



**WILLAMETTE FALLS LOCKS COMMISSION**

**Report to the Co-Chairs and Members of the  
Joint Way and Means Committee  
of the Oregon State Legislature**

*Pursuant to Budget Note in HB 5024 (2019 Session)*  
December 19, 2019

**SUPPLEMENTAL MATERIALS**

**Additional Letters of Financial Commitment  
and  
Additional Letters of Support from the Business Community**

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# Metro

600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

December 20, 2019

Joint Committee on Ways and Means Co-Chairs Senator Johnson, Senator Steiner Hayward, Representative Rayfield and Members of the Committee:

On behalf of Metro, the Portland area's regional government, we are pleased to support the recommendation of the Willamette Falls Locks Commission (WFLC) for an appropriation of \$14.043 million of lottery revenue bonds in the 2020 legislative session to repair and reopen the Willamette Falls navigation canal and locks for economic development by returning the locks to public service. We further support the WFLC's recommended legislation to establish a public corporation, the Willamette Falls Locks Authority, as the new owner/operator to manage the operations and maintenance of the locks following their transfer from the US Army Corps of Engineers. Finally, we support the recommended business plan for the Willamette Falls Locks Authority which is based upon user fees once repairs have been completed.

During the transition period when the new Willamette Falls Locks Authority is being established and repairs are being implemented, Metro pledges to contribute funding in partnership with other public and private stakeholders in the amount of up to \$50,000 per year for a four-year period to support the establishment and work of the Locks Authority. While Metro is committed to seeing the initiative through to completion, this funding commitment is subject to budget actions of future Metro Councils and proportional participation by partner agencies.

Metro has been a supportive partner in the efforts to repair and reopen the Locks because of the economic benefits that will be realized, including potential transportation benefits. We participated actively in the Locks Task Force created by the 2015 Legislature (SB 131) and the Locks Commission created by the 2017 Legislature (SB 256). Metro has contributed a total of \$233,000 in cash plus in-kind staff support over the past five years for the work performed by these legislatively established entities. The work performed by the Task Force and the Commission includes considerable due diligence on options for ownership, engineering evaluation of repair and future maintenance, economic benefit, operating and business plans and options for funding initial repair and subsequent operation and maintenance. With an elected Councilor sitting on the Locks Commission, Metro supports their recommendations.

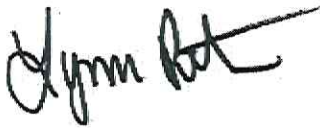
It is important to recognize the findings of the 2015 Locks Task Force and 2017 Locks Commission that significant benefit will be derived from the repair and reopening of the Locks, which will reconnect the Upper and Lower Willamette River. The Willamette is one of only 20 National Water Trails designated by the National Park Service. The opportunity to support redevelopment plans under way in cities and communities with river frontage, including those in close proximity to Metro investment, is a significant driver in Metro's leadership with the Locks. Additionally, we are intrigued by the opportunity to explore lower cost and more environmentally sound movement of commodities, open up new markets for tourism through boats operating tours, and enhance recreational boating.

Now is the time to take action. The US Army Corps of Engineers has completed and gained approval for a plan of action to transfer the Locks to a non-federal entity in recognition of the loss of nationally significant economic benefit. Throughout this process, the Corps has been a cooperative partner and has structured their action around making a transfer to an entity that will repair and operate the Locks. However, it is equally clear that our failure to identify a transferee will result in a more permanent decommissioning of the Locks through construction of a concrete bulkhead. The recommendations of the Locks Commission are consistent with the direction of the Corps in both scope and timing.

In conclusion, we urge the 2020 Legislature to adopt legislation to create the proposed Willamette Falls Locks Public Corporation and appropriate the requested \$14.043 million to implement the needed repairs.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Lynn Peterson", with a stylized flourish at the end.

Lynn Peterson, President  
Metro Council

A handwritten signature in black ink, appearing to read "Christine Lewis", with a stylized flourish at the end.

