

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Planning Session Worksheet

Presentation Date: January 30, 2019 **Start Time:** 9:30 AM **Approx Length:** 2 hours

Presentation Title: Update and Draft Finding of the Canby Ferry Alternatives Feasibility Study

Department: Department of Transportation and Development

Presenters: Mike Bezner, Assistant Director – Transportation; Steve Williams, Principal Transportation Planner

Other Invitees: Dan Johnson, Director; Diedre Landon, Administrative Services Manager, Karen Buehrig, Transportation Planning Manager

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

This session will provide a presentation on the status of the Canby Ferry Alternatives Feasibility Study and give the Board the opportunity to ask questions and provide input into the listening session to be held on February 19, 2019, 6-8 pm at Canby Foursquare Church, 2350 SE Territorial Road, Canby.

EXECUTIVE SUMMARY:

Each year, a fiscal decision is made to continue operation of the Canby Ferry, even though the revenue brought in from the ferry does not cover the costs. Although the Canby Ferry is an important part of the identity of the Canby area, there are a number of issues with the ferry. The ferry:

- Costs motorists \$5 per vehicle one-way, but over the past three years has cost the county an average of \$400,000 more per year than is received in revenue;
- Does not run when the river level gets above 70 feet or during inclement weather, and runs for limited hours in the dark. As a result, it only operates about 225 days per year;
- Can only carry 6 vehicles at a time and serves on average 200 vehicles per day;
- Is about 15 years away from the end of its useful life and replacement cost will likely be at least \$2.5 million.

In order to understand the feasibility of replacing the ferry with a bridge the Canby Ferry Alternatives Feasibility Study was undertaken. DTD began the Canby Ferry Alternatives Feasibility Study in March 2018. Four alternatives were studied:

1. Continued operation of Canby Ferry, including purchase of a new ferry within 15 to 20 years;
2. Stop operation of Canby Ferry and not replace it with a different type of crossing;
3. A bridge constructed and maintained using public funds, with the option of continuing ferry operation;
4. A bridge constructed and maintained using revenues from tolls with the option of continuing ferry operations.

This is intended to be an initial study of these alternatives to focus on the most important issues that will determine the feasibility of each alternatives:

1. Traffic – How will traffic be affected in the area around Canby in each alternative?

2. Bridge Cost – Is it feasible to build a bridge and what would be the conceptual cost of such a bridge?
3. Tolling – Could the county fund the bridge with tolling, and what would be the costs and revenue for tolling?
4. Financial Feasibility – What is the annual cost and revenue from 2025 to 2049 for each of the alternatives?
5. Public Involvement – What input has been received from the public?

The draft findings for the study are complete and were presented to the public at a public meeting at the Canby Foursquare Church from 6-9 pm on January 15, 2019. The public meeting was very well attended with 166 people who signed in and about 800 viewing the meeting livecast via Facebook Live. Materials available on the project website (<https://www.clackamas.us/transportation/cfalternatives.html>) include the PowerPoint presentation, an input form, posters/handouts, and a video recording of the meeting. An updated version of the PowerPoint from that public meeting is attached and will be presented to the Board in the Planning Session. Also attached are all comments made at the meeting, written comments that were submitted at the meeting and online comments submitted through January 22, 2019. In response to the meeting staff has made some minor revisions to the presentation of the findings in the PowerPoint to clarify the results.

The next steps for this project are as follows:

- Board of County Commissioners Public Listening Session on February 19, 2019, 6-8 pm at Canby Foursquare Church, 2350 SE Territorial Road, Canby.
- Staff presentation to Canby City Council, March 6, 2019
- Board of County Commissioners Policy Session, March 12, 2019, 1:30 pm

FINANCIAL IMPLICATIONS (current year and ongoing):

Road fund contribution of an average of \$400,000 per year to keep the ferry operating as-is.

STRATEGIC PLAN ALIGNMENT

The project aligns with the County Performance Clackamas Goals of:

- Build a Strong Infrastructure
- Ensure Safe, Healthy and Secure Communities

The project aligns with the DTD Strategic Business Plan goals for Long Range Planning of:

- Provide plan development, analysis, coordination and public engagement services to residents; businesses; local, regional and state partners, and County decision-makers so they can plan and invest based on a coordinated set of goals and policies that guide future development.

LEGAL/POLICY REQUIREMENTS:

None at this time.

PUBLIC/GOVERNMENTAL PARTICIPATION:

This project has included a very active public participation process including two public meetings, post card announcements for the meetings, project website and spoken, written and online comments that have been received. In general, the main concerns raised in the comments have been related to traffic impacts on the surrounding area, the financial feasibility of a toll bridge, and concern about right-of-way impacts. A number have also expressed support for continued operation of the Canby Ferry despite the annual subsidy that is necessary.

OPTIONS:

This Planning Session is an opportunity to hear the findings of the Canby Ferry Alternatives Feasibility Study and the input received from the public to date. Issues for discussion include:

1. Are there questions about the study findings?
2. What additional information is needed before the next Board Policy Session?
3. What input does the Board have on the format for the February 19, 2019 Listening Session?

RECOMMENDATION:

There is no recommendation at this time.

ATTACHMENTS:

- “Canby Ferry Alternatives Feasibility Study: Report of Draft Findings” – PowerPoint presentation.
- Comments received at the January 15, 2019 Public Meeting during the comment session, as well as comments submitted in writing or online as of January 22, 2019.

