielding Rd: Determine the feasibility of the trail and select a multi-use path alignment(s) connecting Fielding Rd. in Lake Oswego / Clackamas Co. to Powers Marine Park in Portland. In many sections, the trail will be parallel to the proposed streetcar alignment and in some sections it will veer away from the streetcar ROW. A main task in the plan will be to determine how the trail gets through or around Elk Rock. The feasibility of a second tunnel exclusively for the trail will also be studied.

The project has the support of the key local partners, including the city of Lake Oswego and Clackamas Co. These two local partners will also be providing the local cash match of \$10,000, plus in-kind staff assistance.

The work will primarily be technical in nature. Additional public involvement activities will come later, if the trail is deemed feasible. The trail project will continue to be coordinated with the Lake Oswego to Portland Streetcar Project. The Willamette Shoreline Consortium has been briefed about the project and is supportive.

### **Budget**

\$100,000 in MTIP-RFF funds, plus \$10,000 in cash local match. Metro will also provide project management, planning and mapping services to the project.

### **Timeline**

Approximately 12 months from the time ODOT issues the “proceed with work order,” Which is estimated to be issued by Spring of 2011. A project prospectus and Agreement between ODOT and Metro must also be completed. A consulting team will be selected via the ODOT procurement process to carry out the technical studies and field work.

## **ANALYSIS/INFORMATION**

- 1. Known Opposition** Some residents of the Dunthorpe neighborhood have expressed opposition to transit and trail improvements in this corridor as part of the Lake Oswego to Portland Transit Corridor Study.
- 2. Legal Antecedents** Section 1.7 of the 2010-2013 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area) (“2010-13 MTIP”). MTIP provides that it may be amended by Metro/JPACT Resolution where an adjustment will significantly change a project scope, defined as “the deletion of a modal element described in the original project scope . . . or if . . .the proposed change in scope would have significantly altered the technical evaluation of a project during the project prioritization process;” Proposed resolution will amend the Programming Table 3.1.2 of the 2010-13 MTIP. Changes scope of project originally awarded funding authority by Resolution 07-3773 on March 15, 2007 (For the purpose of allocating \$64 Million of Transportation Priorities funding for the years 2010 and 2011, pending air quality conformity determination). The FY 2010-11 Unified Planning Work Program, adopted by Metro Council Resolution 10-4136 (For the Purpose of certifying that the Portland Metropolitan Area is in compliance with federal transportation planning requirements and adopting the FY 2010-11 Unified Planning Work Program) (“2010-11 UPWP”), describes the existing Lake Oswego to Milwaukie Trail Master Plan project, which must also be changed to reflect the scope and budget of the new Portland to Lake Oswego Trail Plan.
- 3. Anticipated Effects** Adoption of this resolution will allow Metro to proceed with developing a master plan for a future multi-use path between Fielding Road in Lake Oswego to Powers Marine Park in Portland.
- 4. Budget Impacts** This resolution will require a small change to the CIP, as it is replacing one project with another of the same amount. \$5,000 of the match has been received and the other \$5,000 has recently been billed.

## **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 10-4179.

Staff Report to Resolution No. 10-4197