

January 2017

## ARNDT ROAD EXTENSION OVER MOLALLA RIVER

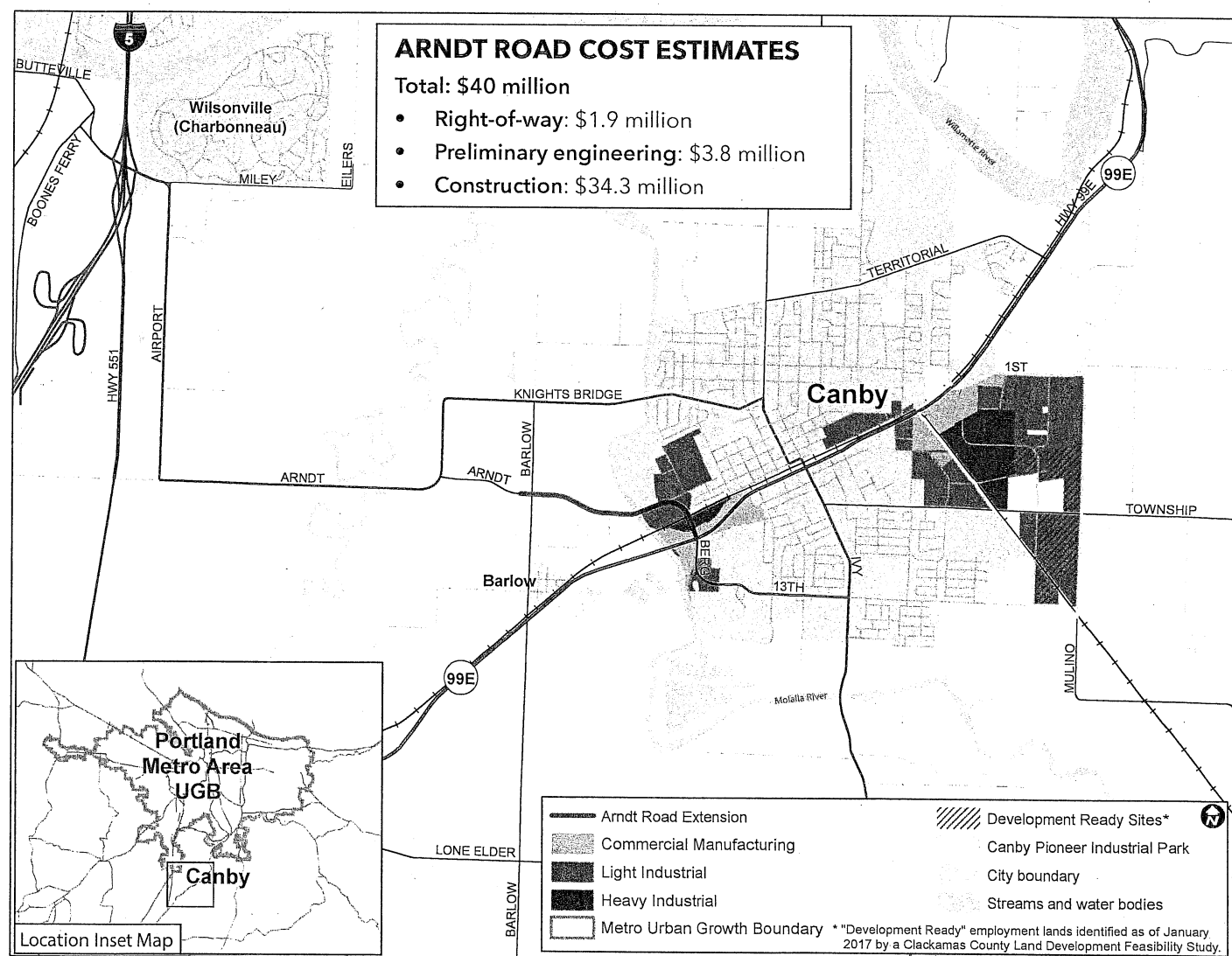
Improving connections and access to I-5 and employment lands in rural Clackamas County