Christine Lewis, Councilor  
Metro, District 2  
Member of the Locks Commission

Cc: Willamette Falls Locks Commission





December 16, 2019

Senator Johnson, Senator Steiner Hayward and Representative Dan Rayfield, Co-Chairs  
Joint Committee on Ways and Means  
Oregon Legislative Assembly  
Oregon State Capitol  
900 State Street  
Salem, OR 97301

**RE: City of Wilsonville Support for Proposed Willamette Falls Locks Authority  
Public Corporation and State Capital Investment**

Dear Co-Chairs Johnson, Steiner Hayward and Rayfield and members of the committee:

I am writing to express the City of Wilsonville's steadfast and continued support for the multi-jurisdictional, public/private-sector collaborative effort to repair and reopen the Willamette Falls Locks for public use.

Specifically, the City supports the Willamette Falls Locks Commission recommendation to the Oregon Legislative Assembly to create the Willamette Falls Locks Authority as a state-chartered public corporation and to secure capital funding in the amount of \$14 million for urgently needed repairs to the Locks.

If these efforts are successful at the legislature, the City is prepared to continue our support of the Locks Authority's proposed Business Plan Phase 1 operations with a contribution of \$7,000 per year beginning in July 2020 and lasting a maximum of five years. This commitment is conditional on the successful passage of the needed legislation, and on the commitments of other organizations as described in the Willamette Falls Locks Business Plan.

The City of Wilsonville is a founding member of the Willamette Falls Locks Working Group formed in 2015 and was one of three Willamette River cities appointed to serve in 2017 on the Willamette Fall Locks Commission by Senate Bill 256. We look forward to continued partnership with the broader coalition to achieve the important goal of keeping the Willamette River as one river.

Sincerely,

  
Tim Knapp, Mayor  
City of Wilsonville





<https://www.wfpaperco.com>

January 9, 2020

RE: Willamette Falls Locks Repair – Support for HB 5024

ATTN: Joint Committee on Ways and Means  
Co-Chairs Senator Johnson,  
Senator Steiner Hayward,  
Representative Rayfield  
and Members of the Committee  
Oregon State Capitol  
900 Court Street NE, Salem, Oregon 97301

Dear Co-Chairs Senator Johnson, Senator Steiner Hayward and Representative Rayfield

Willamette Falls Paper Company is located adjacent to the Willamette Falls Locks at West Linn. We are one of the leaders and innovators of papermaking in the Northwest and the only coated free-sheet producer on the West Coast. Our mill currently operates three paper machines, capable of making traditional coated, C1S, envelope and uncoated grades.

In 2019, The Willamette Falls Paper Company re-opened the closed West Linn Paper Mill. We are the first coated paper mill to offer non-wood grades made in the U.S., sourced with local agricultural waste. Also, in 2019, Willamette Falls Paper re-hired close to 100 former workers to re-tool the mill and start production. By using sound environmental practices, waste reduction, and energy-efficient operations, Willamette Falls Paper protects the natural beauty of our community. Our Nature grades include recycled post-consumer waste, and we are working to integrate non-traditional fiber sources such as pulp from wheat straw, agricultural waste, and hemp into innovative new paper products. Willamette Falls Paper's mission is to become a leader in environmentally-friendly paper production.

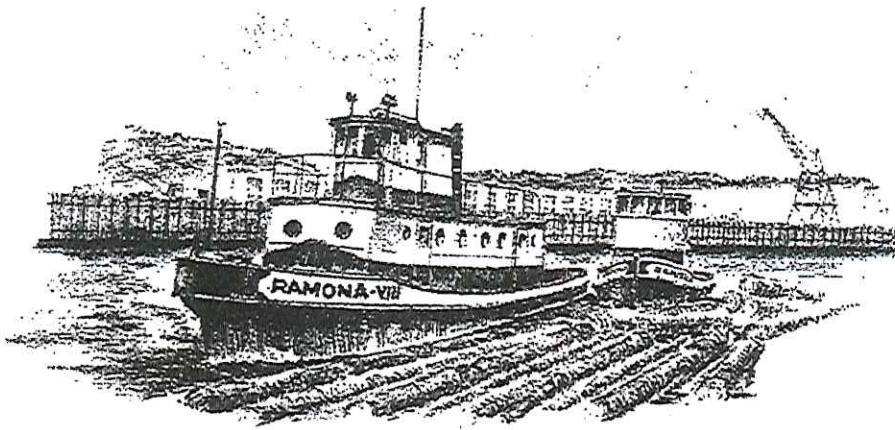
The additional use of environmentally friendly transportation methods, such as barging, increases our environmental measures and also reduces the costs of our products and allows us to better compete with foreign paper producers. The reopening of the locks would allow barging which results in lower emissions, reduced traffic and many other benefits. We strongly advocate for the passage of House Bill 5024 and its budget note (\$14.2 Million allocated fund).