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval _____

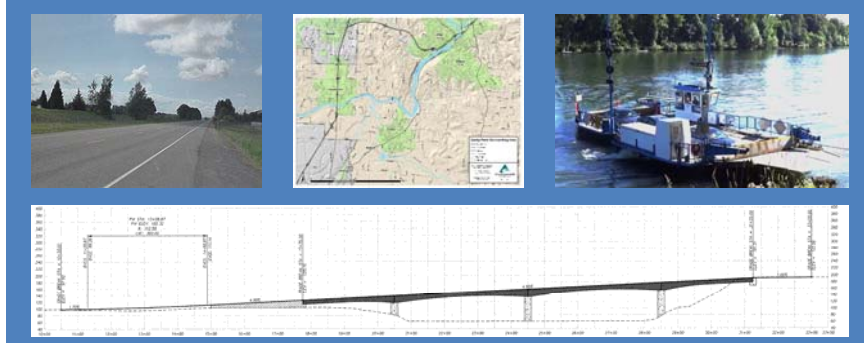
County Administrator Approval _____

For information on this issue or copies of attachments, please contact Stephen Williams @ 503-742-4696
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Canby Ferry Alternatives Feasibility Study: Report of Draft Findings



January 30, 2019 – Board of County Commissioners Planning Session



Agenda for Today's Planning

- Introduction
- Presentation of Draft Findings
- Board discussion, comments and questions
- Board input on February 19, 2019 Listening Session

Why Study Ferry Alternatives?

As transportation, the Canby Ferry has limitations:

<i>Restricted times</i>	<i>Limited capacity</i>	<i>Loses money</i>
Can't operate when: - River above 70 feet - Inclement weather	Holds 6 vehicles and serves 200 vehicles/day	Lost an average \$400,000/year for last 3 years



Therefore, we analyzed possible alternatives
for crossing the Willamette river.



3

Issues Raised at January 15 Public Meeting

Concerns

- Increased traffic, safety and noise issues
- Impacts to surrounding properties
- Analysis of traffic/cost/tolling/bonding
- Change to community character
- Addition of bridge does not serve community needs



4


Analysis Assumptions

Timeframe:

- 2025-2049 (25 years)

Finances:


- Replace ferry in 2035 (\$2.5 million)
- Inflation applied to both revenues, costs


5

Four Major Alternatives

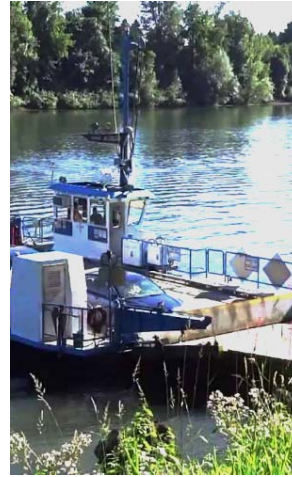
01 Continue Operating the Canby Ferry Or.....	02 Stop Operating the Canby Ferry And/or.....	03 Build Publicly Funded Bridge at Canby Ferry Or.....	04 Build Toll Funded Bridge at Canby Ferry
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Both Alternative #1 and Alternative #2 can be combined with either Alternative #3 or Alternative #4


6

Alternative #1: Continue the Ferry

- Extend current service to 2049
- Continue current level of use, with maximum 45,000 annual average ridership
- Continue current toll of \$5
- Buy new ferry when needed, expected by 2035
- Grants available for major repairs, but none available to support ferry operations
- No other organizations available to take over ferry operations



7

Revenue from fares	\$4,950,586
Cost of operations and personnel	-\$15,831,699
Cost of maintenance	-\$3,071,874
Cost of Ferry replacement	-\$2,500,000
Total	-\$16,452,986

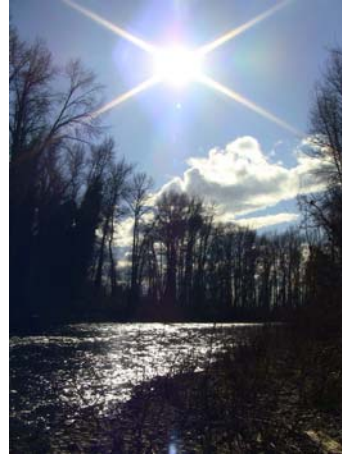
Alternative #1: Total Costs, 2025-2049



8

Alternative #2: Stop Ferry Operations

- Stop Ferry operations by 2025
- Do not replace the Ferry with any other transportation option for crossing the river in that area
- Requires decommissioning the ferry, removing facilities and changes to signs
- Reimburse portion of Federal Highway Administration grant funds, if necessary



Decommission, remove facilities, change signs	-\$1,500,000
Reimburse Federal Highway Administration (if necessary)	-\$360,000
Total cost	-\$1,860,000

Alternative #2: Total Costs, 2025-49



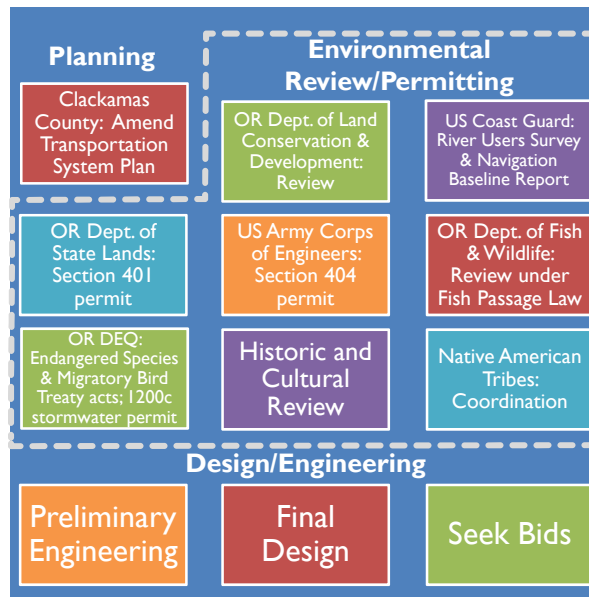
Alternative #3: Build Bridge Adjacent to Ferry Location