### PROJECT BENEFITS

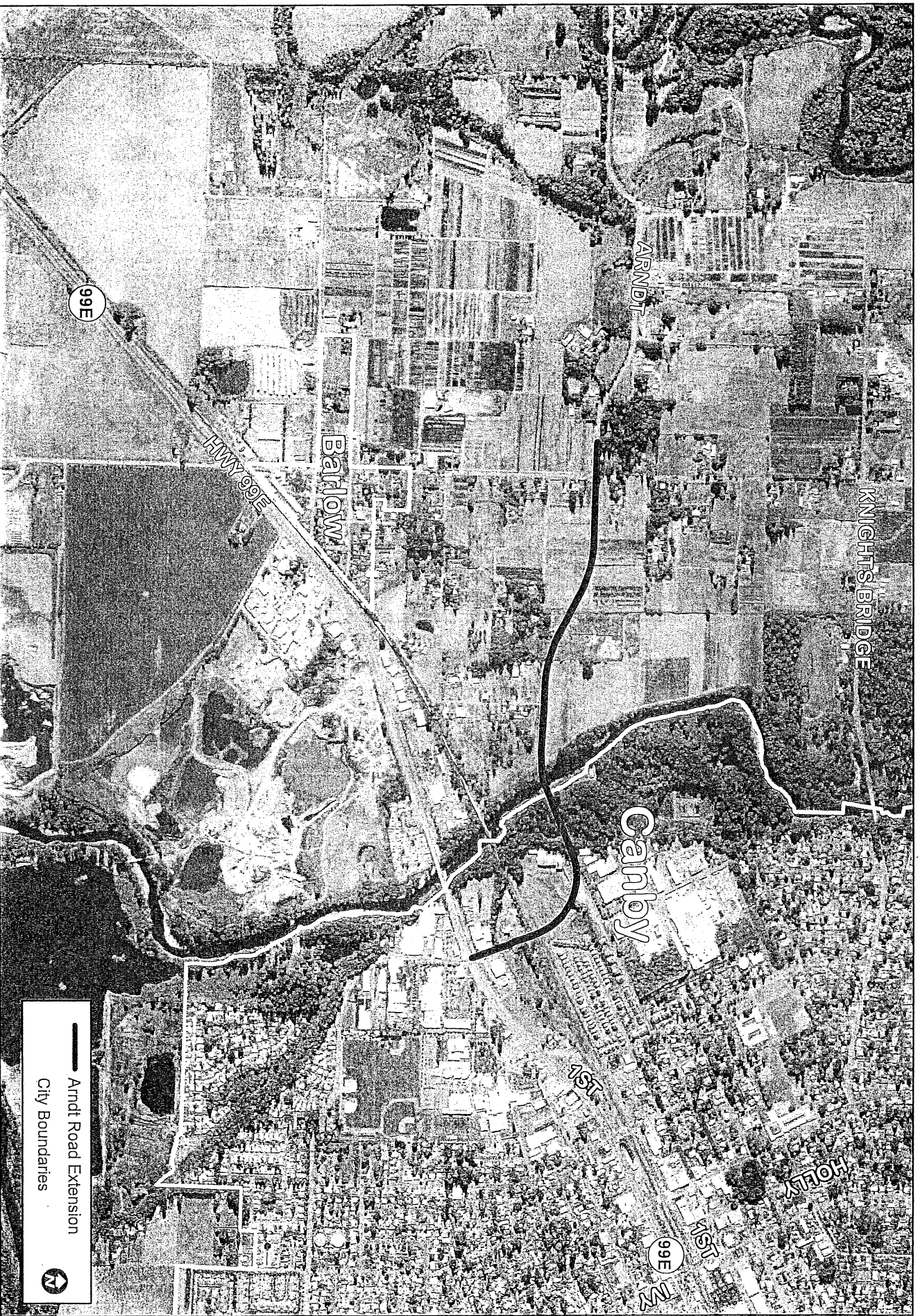
- Improved access to I-5 that is essential to Canby's economic growth
- Direct, unimpeded access for emergency responders, public transit and industrial truck traffic by connecting the north and south sides of Canby over the railroad
- Provides safer, more direct access to Canby's Pioneer Industrial Park and NW Industrial Area
- Reduces truck traffic passing through neighborhoods and by schools
- Eliminates tight turns for truck traffic