Respectfully,



Brian Konen  
President





**COMBINED FORESTRY & MARINE SERVICES, INC.**  
P.O. BOX 263 WOODLAND, WA 98674 (360)225-8359

December 19, 2019

Joint Committee on Ways and Means  
Oregon State Capitol  
900 Court St NE  
Salem, OR 97031

Dear Committee Members:

As fourth generation Oregonian and third generation involved in Marine Transportation, it is with eager anticipation that I await the re-opening of the locks at Willamette Falls. I grew up in and was a part of a small family business, namely Caffall Brothers Forest Products, established in 1920 by my Grandfather and Great Uncle. One facet of that business centered around log dumps and towboats, with the predominant operations being on the upper Willamette above the Falls. Hence, the locks were a very significant segment of our operations enabling us to support not only our own Forest Products facilities and operations, but those of other Forest Products entities as well. Beyond the operations of my Family's business, I continued a certain amount of towboat activity through the locks. The closure has had some impact on my maritime business activities with the inability to access the upper Willamette River. The re-opening would then allow me to once again pursue those business opportunities.

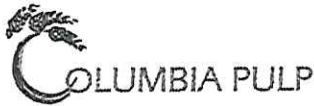
In the broader picture, the opportunity to transport agricultural products and other commodities by barge could reduce highway congestion. Studies have shown that marine transportation is significantly more cost effective than highway transport. The overall benefits to our economy and our environment could be very significant.

In summary, I whole heartedly support the re-opening of the Willamette Falls Locks. Thank you for the opportunity to provide a bit of my personal background with the locks and to express my support for the funding of the operation of the locks. I will make myself available should you have any questions or if I can be of any service in moving this project forward.

Sincerely,

Capt. Clark Caffall - President





115 E. Main St  
Dayton, WA 99328  
509-288-4892  
[www.columbiapulp.com](http://www.columbiapulp.com)

Attn: Joint Committee on Ways and Means  
Oregon State Capitol  
900 Court Street NE, Salem, Oregon 97301

January 9, 2020

Re: Pulp Industry Supports Willamette Falls Locks

Dear Committee Members,

Our business is the first pulp mill in North America that uses renewable wheat straw (an agricultural waste product) to make paper quality pulp. Our facility is located along the Snake River and is situated for barging but is forced to rely on costly trucking options to meet the needs of customers in Oregon's Willamette Valley due to closure of the Willamette Falls Locks. The Locks would allow us to increase the utilization of our straw pulp by making transportation to our existing partners easier, at a lower cost and help our company meet our environmental goals. Recently Columbia Pulp's wheat straw successfully trialed at Willamette Falls and gained full media attention including recent reports on the Television stations (Aired on KPTV last month).

We urge the committee to help protect our environment from unnecessary truck emissions by making this critical investment into essential infrastructure. The reduced congestion and lower emissions of barging options will allow us to expand the presence of our recycled agricultural waste products into more sustainable paper and allow our region to continue to be a leader in environmental responsibility.

Our business and our customers look forward to re-opening the locks and utilizing them for movement of commercial traffic.

Respectfully Submitted,

John Begley  
Columbia Pulp, LLC  
President

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## **COLUMBIA RIVER CARBONATES**

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300 North Pekin Road  
Woodland, WA 98674  
Phone: 360-225-6505

January 9, 2020

### **Co-Chairs**

Senator Johnson  
Senator Steiner Hayward  
Representative Rayfield and  
Members of the Committee

Joint Committee on Ways and Means  
Oregon State Capitol  
900 Court St NE, Salem, OR 97301

**RE: Willamette Falls Locks – Support for HB 5024**

Dear Co-Chairs Senator Johnson, Senator Steiner Hayward and Representative Rayfield:

Columbia River Carbonates supports passage of HB 5024 along with the associated budget note to fund repairs to the Willamette River Locks. As a marine based business, CRC relies heavily on barging and marine transport on the Columbia River to ship our limestone to Woodland from SE Alaska. As such, we fully understand the importance of marine transportation to NW industry.