Bridge Concept:

- 2 traffic lanes, 2 shoulder/bike lanes, 1 sidewalk
- Length: 1,350 foot span from bluff top to bluff top
- Height: 70 - 100 feet above river
- 1 - 2 supporting piers in river
- Built to withstand major earthquake
- Combined total of 1,200 feet of improvement to Locust St & Mountain Rd at bridge landing points




Steps required before a bridge could be built




Estimated 25-year Costs for Bridge


Environmental Analysis, Permits, Design	\$6,840,000
Right-of-Way	\$1,542,000
Construction	\$30,207,500
Road and Intersection Improvements	\$2,160,056
Contingency (30%) on construction & right-of-way	<u>\$10,472,867</u>
Total Design & Construction	\$51,222,423
Maintenance Cost for 25 years	<u>\$5,250,000</u>
GRAND TOTAL	\$56,472,423


13


Bridge Funding Options




Grants or Special Funds – No grants are available for a project this size



Road Fund – Majority of County road fund used to maintain 1,400 miles of road.



Bonding & Tolls – Toll revenue used to pay bonds. Only motorists using the bridge would pay.


14

Alternative #4: Toll Bridge



Sample Toll Transponder

- Two major benefits
 - **Revenue:** Tolling can raise revenue to pay for bridge construction and maintenance
 - **Traffic management:** Drivers are sensitive to tolling, so tolling reduces traffic
- Project funded with bonding. Toll revenue used to pay off bonds, maintain bridge and toll system



Bonding

What it is:

A form of long-term borrowing used by governments, similar to buying a home or business with a mortgage

What we did:

Analyzed 12 bonding scenarios to find the lowest annual cost approach

Optimum Alternative

- Full Faith and Credit
- Term = 25 years
- No capitalized interest
- Principal = \$52.7 million
- Interest rate = 5.68%*
- Debt service (principal and interest) = \$106.8 million

*2% above current rate as contingency



Amortization Table for Optimum Alternative

Year	Debt Service	Year	Debt Service	Year	Debt Service
2025	\$2,811,603	2034	\$4,038,111	2043	\$4,904,954
2026	\$2,942,375	2035	\$4,130,601	2044	\$4,968,294
2027	\$3,212,375	2036	\$4,221,896	2045	\$5,030,816
2028	\$3,401,818	2037	\$4,322,691	2046	\$5,096,816
2029	\$3,602,689	2038	\$4,421,585	2047	\$5,164,961
2030	\$3,683,847	2039	\$4,523,497	2048	\$5,229,769
2031	\$3,769,607	2040	\$4,627,389	2049	\$5,300,295
2032	\$3,854,311	2041	\$4,732,202	Total	\$106,776,741
2033	\$3,942,391	2042	\$4,841,854		



Toll Collection Options

All Cash (“traditional”)

- Typical method of toll collection until about 20 years ago
- Motorists drive to staffed toll booth, stop & pay cash
- Most expensive way to collect toll: \$1.06 per transaction
- Creates a safety and enforcement issue

Electronic Toll Collection + License Plate Recognition

- Motorist with transponder in vehicle drives through reader. User account charged based on vehicle category.
- License plate recognition for vehicles without transponders;
- -\$2 surcharged added to toll for license plate recognition



Toll Analysis Principles

People don't like tolls and avoid tolls.

Traffic decreases on a tolled road.

But - if there is a distinct time savings, motorists use tolled roads/bridges.

When there is less congestion, many motorists revert to roads without tolls.



19

Toll / Traffic Scenarios

Goals:

- Keep traffic levels low (to lessen impact on adjacent roads) and...
- Have enough toll revenue to pay to build and maintain bridge

Analyzed Traffic Scenarios

Scenario	Traffic (# of vehicles)
Low Traffic	Maximum of 200/hour, 3,000/day;
Moderate Traffic	Maximum of 300/hour, 4,000/day;
High Traffic	Maximum of 600/hour, 6,000/day;



20

2025 Toll Rates for each Scenario

- Tolls can vary by time of day and/or day of week
- Toll rates (below) will be increased for inflation to keep traffic levels at or below maximum
- \$2 surcharge for license plate recognition (~ 30% of users)

Scenario (vehicles/day)	Peak Hours (7 - 9 am, 3 - 6 pm)	Mid-day (9 am – 3 pm)	Evening / Overnight (6 pm – 7 am)
Low (2,000)	\$3.50	\$2.50	\$1.50
Moderate (3,000)	\$3.00	\$2.00	\$1.25
High (6,000)	\$2.00	\$1.25	\$1.25



21

Annual Revenue Forecast for Low Traffic Scenario

Year	Revenue	Year	Revenue	Year	Revenue
2025	\$3,295,567	2034	\$4,733,195	2043	\$5,749,249
2026	\$3,448,850	2035	\$4,841,606	2044	\$5,823,493
2027	\$3,765,325	2036	\$4,948,616	2045	\$5,896,776
2028	\$3,987,377	2037	\$5,066,761	2046	\$5,974,137
2029	\$4,222,824	2038	\$5,182,678	2047	\$6,054,012
2030	\$4,317,952	2039	\$5,302,132	2048	\$6,129,976
2031	\$4,418,474	2040	\$5,423,907	2049	\$6,212,641
2032	\$4,517,758	2041	\$5,546,761	Total	\$125,156,355
2033	\$4,620,999	2042	\$5,675,288		



22

Traffic Analysis Principles

People follow the shortest travel time route.

When a road connection is added, motorists shift routes to find the route with the shortest travel time.

Motorists use toll roads when it saves time. When there is no time savings or travel time is not important, motorists avoid toll roads.



