

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Study Session Worksheet

Presentation Date: May 22, 2018 **Approx. Start Time:** 11:00 AM

Approx. Length: 30 minutes

Presentation Title: Update on Canby Ferry Alternatives Feasibility Study

Department: Department of Transportation and Development (DTD) – Long Range Planning Program

Presenters: Mike Bezner, Assistant Director of Transportation, DTD
Steve Williams, Principal Transportation Planner

Other Invitees: Karen Buehrig, Transportation Planning Supervisor

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

This item is for Board information only.

EXECUTIVE SUMMARY:

Last year the Board authorized DTD to study the feasibility of alternative transportation options for crossing of the Willamette River, specifically including consideration of a toll bridge. That study has started and it will focus on financial feasibility and traffic from the following six alternatives:

1. Continue operation of Canby Ferry
2. Discontinue operation of Canby Ferry
3. Build a bridge using public funds and continue operation of the ferry
4. Build a bridge using public funds and discontinue operation of the ferry
5. Build a toll bridge and continue operation of the ferry
6. Build a toll bridge and discontinue operation of the ferry

Attachment 1 is a map that shows the location of Canby Ferry and other alternatives. The study began in March of this year and is still in the early stages of developing the data and analysis that will ultimately go into the final report. Attachment 2 is a flyer that shows the information on the study that is currently being distributed and is available on the website.

DTD has also started the outreach process. An information meeting was held with staff members from Canby and Wilsonville in January, as well as a meeting with Mayor Hodson and City of Canby senior staff in April. The project website (<http://www.clackamas.us/transportation/cfalternatives.html>) has been launched and provides basic information about the study and a simple public input questionnaire. A total of 164 comments have been received to date that can be summarized into seven groups:

21% Support a bridge

17% Support continued operation of the ferry

- 10% Support whichever option costs the county less money
- 17% Concerned about traffic resulting from a bridge
- 11% Concerned about cost of ferry operation
- 10% Concerned about cost of building a bridge
- 16% Other issues

The next step in the outreach process will be an open house to be conducted at Canby Public Library, Willamette Room, from 5:00 pm to 7:00 pm on June 13. Information presented at the open house will focus on the study purpose, the alternatives being considered, the schedule, and actions the Board could take based on the information from the study. In addition, the open house will describe the specific data that is being developed in the study including traffic forecasts, specific cost estimates, revenue estimates, total annual costs and financial feasibility, and impacts on surrounding roads for all of the alternatives.

Several points will be emphasized at the open house:

- The study does not indicate a commitment on the part of the Board or staff to any particular action. This is a feasibility analysis of the financial and traffic effects of the alternatives and is intended to provide information for the Board's use in future decision making processes. There will not be a specific staff or consultant recommendation presented.
- Information on the last five years of operations of the Canby Ferry will be presented including cost, revenue and the number of vehicles served.
- A bridge concept has been developed and will be shown at the open house. However, the purpose for the bridge concept is to determine feasibility and estimate conceptual cost. If the Board decides to move forward with a bridge, there will be a series of studies of the best location for a bridge, the preferred bridge alternative, environmental impacts and other issues.
- A variety of toll scenarios will be considered to estimate cost and traffic for each toll alternative. In addition, the effect of an "incident" scenario will be studied in which traffic speed and volume on I-5 is greatly reduced.
- The toll alternatives will assume that initial development and construction costs will be paid through bonding. All bonding related costs will be incorporated into the cost estimates.
- The cost estimates for all six alternatives will be presented with all costs and revenues included for each of the alternatives.
- Traffic impacts on surrounding roads in Clackamas County, Canby and Wilsonville is an important consideration that will be closely studied. Road segments that could require improvement will be identified.
- The study will include information on both capital and administrative costs for tolling and the steps that the county would take if a decision to implement tolling was made.

FINANCIAL IMPLICATIONS (current year and ongoing):

None

STRATEGIC PLAN ALIGNMENT

- How does this item align with your Department’s Strategic Business Plan goals?

Provides information to County decision makers so they can plan and invest based on a coordinated set of goals and policies that guide future development.

- How does this item align with the County’s Performance Clackamas goals?

This study will provide information so that County decision makers can determine transportation infrastructure needs in the Canby area.