Columbia River Carbonates is located in Woodland, Washington, since 1985 we have supplied high-grade ultra-fine ground calcium carbonate products and provided technical services for the paper, paint, plastic and other industries throughout the Pacific NW and Western Canada.

The locks will help support the region's business ecosystem and allow for more environmentally friendly logistics options. Barging materials reduces costs and pollution and is a win for both the environment and industry. We encourage the passage of this important legislation and appreciate the investments that the Oregon State legislature is making to allow industry in our region to prosper in an environmentally responsible and sustainable fashion.

Thank you in advance for giving us a chance to present our position and for giving serious and favorable consideration to HB 5024 and the associated budget note.

A handwritten signature in black ink, appearing to read "Bernie Schockelt", is written over a horizontal line.

Bernie Schockelt,  
General Manager



Cliff Vann – District Manager  
Steve Carlstrom – Sr Account Mgr.  
5210 NW Fruit Valley Road  
Vancouver, WA 98660

January 9, 2020

Joint Committee on Ways and Means  
Co-Chairs Senator Johnson,  
Senator Steiner Hayward,  
Representative Rayfield  
and Members of the Committee  
Oregon State Capitol  
900 Court Street NE, Salem, Oregon 97301

RE: Support for HB 5024 and Budget Note for \$14.2 Million

Dear Co-Chairs Senator Johnson, Senator Steiner-Hayward and Representative Rayfield,

We are advocating the passage of HB 5024 for the reopening of the Willamette Falls Locks. The resulting economic benefits of using marine transport (barging of materials) will stimulate production by lowering the costs of supplies and deliveries. As a supplier of the Willamette Falls Paper Company we understand the importance of reducing costs and support marine transport methods.

**About Ecolab**

A trusted partner at nearly three million customer locations, Ecolab (ECL) is the global leader in water, hygiene and energy technologies and services that protect people and vital resources. With annual sales of \$14 billion and 48,000 associates, Ecolab delivers comprehensive solutions, data-driven insights and on-site service to promote safe food, maintain clean environments, optimize water and energy use, and improve operational efficiencies for customers in the food, healthcare, energy, hospitality and industrial markets in more than 170 countries around the world. For more Ecolab news and information, visit [www.ecolab.com](http://www.ecolab.com).

We thank the Committee the opportunity to provide comment on this important Bill.

Sincerely

Cliff Vann - District Manager  
Steve Carlstrom – Sr. Account Mgr.  
Nalco Water, Paper Division





December 23, 2019

Attn: Joint Committee on Ways and Means  
Oregon State Capitol  
900 Court Street NE, Salem, Oregon 97301

Re: Shaver Transportation Company Support for Budget Note in HB 5024

Dear Co-Chairs Senator Johnson, Senator Steiner Hayward, Representative Rayfield and Members of the Committee:

Since 1880, Shaver Transportation has served the Columbia and Snake River System with marine transportation. Shaver transportation has a large fleet of tugboats and barges to support the economic benefits of marine transport. The 6<sup>th</sup> generation of the Shaver family is currently at our helm as we continue to innovate and provide a wide range of river related services. Our company has over 100 employees and three major lines of business: ship assist, inland grain and bulk commodity transportation and harbor/marine services, all directly related to Columbia and Willamette River commerce.

Shaver Transportation strongly supports the re-opening and repairs to the Willamette Falls Locks. The reopened locks will provide additional access to the Willamette River and additional future economic opportunities. In addition to the commercial and economic advantages, the Locks also represents a unique cultural component of the region's history. Finally, in an era of ever increasing pressure to reduce carbon and fossil fuel consumption, re opening of these locks opens an avenue for bulk transport that is nearly 4 times more efficient in terms of fuel consumption and emissions than utilizing our already heavily congested surface transportation system.

We appreciate the opportunity to share our support in the efforts to re-open this river link for transportation in Oregon.