23

Models Used for Traffic/Toll Analysis

Metro Travel Demand Model

- Determines level of congestion for every road and expected travel speed
- Assigns trips to shortest travel time route based on congestion at that hour of the day
- We worked with Metro to improve accuracy in the Canby area

ECONorthwest Toll Model – Behavioral Model

- Used by Wash. Dept. of Transportation for toll projects
- Uses data on driver choices to estimate the number of motorists who would switch to a toll road based on expected reduction in travel time
- Estimated traffic and toll revenue at 7 toll rates from \$0 to \$4



24

Traffic Analysis

Used the models to analyze the following:

1. Traffic changes on area roads
2. Travel from Canby to other places
3. Cut-through traffic from I-5 or I-205 using Canby Bridge
4. Change in traffic using Canby Bridge due to an incident on I-5 or I-205



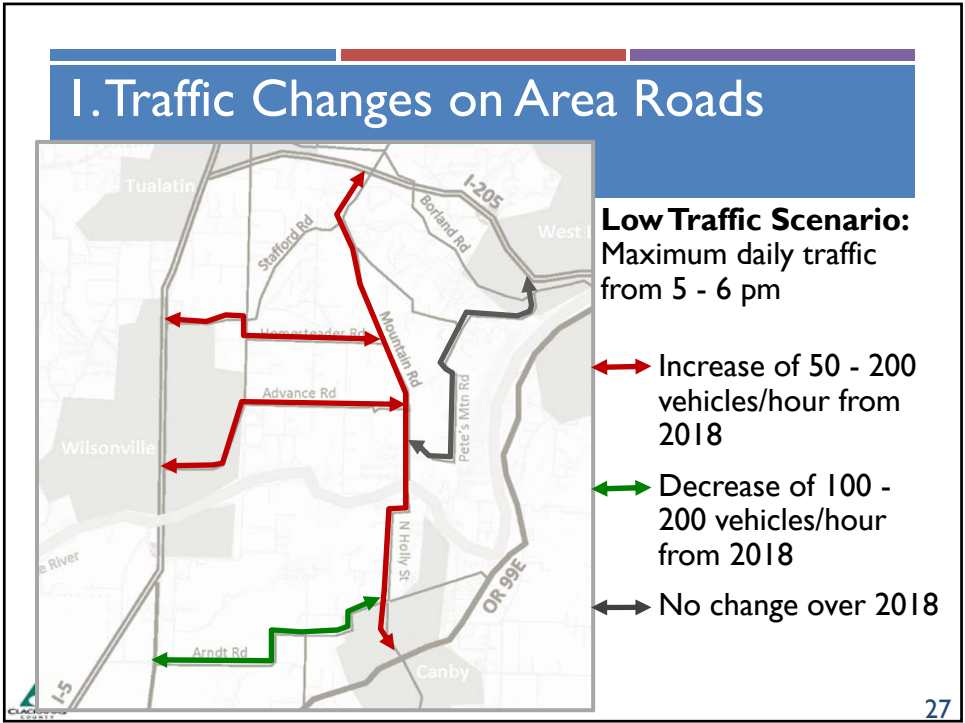
25

I. Traffic Changes on Area Roads

1. **Analyzed traffic in the busiest hour of the afternoon (5-6 pm) with a \$3 toll**
2. **What we learned:**
 - Some travelers change routes to take advantage of shorter travel time on another route
 - These changes result in traffic decreases in some locations and traffic increases in other locations



26



Traffic Changes on Area Roads

of Cars/Hour at Busiest Time of Day (5 to 6 pm)

Road Segment	Current Traffic	Change with Bridge		
		Low Traffic	Moderate Traffic	High Traffic
Canby Bridge		+200	+300	+650
Holly St N of Territorial	50	+200	+300	+650
Holly St S of Territorial	475	+150	+250	+550
Territorial E of Holly St	575	0	0	+100
Mtn Rd S of Hoffman	25	+200	+300	+650
Mtn Rd N of Hoffman	150	+200	+300	+650
Advance Rd	75	+50	+100	+150
Pete's Mountain Rd	125	0	+25	+25
Stafford Rd S of I-205	1,450	+100	+200	+250
Willamette Falls Dr	600	0	0	0
Knight's Bridge Rd	650	-100	-200	-350
Arndt Rd	1,350	-150	-300	-375
Barlow Rd	750	-150	-200	-175

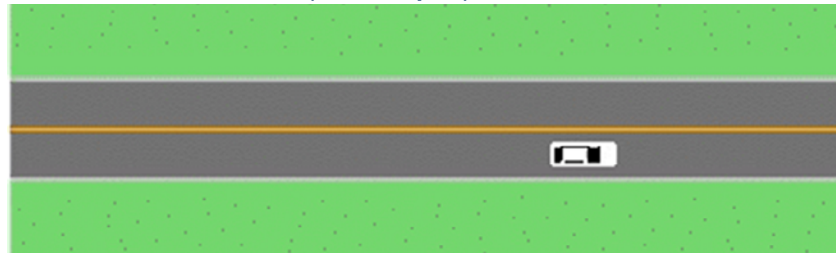
28

Simulation of Holly, Locust & Mountain south of Hoffman: Maximum Traffic

2018 traffic = 50 cars/hour

Increase in traffic due bridge = 200 cars/hour

Traffic at busiest time of day = 250 cars/hour
(5 to 6 pm)



29

Weekday Traffic on Bridge by Hour

Time (AM)	Toll Rate	Vehicles/ Hour	Time (PM)	Toll Rate	Vehicles/ Hour
Midnight	\$1.50	36	Noon	\$1.50	172
1	\$1.50	30	1	\$1.50	180
2	\$1.50	27	2	\$1.50	166
3	\$1.50	18	3	\$3.00	189
4	\$1.50	78	4	\$3.50	209
5	\$1.50	113	5	\$3.50	243
6	\$3.50	108	6	\$2.50	163
7	\$3.50	197	7	\$1.50	144
8	\$3.50	231	8	\$1.50	140
9	\$2.50	194	9	\$1.50	125
10	\$2.50	131	10	\$1.50	103
11	\$1.50	161	11	\$1.50	73