### CANBY: AN AREA OF ECONOMIC GROWTH

- The largest supply of vacant industrial sites in Clackamas County.
- Six miles south of the Metro Urban Growth Boundary, with excellent utilities and plentiful supply of shovel-ready land.
- The 300+ acre Canby Pioneer Industrial Park is home to 17 companies, totalling 800 jobs and \$80 million in private investment.
- The City of Canby and the Canby Urban Renewal District have invested \$6 million in state-of-the-art infrastructure including industrial standard roads and water, sewer, power, natural gas and high speed broadband utilities.
- More than 213,000 residents live within a 10-mile radius, including a labor force of more than 166,000.
- The City of Canby offers 15-year property tax abatements for industrial investments over \$25 million.



# ARNDT ROAD EXTENSION OVER MOLALLA RIVER



- Good Example in 2019  
- Work @ Alternatives

- Ops Cost in Excess of \$1000K/YR (90%)

- \$79K for study.



# 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 the Canby Ferry without adding a bridge	✓		
2. Discontinue the Canby Ferry without adding a bridge			
3. Continue the Canby Ferry and add a bridge	✓	✓	
4. Discontinue the Canby Ferry and add a bridge		✓	
5. Continue the Canby Ferry and add a bridge with a toll	✓	✓	✓
6. Discontinue the Canby Ferry and add a bridge with a toll		✓	✓

## 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. *Analysis period 2015-2018*

## 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 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 wouldn't 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 - *Tolling Backroom ops are expensive.*
  - 5) administration
- e. Costs for roadway improvements identified as being necessary to accommodate traffic  
*↳ Added when wear & tear on other roads.*

### 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

- 2 Public Events  
↳ JUNE & OCT (tentative)  
- going to BCC in Nov.  
- Consultant already on Contract.  
- 305 notice in July (day)  
- \$30-\$2m for bridge + tolling