Best regards,

Robert D. Rich, V.P. Marine Services  
Shaver Transportation Company



4900 N.W. Front Avenue • Portland, OR 97210-1104 • P.O. Box 10324 • Portland, Oregon 97296-0324  
Office (503) 228-8850 • Toll Free (888) 228-8850 • Dispatch (503) 228-8847 • FAX (503) 274-7098



Tom McCauley  
Marine Industrial Construction  
Post Office Box 624  
Wilsonville, OR. 97070



December 13<sup>th</sup>, 2019

Joint Committee on Ways and Means  
Co-Chairs Senator Johnson,  
Senator Steiner Hayward,  
Representative Rayfield  
and Members of the Committee  
Oregon State Capitol  
900 Court Street NE, Salem, Oregon 97301

Re: Support for Budget Note in HB 5024 – Willamette Falls Lock Repair Funding

Marine Industrial Construction, LLC strongly supports the passage of HB 5024 for the repair and operations of the Willamette Falls Locks. As a marine based construction company, MIC sees the major opportunities for marine construction in the upper Willamette River. This includes numerous public infrastructure such as dam repairs; bridge maintenance, inspections and repairs; revetment and shoreline erosion protection; environmental restoration projects; utilities installation and maintenance (such as sewage line repairs, intakes for industrial facilities, etc.); boat landings; and emergency dredging. These jobs require heavy marine equipment such as derricks, barges and tugboats that can only access the upper Willamette River through the Willamette Falls Locks.

Over the past 10 years, we have performed these activities in the upper Willamette River including recent projects like:

- Repairs for the City of Wilsonville Sewage Lines in Willamette River
- Repairs to Discharge at industrial facilities in West Linn
- Supporting PGE power generation by clearing debris from the dam at Willamette Falls
- Pile driving for numerous clients

The Willamette Falls Locks allows marine based construction companies to provide services to residents, municipalities and others for over 30 miles of river in the Upper Willamette. We look forward to the future operations for the people of the state of Oregon.

Thank You,

A handwritten signature in blue ink that reads "Tom McCauley". The signature is fluid and cursive, with the first name "Tom" being more prominent.

Tom McCauley  
Marine Industrial Construction, LLC

# PATTON OREGON PROPERTIES

P.O. Box 85, Clackamas, OR, 97015

Phone: (503) 658-5151 • pattonoregonproperties@gmail.com

December 19, 2019

Attn: Joint Committee on Ways and Means  
Co-Chairs Senator Johnson,  
Senator Steiner Hayward,  
Representative Rayfield  
and Members of the Committee  
Oregon State Capitol  
900 Court Street NE, Salem, Oregon 97301

Re: HB 5024 (Locks Support)

Dear Co-Chairs Senator Johnson and Senator Steiner Hayward:

Patton Oregon Properties urges the support of HB 5024 (and its budget note) which funds the repair of the Willamette River Locks at the requested \$14.4 Million Dollars. The locks are a critical infrastructure that has numerous historical, cultural and recreational opportunities in addition to potential huge economic advantages for barging materials and recreational income streams.

The environmental advantages for river transportation have been demonstrated and it is important in the Portland Metropolitan area to work on reduced traffic, highway, and local roads repairs.

Please support all opportunities to reduce potential pollution emissions in the Metro Area.

Thank You,

A handwritten signature in black ink, appearing to read 'Bridgette Francis', with a long horizontal flourish extending to the right.

Patton Oregon Properties

*Bridgette Francis (Assistant Manager)*

# Guy Roberts Lumber Company

SE Butler Bridge Road  
Toledo, OR 97391

December 19, 2019

Re: Support Opening the Willamette Falls Locks

Attn: Joint Committee on Ways and Means  
Co-Chairs Senator Johnson,  
Senator Steiner Hayward,  
Representative Rayfield  
and Members of the Committee  
Oregon State Capitol  
900 Court Street NE, Salem, Oregon 97301

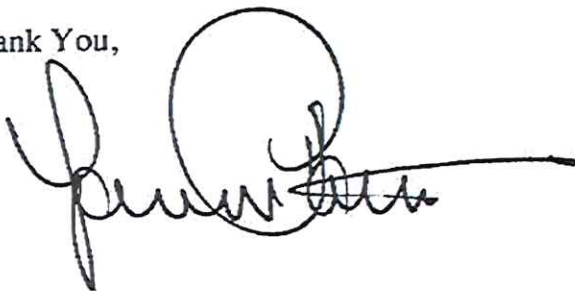
Dear Senators and Representatives,

Guy Roberts Lumber Company wishes to provide its support of re-opening the Willamette Falls Locks. The locks provide an important infrastructure that can allow the economic advantages for moving timber related resources and also provide an important access to additional commercial lands for future development.