30

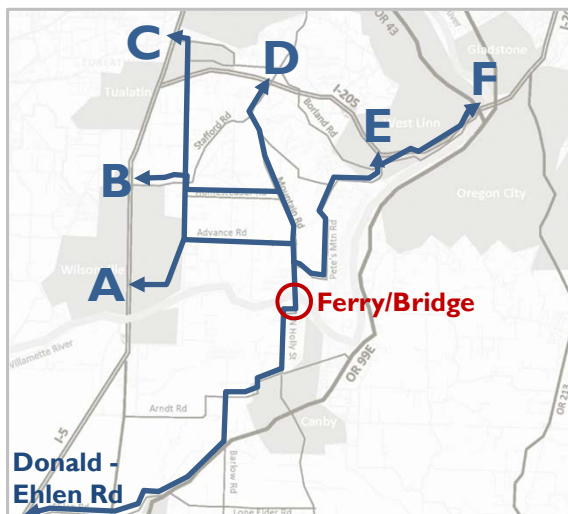
2. Travel from Canby to Other Places

1. Using the bridge **increases** travel time by **5+ minutes** when going to:
 - Oregon City, West Linn, Gladstone or Happy Valley
 - OR 99E continues to be the route with the shortest travel time
2. Using the bridge **decreases** travel time up to **2 minutes** when traveling to Wilsonville
3. Using the bridge **decreases** travel time more than **10 minutes** when going:
 - North of Wilsonville along I-5,
 - E.g., to Tualatin, Tigard, Beaverton, Hillsboro



31

3. I-5/I-205 Cut-through Routes



Analyzed 6 routes:

- Connecting from I-5 Donald Rd / Ehlen Rd
- Across Canby Bridge
- To I-5 or I-205



32

3. Cut-through Traffic from I-5 or I-205

What we learned:

- **Canby Bridge would not save time for travelers cutting through to avoid I-5 or I-205**
 - Analyzed 5 to 6 pm traffic (when traffic is slowest) on the interstates
 - All cut-through routes must go around or through Canby and Aurora to connect to I-5 at the Donald / Ehlen Rd interchange
 - There is a lot of traffic delay on the route between Canby and I-5 at the Donald / Ehlen Rd interchange



33

4. Incident on I-5 / I-205

Goal: Identify traffic diversion after a major incident on I-5/I-205 in heaviest afternoon traffic

- 15-mph speed on:
 - I-5 (Donald/Ehlen Rd to I-5/I-205 interchange)
 - I-205 (10th St to I-5/I-205 interchange)
- \$3 toll rate

What We Learned:

- Travel time higher for all routes
- For interstate travelers, staying on the interstate remains the fastest option by about 10 minutes
- Only travelers to and from Canby save time by using the Canby Bridge



34

Financial Summary of Alternatives: Costs and Revenues (\$ millions) over 25 Years

Alternative	Cost (debt service + operations + maintenance)	Revenue	Net Revenue
1 Continue operating ferry	(\$21.40)	\$4.95	(\$16.45)
2 Stop operating ferry	(\$1.86)	\$0	(\$1.86)
3 Publicly-funded bridge	(\$56.47)	\$0	(\$56.47)
4 A. Low Traffic Toll Bridge	(\$125.15)	\$125.25	\$0.10
B. Moderate Traffic Toll Bridge	(\$127.90)	\$141.80	\$13.90
C. High Traffic Toll Bridge	(\$135.00)	\$171.90	\$36.90



35

Next Steps & Questions

- The Board of Commissioners will hold a listening session on **Tuesday, Feb. 19 at 6 p.m.** at the Canby Foursquare Church
- Presentation to Canby City Council, **March 6**
- The final report, including public input received throughout the process, will be presented to Board at a Policy Session, **March 12, 2019, 1:30 to 2:30 pm**

Questions?



36

Public Input: Canby Ferry Alternatives Feasibility Study Public Meeting

January 15, 2019

The comments/questions below were stated during the meeting or received on comment cards. They have been generally sorted by category, but otherwise are as written or heard. The categories are:

- *Bridge (pages 1-2)*
- *Canby Ferry (pages 2-3)*
- *Tolling/Revenue (pages 3-4)*
- *Traffic (pages 4-6)*
- *Miscellaneous (pages 6-7)*

BRIDGE

NO BRIDGE

- A bridge would negatively impact the area.
- I'm the guy in the tractor on the bridge. Have you found anyone that wants to build a bridge to nowhere?
- No bridge
- No bridge
- No bridge!! Widen I-5.
- No bridge to nowhere. Do not destroy that farmland; instead improve bridge over tracks on to I-5 from 99
- I do not think the bridge makes sense, nor does my husband.
- There is nothing in the data presented tonight that makes me more convinced that the bridge is in any way a good idea in terms of solving traffic problems or save money.
- Insulting that this bridge to nowhere is being considered when we've been talking to the county for years to get us access to I-5. We're spending our kids' money and need to be smarter and it goes completely in the face of Senate Bill 100. Take away our land and create more traffic.