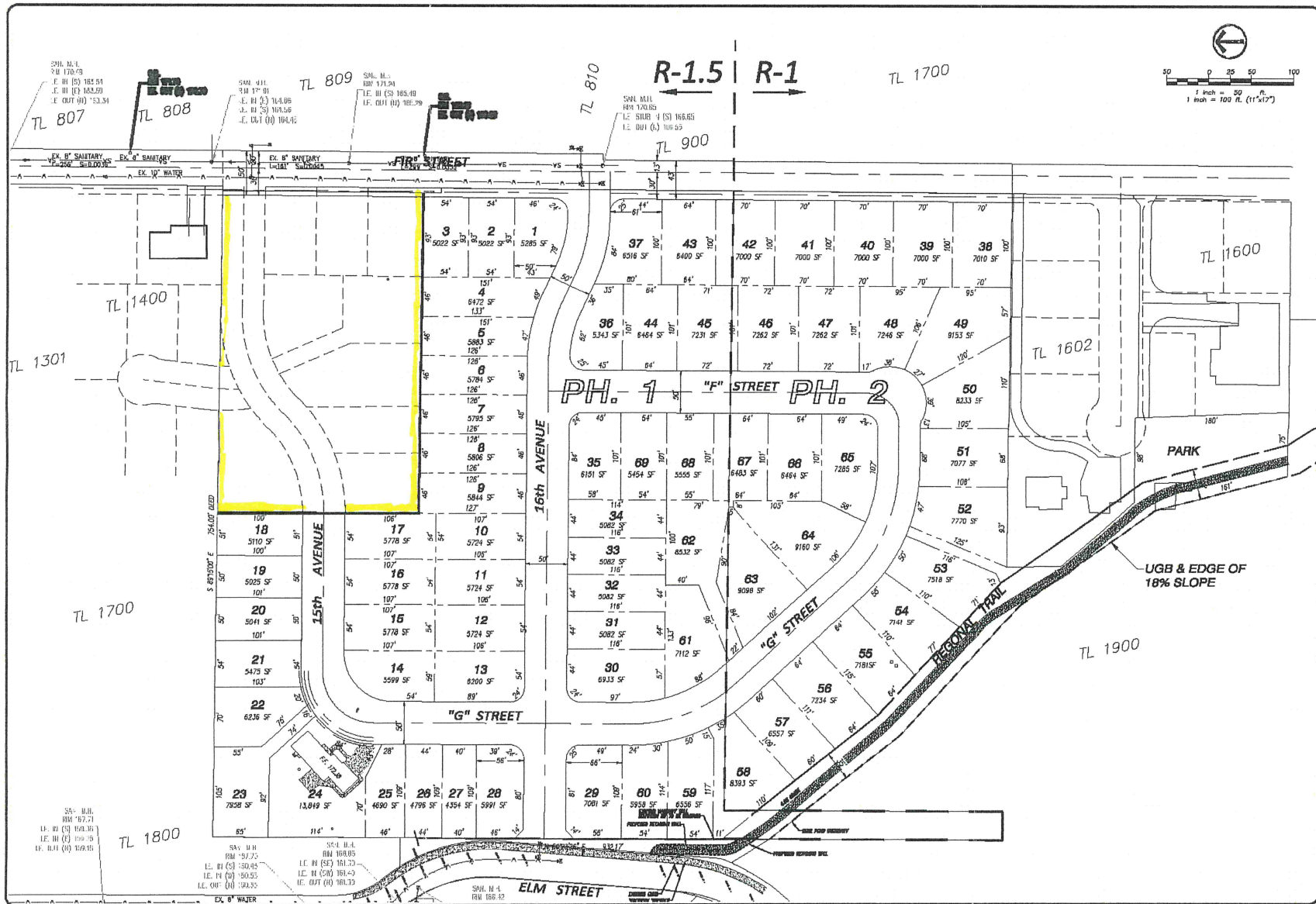
### FOR MORE INFORMATION:

*Live in 7-10 days* Website: <http://www.clackamas.us/transportation/CFAalternatives>