LEGAL/POLICY REQUIREMENTS:

None

PUBLIC/GOVERNMENTAL PARTICIPATION:

The public open house will occur at the Canby Library on June 13 from 5:00 to 7:00 pm. The public can also provide input at any time through the project webpage. Staff is coordinating with the cities Canby and Wilsonville and will continue to do so throughout the study.

OPTIONS:

No actions necessary. This item is for Board information only.

RECOMMENDATION:

No recommendation at this time.

SUBMITTED BY:

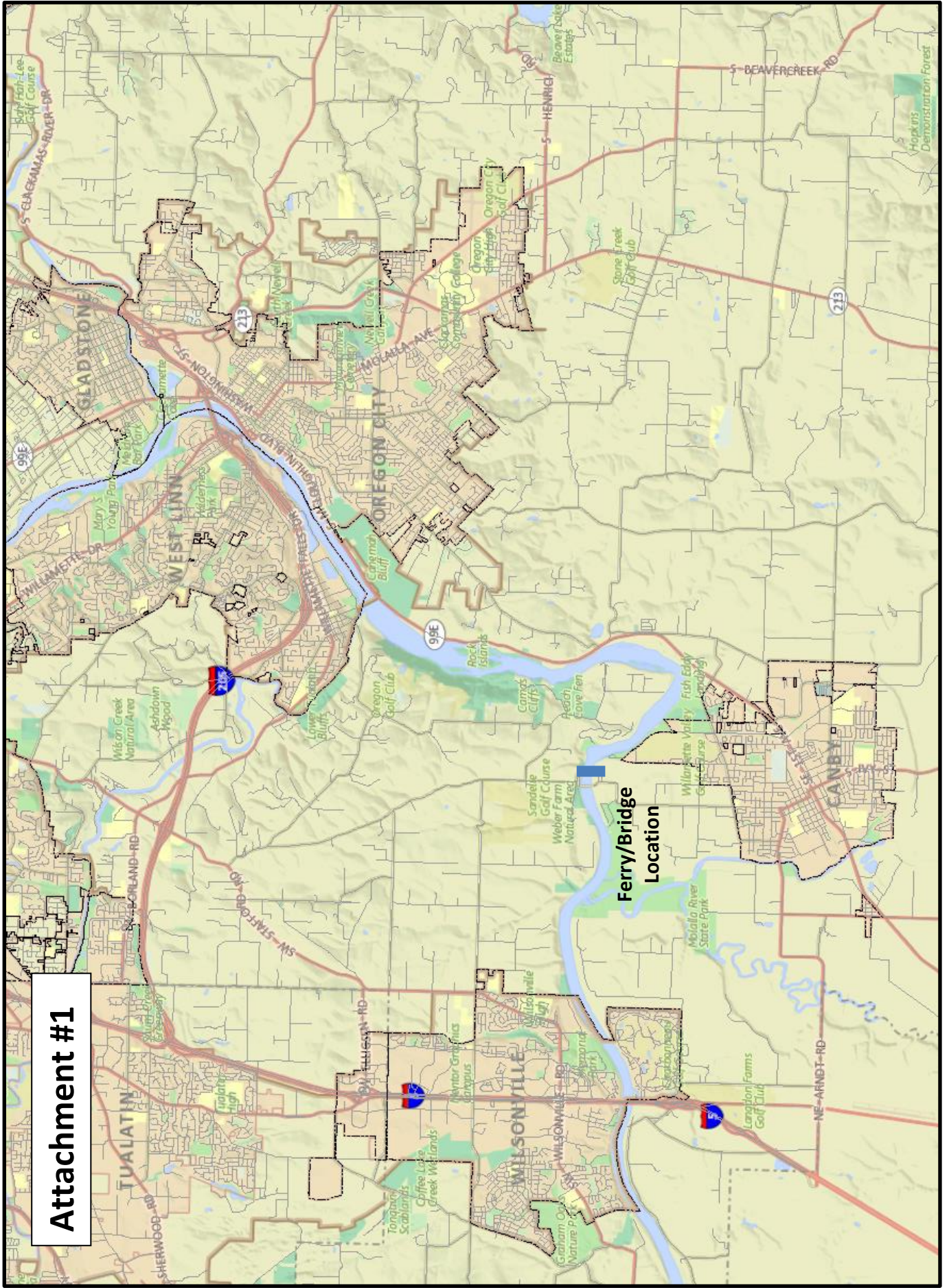
Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____