BUILD THE BRIDGE

- I fully support a tolled bridge both for the impact to my family and the future of the region. Everyone's anger and worry over all the impacts can be dealt with, mitigated or handled if there is enough effort tossed at the issues.
- We need a bridge – my family lives right across the river and my husband is a disabled vet and it causes him physical pain to ride in the car to visit family or get to medical appointments, so time savings and having a reliable way to connect at all times of the day, year-round.
- Build it!
- Build a toll bridge
- Build the bridge!
- If we build a bridge, please give it character. And don't make it a toll for longer than the cost of the bridge.
- Whatever the tolling options, as long as vehicles are able to get through quickly I am absolutely for it.
- Numbers don't make sense; Golden Gate bridge costs. We should give up a little to build the bridge.

CONSIDERATIONS

- Is the plan for a bridge to withstand seismic activity?
- So much data on bridge that it feels like a done deal already.

- Could we put the bridge in a different location where traffic would not impact a neighborhood?
- Seasonal, hourly, subject to many limitations and costs too much, but roads lose money. Looks like there has been a lot of effort to design a bridge, study traffic flow, etc. If the ferry doesn't really need to be there, then it can go. Why would we spend the money to build a bridge? Why would we make a self-limiting toll on a bridge when we have a limiting system already?
- Have there been environmental studies? Blue heron could be impacted by noise, pollution, etc.?
- If going bluff to bluff is there condemnation of farmland in the area? How could it be a public necessity? Do we need it?
- Terminus on Canby side would be going through a house and would be too close to the big business on the Canby side and cutting farm fields. What would happen to them?
- Concerns to the bridge option: 1. Cost of improving roads on both sides of river substantial. 2. Traffic flows into Canby from ferry will overwhelm the system. 3. Quality of life of homeowners along the impacted areas will be greatly reduced. 4. The impacted roads are county roads not designed for huge volume increases. Recommendation: 1. Focus on improving Hwy 99E and I-5 bridge at Wilsonville (Boone Bridge) 2. Consider ferry tax by Canby, West Linn and Wilsonville to cover shortfall and maintenance. 3. Sell ferry to private organization.
- Have you ever looked at value of property depreciation if the bridge goes in? Could it be a relevant topic for them to consider?
- 1. Please wait and revisit interest/need/costs 5+ years down the road. 2. Traffic on I-5 at Wilsonville is bad practically all the time. Please study this more intently as a consideration of diverted traffic to a Canby Bridge.

CANBY FERRY

KEEP THE FERRY

- The Canby Ferry is one of the few river crossings capable of withstanding a 7.2 or better seismic event. That alone makes it valuable to the region
- Is part of the discussion of the ferry as a viable option in case of a major seismic event?
- The ferry shows \$5.25 for maintenance where the ferry is \$3 million with a big chunk being at operation and personnel costs. Couldn't it be more affordable to run? Could tourism dollars be used to help? Is there really not a buyer for the ferry? Will that data be released? Could we see the budget for ferry expenditures please?
- The ferry is historic and is vital to Canby tourism.
- Ferry helps generate tourism dollars. That revenue is not factored in. The ferry hours of operation could be expanded to generate more fees. Ferry is funded through 2031. Why shut it down now? Isn't replacement determined by Coast Guard inspection?
- Please keep in consideration the Canby Ferry being an historical (potential) landmark and a generator of tourism dollars.
- Keep the ferry! Historically important, aesthetically pleasing, tourist attraction
- Please keep ferry. Consider heritage – Heritage Area Designations State and Federal.
- History matters! Save the ferry - where there is a will there is a way.
- Historical value is a revenue generator for tourism. Generates a lot of revenue for tourism. Why would you cut that revenue out? It should factor into the benefits.
- I like the ferry and would like to see it stay, if possible.

NO FERRY

- Slow and inefficient. Never runs when we most need it. Weather, breakdowns, holidays, etc. Restricted hours.

- Ferry is unreliable and frustrating.
- I have utilized the ferry on many occasions (used punch card to commute from Canby to Wilsonville and back). I believe the ferry, at the very least, needs to be discontinued due to the \$400,000 it costs the county every year.

FERRY OPTIONS

- You assume ferry cost will remain at \$5. Why when it was less than \$1 20 years ago?
- Please focus studies and options to solve and find ways to keep ferry operating at a break even or better. Has this been studied?
- Rather than spending \$1.8M to decommission the ferry, empty it of fuel and park it at the old log dump at the end of the logging road pedestrian path as a way to step out onto river like a dock.
- Forget it! See about asking for a donation from locals to help pay the loss.
- Add operation hours to the ferry. Money was spent on lighting for the darker hours. Why not keep ferry running 6:30-9 pm all year? Except when weather would impact operations.
- Look into tourism funds as possible supplemental funding mechanism
- Why didn't any group step forward to take the ferry non-profit or private? Is there any way to change the ferry to provide positive traffic impacts and lessen the financial drain?
- What do we want to do with the ferry? Waiting to find out where and how much the toll will be on I-205 and impact to 99E. Need time to see what traffic volume will be, especially with Canby growing. If going to do a bridge, want to make sure good decisions are made. No benefit to bridge now if no traffic problem. Need time to determine the best needs for the community.
- When the power goes out and the ferry doesn't run, automatic generators could continue service and should be purchased.
- What were the results from nearby ferries?
- Better and more immediate (digital) signage at go/no go intersections on both sides of the river. Increase confidence in decision to use the ferry even if you can't make it automatically reliable.
- Keep Canby nostalgic and don't intermix the ferry issue with traffic and congestion issues of the greater metro area. Maybe you need to look at internal costs for ferry operation. Maybe your operational costs can be modified if you're doing it wrong.
- Let's look directly at the problem of cost to operate at loss and focus on how to solve that, increasing capability of ferry in both capacity, hours and days of operation -- regardless of weather, river levels and what those cost of upgrades and increase in fees and usage it would take to break even or run at profit to put back into overall operation. Need to look at specific problem of the ferry and come up with options on this first, then other options. The bridge is ignoring what appears to be a very important part of the community.