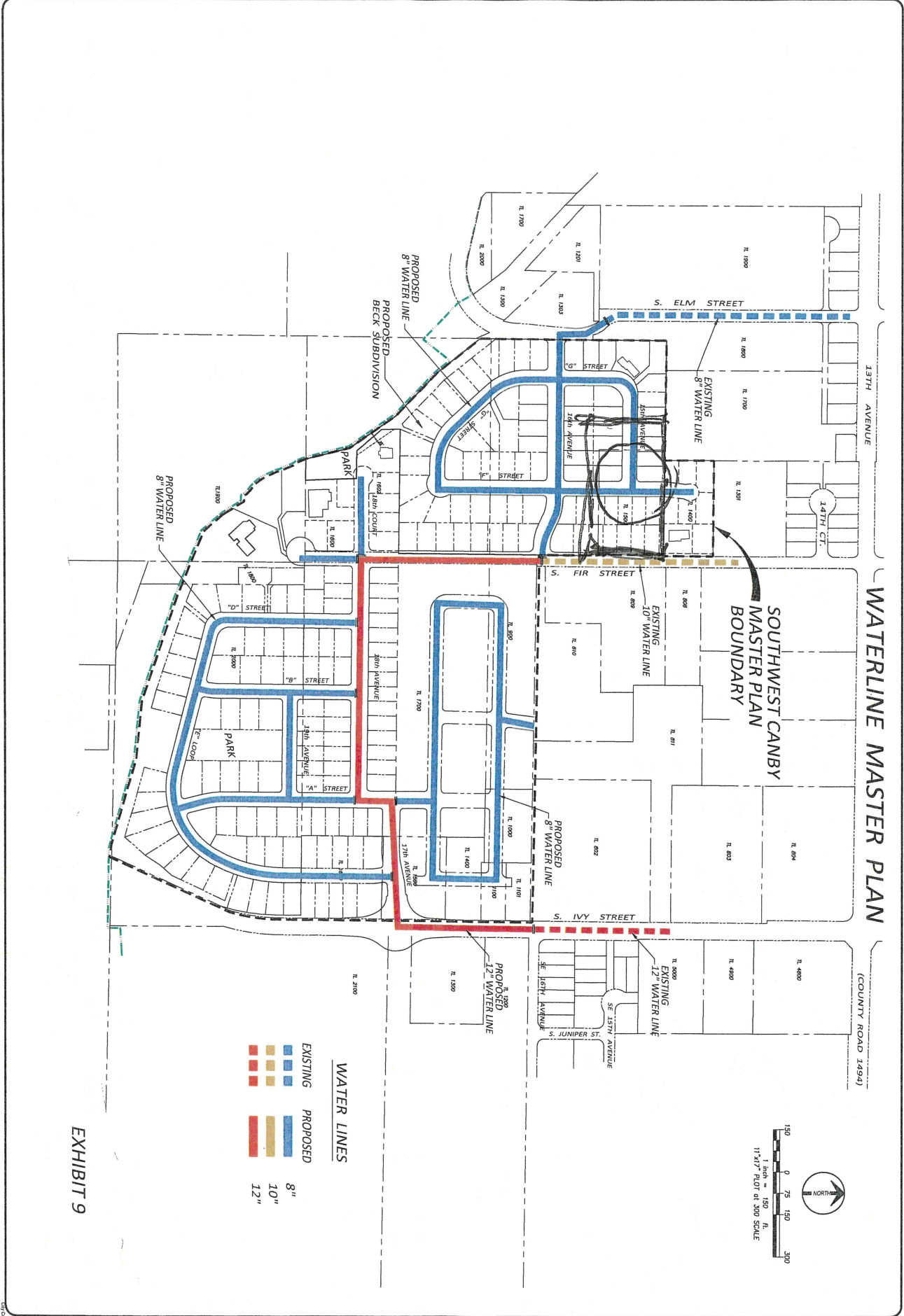
Project Manager: Stephen Williams, 503-742-4696 or [swilliams@clackamas.us](mailto:swilliams@clackamas.us)

- Full Bike & Ped facilities.