Timber resources have been effectively moved as logs and barging of materials. Log dumps and other access has been historically critical and with the increase in building and demand for timber products (associated with a construction and a strong economy) we envision additional demand for these activities. Also having intermodal facilities from marine transport, railroad access and trucking offers numerous advantages and options to many business' in the area.

We are glad to see these Locks operational and available for public, recreation, commercial and other purposes in the future.

Thank You,

A handwritten signature in black ink, appearing to read 'Lowell E. Patton', with a large circular flourish at the beginning and a long horizontal stroke extending to the right.

Guy Roberts Lumber Company  
*Lowell E. Patton (President)*





*Ready Mix – Sand – Gravel*  
Wilsonville Phone 503.682.2525 Fax 503.682.1922  
Salem Phone 503-588-1800 Fax 503-566-2826  
P.O. Box 37  
Wilsonville, Oregon 97070

December 19, 2019

Joint Committee on Ways and Means  
Co-Chairs Senator Johnson,  
Senator Steiner Hayward,  
Representative Rayfield  
and Members of the Committee  
Oregon State Capitol  
900 Court Street NE, Salem, Oregon 97301

Dear Co-Chairs Senator Johnson and Senator Steiner Hayward:

Wilsonville Concrete would once again urge the committee's support of HB 5024 funding the repairs to the Willamette River Locks at the requested \$14.4 Million Dollars. The locks are an important facility which provides strong economic advantages for barging material.

In 2019, Wilsonville Concrete transported over 3,000,000 million tons of aggregate using our marine fleet with tugboats (barges) and using our fleet of dump trucks and trailers to support our concrete company and CalPortland. The cost effectiveness of marine transported is clear and was highlighted to the Willamette Falls Locks Commission in the EcoNorthwest Economic Assessment. Marine transportation has an overall lower cost than trucking due to lower fuel and labor costs.

In November 2019, Wilsonville Concrete was contacted by local businesses wishing to move to the cost effective solution of barging. This has included Willamette Falls Paper (barging paper making materials) and an addition aggregate company to barge aggregate into the Portland Metropolitan area.

The Corp of Engineers is disposing of the Locks (e.g. eliminating them from federal ownership.) The state of Oregon has the opportunity to provide the continued public operations of the locks for another 150 years and into the future to benefit private businesses, public activities, resiliency planning, tourism, recreation and cultural/historic purposes. We urge the passage of HB 5024.

Thank You,

Joe Bernert  
Vice President  
Wilsonville Concrete Products







**BY EMAIL**

December 20, 2019

Joint Committee on Ways and Means  
Co-Chairs Senator Johnson and Senator Steiner Hayward,  
Oregon State Capitol  
900 Court Street NE  
Salem, Oregon  
97301

**Re: Support for Willamette Falls Lock Repair Funding (\$14.4 Million as identified in the Budget Note in HB 5024)**

Dear Co-Chairs Senator Johnson and Senator Steiner Hayward:

Lafarge would like to add its voice of support regarding the request from the Willamette Falls Locks Commission for \$14.4 m for the repair and future operations of the locks system.

Without question, the locks are an importance economic, cultural, and recreational facility to Oregon and the broader region.

Regarding the economic contribution of the Willamette Falls Locks, it is important to note that cement is a commodity that heavily relies on marine transport to move large bulky materials at a cost effective rate. Barging is an effective, economical, and environmental sound transportation method that reduces pollution, helps lower traffic congestion, and keeps overall construction material costs affordable.

We look forward to more marine-based opportunities in the future with the re-opening of the Willamette Falls Locks

If we can provide any further information to support the funding request, we would be pleased to provide.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Bush'.

James Bush  
Cement Territory Sales Manager  
Lafarge

LafargeHolcim  
90725 State Hwy 99 N  
Eugene, Oregon  
97402