TOLLING/REVENUE

TOLLING

- Would you remove tolls after 25 years? Traffic would significantly increase and county would make money while I suffer.
- Instead of worrying about keeping traffic low, what about looking to increase revenue with better debt service conditions?
- A toll is nothing more than a tax. Is there a way to do this without tolls?
- Would license plate recognition system charge Oregon plates?
- I like the toll because it helps traffic.
- [Tolls] absolutely necessary if there is a bridge. Even tolled traffic will potentially ruin quality of life and neighborhood safety on top of the increased traffic on 99E that can't be mitigated as the area grows and traffic is diverted from 5/205.

- Tolled roads or new roads to improve traffic flow in the tri-met area.
- No bridge with tolls there
- Having lived in a toll heavy region and being in the early middle of my working and commuting life, I would pay the toll on a regular basis only if electronic, not cash only.
- [Tolling] seems reasonable.

OPTIONS

- 4-year payoff to shut down the ferry (road fund) and 25 years to pay it off with the bridge. No businessman would ever do that. Is revenue on the slide?
- So we spend \$107M and you save \$400,000. Have you considered a ferry district for payers to pay for ferry and not build the bridge?

REVENUE

- Under low traffic, is the annual revenue in 2027 enough to cover the bonding cost?
- If intent is to use tolls to reduce number of cars on a bridge, how will it ever generate enough to repay a bond?
- Problem that started with a \$400,000 loss, is now \$27 million without a vote.
- We do make money with roads because they bring in business and industry. We need good roads but don't need to build a \$107M bridge that goes nowhere.
- Tolling calculations were grossly misrepresented. Therefore budget calculations were inaccurate. If there was more accuracies presented, it would be easier to understand and even possibly support changing current factors.
- Construction of bridge of \$6 million different than \$7 million the chamber of commerce reported?
- Is it \$107M or \$56M? Really talking about 107 million over 25 years.

TRAFFIC

SPECIFIC ROADS/AREAS

- Cut-through points, Frog Pond -- how will it impact to improve Stafford Road and interchanges? Once the Pond is in the development, it will bring in a lot more traffic.
- Traffic on the straight part of Mountain Road before the curves. 60 commercial trucks would easily shut down Mountain Road as they hit each other in the curves, or Pete's Mountain Road and bridge would have a major incident and traffic will stop.
- Advance and Pete's Mountain would both be feeder routes, but no trucks are allowed on those roads. How would you police no trucks on those roads and who owns the liability for crashes? Put thousands of cars on roads that don't allow trucks with potential trucks; with lives as stake. It's dangerous for me to drive in a Suburban, not to mention trucks. Have you considered farm equipment that would travel on the bridge? Trucks and tractors and 3,000 cars a day don't sound like a good mix.
- I live on Mountain Road north of Hoffman. This increased traffic will make it more difficult to get in and out of my driveway. It will change the "feel" of the rural location and will likely decrease my property value.
- I didn't hear any comments about the danger of the massive increase in traffic, especially trucks and semis, with school buses that stop around blind corners on Mountain Road. I have horses, often, and it's a challenge to get from point A to point B now!
- We need to remember that farm equipment is using these roads every day. Can be 20 tractors a day going 7 mph. Improve Arndt Road instead and access to I-5.

- I'm concerned about traffic down Holly, across 99 to Ivy, and added to 99 both ways between Oregon City and 5.
- Is there a survey or study or improvements on Holly or Locust to allow for more traffic? I went for a special event permit and was denied for too much traffic in a day.
- Lots of capacity not being utilized. Should expand width of Mountain Road - at least in tight corners.
- Also, elevation gains that cause icy spots on the roads that are a major hazard at certain points on the roads. See Pete's Mountain Road and watch for the broken fences and scars on the trees. People have died on our roads on one too many time already.
- This effort does not accurately reflect the traffic impact on the roads of Canby. One only has to look at our 4-way stop at Holly and Territorial where there will be a 10x increase in flow of traffic coming [for the ferry even]. During the presentation [we saw] how these roadways are already a difficult situation.
- I feel even less trusting of this study. My main concern is the impact a bridge of any kind would have on roads that aren't safe now. There are Holly and Mountain Road and especially Pete's Mountain and Advance.

BIKES/PEDESTRIANS

- Bike/Ped citizen advisory committee in Canby wondering about bike lanes or safety measures. Are you considering shoulder improvements for Mountain Road and Holly Street?. Steep grades on either side of the ferry. With those gone the bike traffic will go way up and no shoulder. Heavy fog through winter and bike commuters without shoulders would make this irresponsible.
- No sidewalks on roads that don't have sidewalks or are very sporadic.
- Pedestrian and bike accidents. Roads on both sides of proposed bridge are not capable of handling the traffic.
- Bike traffic will increase significantly once ferry eliminated. Increased car traffic and bike traffic without adding shoulder to Holly or Mountain Road is irresponsible.

GENERAL

- Vehicles per hour that the bridge would bring in cars at times when ferry doesn't run and would be noisy.
- Cart before the horse. Discuss traffic impact to surrounding areas before discussing how to fund a bridge that doesn't make sense or cents.
- 10x increase in traffic if use the low-traffic scenario.
- No shoulder, semi traffic, safety concerns. Semis will get stuck. Is the county working in my best interest? Need more enforcement on Stafford because semis go through neighborhoods.
- Between 5-6 p.m. showing 25 cars/day current and could increase to 250 cars/per day. Increase in traffic would be 1100%. Too much!
- Two separate issues. The roads on either side could not accommodate the traffic, so why are we looking at it? Bringing in more traffic and impact tractors and bicyclists with traffic having nowhere to go. How many trains go by a day (24)? Peak traffic on I-205 will have way higher traffic than predicted. Widen the Oregon City bridge instead.
- Do you think a bridge going through the ferry area is going to handle the traffic? Canby is building extremely quickly and ripping up the best farmland in the region and leave us with a community like Portland instead of rural Canby.
- Traffic on both sides of the river would increase in dangerous and destructive ways. None of the county roads on the West Linn side are built for high volume traffic that this bridge would bring. The same is true of the Canby side.
- Creates havoc with the farms next to the ferry - will greatly impact farm practices.