<p>For information on this issue or copies of attachments, please contact Steve Williams @ 503-742-4696</p>

Attachment #1



Attachment #2



Canby Ferry Alternatives Feasibility Study

January – December 2018

Identifying the financial and traffic impacts of constructing a bridge across the Willamette River at the location of the Canby Ferry

CURRENT STATUS:

The Canby Ferry, operated by the Clackamas County Transportation Maintenance Division, crosses the Willamette River during daylight hours from north of Canby to east of Wilsonville. However, it has limitations:

- It is not able to run when the river level gets above 70 feet and during inclement weather;
- It can only carry six cars at a time;
- It costs motorists \$5 per vehicle for a one-way trip, and
- It costs the county considerably more money to operate than it receives in revenue.

THE STUDY:

Since the Ferry both limits the number of people who can cross the Willamette River and uses money that could otherwise be spent on road maintenance, the County is evaluating the long-term financial and traffic impacts of six possible future alternatives for crossing the river at the same location.

Alternatives to be Studied	Ferry	Bridge	Toll
1. Continue operating the Canby Ferry	✓		
2. Discontinue operating the Canby Ferry			
3. Add a bridge (no toll) and continue Canby Ferry	✓	✓	
4. Add a bridge (no toll) and discontinue Canby Ferry		✓	
5. Add a toll bridge and continue Canby Ferry	✓	✓	✓
6. Add a toll bridge and discontinue Canby Ferry		✓	✓

THE PROCESS:

Financial, engineering, planning and traffic experts will study various factors related to each of the six alternatives. (See details below/over.) Public meetings are planned in June (to inform people about the project and gather input) and October (to share the results of analysis). The final report is expected to be presented to the Board of County Commissioners in late 2018.

THE RESULTS:

At this time no decisions have been made on whether to make any changes in ferry operations or to build a bridge. The Board will review the results of the study in late 2018, discuss the issue further and not move forward without public input. If eventually a decision was made to proceed with a new bridge, actual construction would not take place until after several years of outreach, planning and design.

COMPONENTS OF THE FEASIBILITY ANALYSIS

The detailed feasibility analysis of the six alternatives will include the components listed below. Bridge cost estimates would be based on a bridge designed to withstand earthquakes.

I. Cost Estimates for Alternatives

- a. Costs for Canby Ferry future operations, maintenance and repair/replacement
- b. Costs to discontinue the Canby Ferry
- c. Costs (high and low estimates) to develop, build and maintain a bridge at the location of the Canby Ferry, extending from the bluff top on the north side to the bluff top on the south side.
- d. Costs for three toll methods: manual, transponder and license plate recognition:
 - 1) facility requirements and associated costs
 - 2) information system requirements
 - 3) staff/vendors
 - 4) annual operations
 - 5) administration
- e. Costs for roadway improvements identified as being necessary to accommodate traffic

II. Revenue and Traffic for each Alternative

- a. Future revenue and traffic assuming only continued operation of Canby Ferry
- b. Future traffic with the addition of a non-tolled bridge
- c. Future traffic with a tolled bridge, with tolls of various amounts to identify the relationship between cost and traffic
- d. Maximum traffic due to incident diversion from I-5/I-205

III. Total Annual Costs

- a. Future costs for Canby Ferry operations/maintenance including repair and replacement
- b. 30-year bonding cost analysis incorporating all capital improvement costs for the bridge and associated facilities
- c. 30-year annual cost analysis for the toll collection system including annual cost for toll system operations, staffing, operations and maintenance
- d. Identification of roads and intersections in the surrounding area that will have increased traffic due to the addition of a bridge, and estimated cost for improvements and increases in annual maintenance costs

IV. Financial Feasibility

- a. Annual revenue minus annual costs for each of the six alternatives identified above.

V. Outline All Steps to Develop a Bridge and Implement Tolling

- a. Requirements for tolling by local governments in Oregon
- b. Environmental review requirements by state and/or federal authorities
- c. Permitting by state and/or federal authorities

FOR MORE INFORMATION:

Website: <http://www.clackamas.us/transportation/CFAlternatives>

Project Manager: Stephen Williams, 503-742-4696 or swilliams@clackamas.us