

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 98-2615
COMMITMENT OF FUNDS FOR REPAIR)
OF TRESTLES ON THE WILLAMETTE) Introduced by:
SHORE LINE RIGHT-OF-WAY) Counselor Morisette

WHEREAS, In 1988, a Consortium of local jurisdictions (consisting of Metro, ODOT, Tri-Met, Multnomah County, Clackamas County, the City of Portland and the City of Lake Oswego) purchased the Jefferson Street Branch rail line from the Southern Pacific Railroad in order to preserve it for possible use in the future as a high-capacity transit corridor; and

WHEREAS, The Consortium wishes to preserve the rail line right-of-way until such time as the region may decide to use it for High-Capacity Transit purposes; and

WHEREAS, In 1993 the Consortium adopted an Intergovernmental Agreement for interim management of the right-of-way; and

WHEREAS, The City of Lake Oswego conducted an evaluation of the structural adequacy of five timber trestles in the corridor; and

WHEREAS, The evaluation of the trestles concluded that there was a need for maintenance and repair to maintain their structural quality and safety; and

WHEREAS, Members of the Consortium have consulted on the trestle report and recommended that each jurisdiction contribute \$50,000 toward the repair costs; and

WHEREAS, Tri-Met and the City of Lake Oswego will cooperate to complete the trestle repairs on behalf of the Consortium; now, therefore

BE IT RESOLVED,

1. That the Metro Council authorizes an amendment to the budget in the amount of \$_____

to be taken from the General Fund Contingency and put in the Transportation department budget; and

2. That the Metro Council authorizes the Executive Officer to execute an Intergovernmental Agreement with the City of Lake Oswego and/or Tri-Met for the funds to be used for trestle repairs.

ADOPTED by the Metro Council this _____ day of _____, 1998.

WITHDRAWN

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, Legal Counsel

STAFF REPORT

FOR THE PURPOSE OF APPROVING THE COMMITMENT OF FUNDS FOR
REPAIR OF THE TRESTLES ON THE WILLAMETTE SHORE LINE RIGHT-OF-WAY

Date: May 14, 1999

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of this resolution would approve the use of \$25,000 or 50,000. ? of Metro funds for the repair of the Willamette Shore Line right-of-way trestles, and would authorize the Executive Officer to enter into an Intergovernmental Agreement with the City of Lake Oswego and Tri-Met to perform the repairs.

A separate budget action would be required for implementation of a budget amendment to make the funds for this action available.

BACKGROUND

Initial Acquisition

In 1987, the Southern Pacific announced its intent to abandon the Willamette Shore Line right-of-way between Lake Oswego and the Marquam Bridge adjacent to Highway 43/Macadam Avenue. In response, the consortium was formed to acquire the right-of-way, initiate some immediate repairs and start excursion trolley service in the corridor. The funding partners for this acquisition were as follows:

State of Oregon	\$ 975,000
Portland.	298,454
Lake Oswego	120,530
Clackamas County.	63,135
Multnomah County.	63,135
Metro	30,898
Tri-Met	67,600
In-Kind Staff	<u>331,248</u>
	\$1,950,000

Through an Intergovernmental Agreement of these parties, the right-of-way was acquired; the City of Portland took title and committed to \$50,000/year towards maintenance; the City of Lake Oswego took on responsibility for operations and maintenance; Tri-Met took on responsibility for monitoring and enforcing encroachments into the right-of-way; and Metro took on responsibility for overseeing the consortium.

Operations: 1987-1997

Excursion trolley service has now been operating quite successfully for 10 years. Through considerable volunteer assistance, donated material and in-kind support from Tri-Met, Lake Oswego and Portland, 1,500 railroad ties have been replaced; the track has been extended north into RiverPlace; ridership has grown to 2,200/month (July 1997) and, for the first time, a lease payment is expected to be paid by the operator to the City of Lake Oswego. Through the original acquisition agreement, the track has been extended south into downtown Lake Oswego. Through Metro allocation of \$800,000 of CMAQ funds, a trolley barn is now being built in Lake Oswego. Through Tri-Met legal assistance, a number of encroachments into the right-of-way have been addressed and new development has been set back from the right-of-way through the permitting process.

Future Possibilities: 1998 and Beyond

At present, regular streetcar, light rail or commuter rail service in this corridor is not called for in the Regional Transportation Plan (RTP). Instead, the RTP calls for preservation of this right-of-way for future consideration of rail service. In the interim, continued operation of excursion service is critical because a large share of the properties in the corridor have title restrictions that could result in reversion to adjacent property owners if rail service ceases.

The consortium is interested in developing an incremental upgrade plan for the corridor to allow operation of limited commuter service. This could involve further track upgrade to increase speeds, installation of better signal systems, installation of passing tracks, possible electrification and additional equipment. It is the intent of the consortium to also develop a financing strategy that will continue to rely heavily on fares and volunteer assistance but will also identify discrete elements that could be pursued through grants and may involve an ongoing funding request to consortium members. Until this plan is developed, it is premature to guess what financial request to Metro might be forthcoming.