- The simulation for increased traffic was a nice touch but not enough to calm people's "what if" scenarios and "not in my backyard" mentality. What is best for the future of this region based on the data and costs?
- The real issue I see is the roads leading to this ferry. They are already in poor condition and if semi-trucks and increased traffic happen the roads will need repair. Those costs don't seem to be in your numbers.
- Wait on the bridge. See what the traffic impacts to 99E are after the 205 toll implementation, then revisit impact to Canby roads.
- Where do the cars go to get to 99 from current ferry location? Roads on both sides are inadequate for a bridge.

MISCELLANEOUS

QUESTIONS

- Slide 19 tolls vs commuters -- was there a study done at looking at the effect of reducing the toll? If reduced the ferry fee, would ridership increase?
- What is Senate Bill 100? Rural sprawl -- have you considered the land use implications of this decision?
- Losing confidence in feasibility study. When do we have a say in this? Will there be a vote for this bond?
- Decision rests with Board of Commissioners? What do they care about? Are we relevant to the process? What problem were they trying to solve?
- Is the feasibility study available for review at this time?
- How can your traffic counts be correct? We get the impression the city of Canby will have little or no increase in local traffic!!! Outside the meeting tonight was a petition to put "toll" roads to a vote of the people. What happens if the people of Oregon vote not to allow toll roads?? How is any of this to be funded then?
- Maintenance is just maintenance for the bridge?
- What is the "distribution center" that is being built??
- What are Metro's future growth plans in Stafford area? How does it impact ferry traffic with Stafford being in the rural reserve. Where can we see the data for what the county sees for units, housing, etc. for the forecast modeling? If folks at ODOT can't figure out this scheme for modeling, how can the county figure this out? If ODOT decides to toll at specific exits, then could greatly impact traffic counts.

GENERAL

- I had my actuary look at numbers and we show a payback period break-even point as 50 years, different interest rates; math is awful. Low-traffic is only way to make economic sense; math should show that and presented in a more honest way.
- Revenue minus cost. Low-traffic toll bridge \$5M/year, no trip can cost less than \$4.57 bonding over 25 years and cars needed to go through and doesn't add up.
- Slide 34, caught a math error.
- If you're going to go "into the weeds" with a budget, you better be prepared to not only support your numbers with further explanation of where you got those numbers, you also need to look at all facets of where those numbers come from, what affects those facets, and be able to provide insight to future growth projections of housing, traffic volumes, etc.
- Slide 19 revenue generated by tolls, but also shows lower rate of traffic as the toll increases. The traffic will go down so less revenue to get bonding paid off by the tolls.

- Slide 19 at four dollars you'll be down to 200 cars a day. Right now it's \$5, a 20-minute wait and 200 cars a day. Could be at least 1,000 cars a day, seriously question the number on your slide. If you lose the cost of \$11M that the county is losing, take it out; the cost of replacing bridge is so much higher.
- Arterial road cost incorporated into the estimate? Pete's Mountain, Advance Road, Mountain Road would receive a lot more traffic. Those roads are all terrible, everyone knows it. Traffic apps will redirect traffic and numbers will get a lot higher quickly. Doesn't seem to be accurate. Noise in the valley would increase, has that been looked at?
- Huge and NOT good. I would ask that you have the commissioners drive the roads involved in good weather and then imagine them in heavy rain, snow, black ice and fog. And you better check on that question about the blue heron and other environmentally sensitive PROTECTED species. My takeaway is you are looking for a way to make money at the cost of our environment and passing the problems to future generations. However, I do appreciate this opportunity to voice our concerns. Please do what is right for 7 generations.
- Premise on which the study is based, the county has a responsibility to maintain the transportation system and isn't in the business of making money; you are looking to eliminate the worst offender. The planning process is a huge box compared to the other boxes.
- There's a plan already in place to connect in a nice straight route (Arndt Road) and helps everyone. Just do that.
- Want to see the housing metrics and job forecasts.
- You have lost the discussion by ignoring the expectations, beliefs and perspective of the people who need to be convinced/engaged.
- Our money should be used to improve the transportation road system all people use on a bus, in a car or driving a commercial vehicle. These millions should be directed to affect a broader population.
- Residential roads are not designed for the kind of traffic you're talking about. Revenue source on slide 34; the higher the traffic the more money the county makes. The motivation is not to make our lives better, it's for the revenue source. Assumptions for good swags (scientific wild ass guesses), projecting forward to 2050, what's it going to look like then?
- The whole conversation about impact for low-traffic volume. What assurance do we have that the future commissioners would not reduce or remove the toll to generate \$36 over 25 years. None of the toll money would be directed towards improving the roads on either side. Our community would be bearing all the risk and don't think that's acceptable or fair. Want assurances that the volumes will be kept down.
- ODOT's Wilsonville freeway is broken many days and has been talk about fixing lanes in 2045. Demographics will be growing and if ODOT doesn't have a mechanism to fix roads until then they'll be looking at tolling revenue sources. It's coming and should be looked at.

THANKS

- Thank you for providing a platform to discussion. Lost confidence in Clackamas County's capability to provide feasibility studies.
- Very good data and presentation, really listened to feedback from the June Open House. It sucks that people are so confrontational about this. I commend all the county staff for your grace under fire!
- Thank you.