



DAN JOHNSON
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

MEMORANDUM

To: Board of County Commissioners

From: Dan Johnson, Director

Date: November 11, 2021

Re: Canby Ferry – Hours of Operation

The Department of Transportation and Development, through its Transportation Maintenance program currently staffs and operates the Canby Ferry crossing the Willamette River north of Canby. A number of years ago staff brought forward a discussion on the future of the ferry and possible alternatives, such as a toll bridge, for consideration by the public and the Board of Commissioners. At that time it was decided to retain the current ferry system but staff was tasked with continuing to assess other revenue and cost reduction options to reduce the reliance on road funds to provide this valued community service.

Currently the ferry is staffed by 3 ferry operators and 5 relief/backup operators. With a recent ferry operator vacancy management felt it was a good time to assess operations to see if there may be some efficiencies. That assessment illustrated a possible 25% increase in efficiency or reduction in the reliance on road fund revenue with a change in the ferry schedule.

Current ferry operating structure:

- The Canby Ferry is open 7 days a week 6:30am-7:00pm
- Employee Shift 1-Mon-Fri 6:00am-1:30pm—Saturday and Sunday off
- Employee Shift 2-Thurs-Fri 12:00pm-7:30pm and Sat-Mon 6:00am-1:30pm—Tuesday and Wednesday off
- Employee Shift 3-Sat-Wed 12:00pm-7:30pm—Thursday and Friday off

The current schedule provides for unneeded overlap and shortened hours of work on a daily basis.

If we were to retain the vacancy and alter schedules from a 5 day 8 hours a day to a 4 day 10 hour work schedule we could provide essentially the same level of service at a lower cost.

New operating structure (beginning January 1st, 2022):

- The Canby Ferry is open 7 days a week 9:30am-6:30pm (soft closure daily from 1:00pm-1:30pm to allow them to take their ½ hour paid lunch – required under the Collective Bargaining Contract)
- Employee Shift 1-Mon-Thurs 9:00am-7:00pm
- Employee Shift 2-Thurs-Sun 9:00am-7:00pm

This would have both operators working 10 hours to get paid for 10 hours (with a paid one-half (1/2) hour lunch break) and we would have double coverage on Thursday while covering all of our busiest hours (using a 5 year average). These hours of operation changes may result in a slight reduction in some revenue, unless the riders adapted to the new hours, but would potentially significantly increase our efficiency. If the need to remain open later than 7:00pm, because of an I-5 traffic accident or some other unforeseen reason, we will authorize overtime and accommodate that need still.

The most significant change is the start of business change from 6:30 am to 9:30 am. Data shows ridership is low at this time, approximately 15 vehicles a day during this time, resulting in an estimated revenue reduction of \$75 a day. If you were to assume the ferry operated every day of the year, which it doesn't, the lost revenue would equate to \$27,375. Assuming the loaded rate of the Ferry Operator position, the savings with not having to fill the vacant ferry operator position would equate to approximately \$128,960 annually. Resulting in a net savings of \$101,585 and an approximate 25% reduction of Road Fund subsidy.

Staff will advance a public information campaign immediately to ensure riders have adequate advanced notice of the proposed changes.