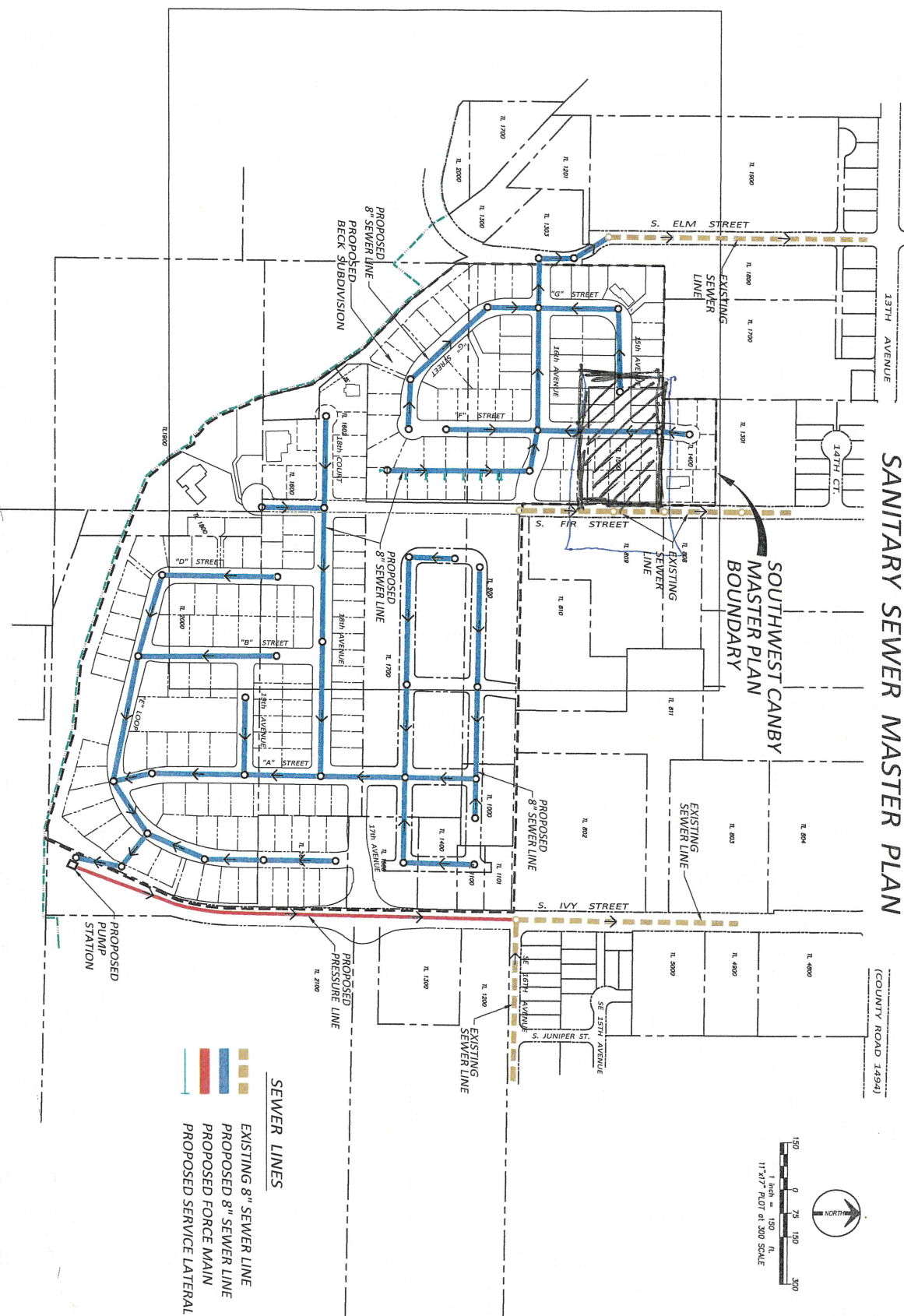


<b>SOUTHWEST CANBY</b> TAX MAP TAS, R1E, SECTION 4 <small>DATE: 07/20/2018, 10:41 AM, USER: J. B. BROWN, PROJECT: BECK POND PRELIMINARY PLAT, DRAWN BY: J. B. BROWN</small>	
<b>STAFFORD</b> <small>DEVELOPMENT COMPANY, LLC</small>	<b>BECK POND</b> PRELIMINARY PLAT
RELATIONS (Table with columns: REL, DATE, DESCRIPTION)	
PLANNING & LAND DESIGN 1822 NE ESTATE DRIVE HILLSBORO, OREGON 97124 RYAN O'BRIEN (503) 780-4061	
SHEET OF	

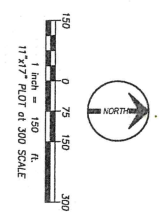


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EXHIBIT 8



- SEWER LINES**
- EXISTING 8" SEWER LINE
  - PROPOSED 8" SEWER LINE
  - PROPOSED FORCE MAIN
  - PROPOSED SERVICE LATERAL



SHEET OF	PLANNING & LAND DESIGN 1862 NE ESTATE DRIVE HILLSBORO, OREGON 97124 RYAN O'BRIEN (503)780-4061	REVISIONS		SANITARY SEWER MASTER PLAN	STAFFORD DEVELOPMENT COMPANY, LLC 485 SOUTH STATE STREET LAKE OSWEGO, OREGON 97034	SOUTHWEST CANBY TAX MAP T4S, R1E, SECTION 4 SEC. 4C: LOTS 1401, 1500, 1602 & 1900 SEC. 4D: LOTS 900, 1000, 1100, 1201, 1301, 1400, 1500, 1600, 1700, 1800 & 2000 SEC. 4E: LOTS 1400, 1500 & 1600 CITY OF CANBY, OREGON
		NO.	DATE			
		1	1-12-18	REVISIONS PER 1-8-18 PLANNING COMMISSION MEETING		
		2	1-25-18	UPDATE BECK POND SUBDIVISION TO INCLUDE STEINKE PROPERTY		