Trestle Maintenance: Needed in 1997-98

In May 1997, Lake Oswego contracted with OBEC Consulting Engineers to evaluate the structural adequacy of five timber trestles in the corridor. They developed short-term (one-year) and long-term (1-3 year) recommendations for each trestle. These recommendations carry an estimated cost of \$112,000 and \$278,000, respectively (for a total of \$390,000). If each consortium member commits the requested \$50,000, \$300,000 would be available toward these needed repairs. It is essential that these repairs be made in order to continue operation of excursion service which, as mentioned above, is important for maintaining title to the right-of-way.

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE BUDGET, APPROVING THE COMMITMENT OF FUNDS FOR REPAIR OF TRESTLES ON THE WILLAMETTE SHORE LINE RIGHT-OF-WAY AND AUTHORIZING THE EXECUTIVE OFFICER TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH THE CITY OF LAKE OSWEGO TO COMPLETE THE REPAIRS

Date: Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of this ordinance would approve a budget amendment (to move \$_____ from the contingency to the transportation budget) for use of funds for the repair of trestles in the Willamette Shore Line right-of-way and would authorize the Executive Officer to enter into an Intergovernmental Agreement with the City of Lake Oswego to perform the repairs.

BACKGROUND

Initial Acquisition: In 1987, the Southern Pacific announced its intent to abandon the Willamette Shore Line right-of-way between Lake Oswego and the Marquam Bridge, adjacent to Highway 43/Macadam Avenue. In response, a consortium of local jurisdictions (consisting of Metro, ODOT, Tri-Met, Multnomah County, Clackamas County, the City of Portland and the City of Lake Oswego) was formed to acquire the right-of-way, initiate some immediate repairs and start excursion trolley service in the corridor. The funding partners for this acquisition were as follows:

State of Oregon	\$ 975,000
Portland	298,454
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Through an Intergovernmental Agreement of these parties, the right-of-way was acquired; the City of Portland took title and committed to \$50,000/year towards maintenance; the City of Lake Oswego took on responsibility for operations and maintenance; Tri-Met took on responsibility for monitoring and enforcing encroachments into the right-of-way; and Metro took on responsibility for overseeing the consortium.

Continued operation of excursion service is critical because a large share of the properties in the

corridor have title restrictions that could result in reversion to adjacent property owners if rail service ceases. Operation of excursion service until such time as the corridor is needed for commuter service is therefore essential to preserving the corridor.

Operations 1987-1997: Excursion trolley service has now been operating quite successfully for 10 years. Through considerable volunteer assistance, donated material and in-kind support from Tri-Met, Lake Oswego and Portland, 1,500 railroad ties have been replaced; the track has been extended north into RiverPlace; ridership has grown to 2,200/month (July 1997) and, for the first time, a lease payment is expected to be paid by the operator to the City of Lake Oswego. Through the original acquisition agreement, the track has been extended south into downtown Lake Oswego. Through Metro allocation of \$800,000 of CMAQ funds, a trolley barn is now being built in Lake Oswego. Through Tri-Met legal assistance, a number of encroachments into the right-of-way have been addressed and new development has been set back from the right-of-way through the permitting process.

Trestle Maintenance, Needed in 1997-98: In May 1997, Lake Oswego contracted with OBEC Consulting Engineers to evaluate the structural adequacy of five timber trestles in the corridor. They developed short-term (one-year) and long-term (1-3 year) recommendations for each trestle. These recommendations carry an estimated cost of \$112,000 and \$278,000, respectively (for a total of \$390,000). If each consortium member commits the requested \$50,000, \$300,000 would be available toward these needed repairs. It is essential that these repairs be made in order to continue operation of excursion service which, as mentioned above, is important for maintaining title to the right-of-way (and therefore preserving it for future use). This commitment is intended as a one-time action and is not intended to set a precedent for future improvements.

Future Possibilities, 1998 and Beyond: At present, regular streetcar, light rail or commuter rail service in this corridor is not called for in the Regional Transportation Plan (RTP). Instead, the RTP calls for preservation of this right-of-way for future consideration of rail service. In the interim, continued operation of excursion service is critical because a large share of the properties in the corridor have title restrictions that could result in reversion to adjacent property owners if rail service ceases.

The consortium is interested in developing an incremental upgrade plan for the corridor to allow operation of limited commuter service. This could involve further track upgrade to increase speeds, installation of better signal systems, installation of passing tracks, possible electrification and additional equipment. It is the intent of the consortium to also develop a financing strategy that will continue to rely heavily on fares and volunteer assistance but will also identify discrete elements that could be pursued through grants and may involve a periodic funding request to consortium members. Until this plan is developed, it is premature to guess what financial request to Metro might be forthcoming.