



WILLAMETTE FALLS LOCKS COMMISSION

SUPPORT FOR ESTABLISHMENT AND OPERATIONS of the WILLAMETTE FALLS LOCKS AUTHORITY *(to be established pursuant to HB 4150)*

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12. Lafarge (LafargeHolcim)

*(An * indicates a commitment of financial support for the Willamette Falls Locks Authority.)*



The Confederated Tribes of the Grand Ronde Community of Oregon
Umpqua Molalla Rogue River Kalapuya Chasta

Tribal Council
Phone (503) 879-2301
Fax (503) 879-5964

1-800-422-0232
9615 Grand Ronde Road
Grand Ronde, OR 97347

January 31, 2020

Willamette Falls Locks Commission
c/o Turner Odell, Oregon Solutions
National Policy Consensus Center (NPCC)
Portland State University
PO Box 751
Portland, OR 97207-0751

Dear Chair Axelrod and Willamette Falls Locks Commission,

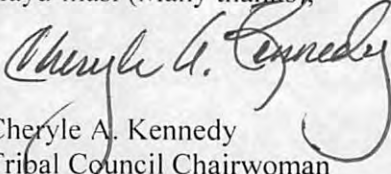
On behalf of the Confederated Tribes of the Grand Ronde Community of Oregon ("Grand Ronde" or "Tribe"), I am writing to express our support for the continued effort to responsibly manage the Willamette Falls Locks during the interim, Phase 1, development of the Locks Authority. This effort is important to us as the treaty Tribe of the Willamette Falls area. Our Clowwewalla people, the original inhabitants and caretakers of the Falls from time immemorial, signed the Willamette Valley Treaty of 1855, ceding their homelands to the U.S. in exchange for certain rights and benefits, before being forcibly removed to the Grand Ronde Indian Reservation. The rights of this treaty are vested in Grand Ronde. We are the people of the Falls.

Today, Grand Ronde continues its traditional practices at Willamette Falls. We dipnet for salmon and we harvest lamprey as our ancestors did. We advocate for the conservation of the Willamette Basin's natural and cultural resources. The Tribe now owns and manages the Blue Heron property at the Falls, stewarding the land and water as its people always have, and maintaining close relationships with all of its government partners.

We support the Commission's work in the 2020 Oregon Legislative Session to create a new Willamette Falls Locks Authority and to secure capital funding for the urgently needed repairs to the Locks. If these efforts are successful, we are prepared to support the Locks Authority's Phase 1 work with a contribution of \$10,000 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, without which the effort will not be successful.

We look forward to continued partnership with the broader coalition to achieve the important goal of keeping the Willamette River as one river.

Hayu-masi (Many thanks)



Cheryle A. Kennedy
Tribal Council Chairwoman

Treaties

*Rogue River 1853 & 1854 ~ Umpqua-Cow Creek 1853 ~ Chasta 1854 ~ Umpqua & Kalapuya 1854
Willamette Valley 1855 ~ Molalla 1855*



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.

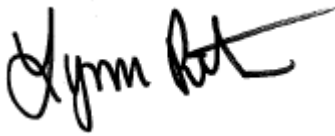
It is important to recognize the findings of the 2015 Locks Task Force and 2017 Locks Commission that significant benefit will be derived from the repair and reopening of the Locks, which will reconnect the Upper and Lower Willamette River. The Willamette is one of only 20 National Water Trails designated 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,



Lynn Peterson, President
Metro Council



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

Cc: Willamette Falls Locks Commission



February 3, 2020

Clackamas County Board of Commissioners
Policy Position
HB 4150: Related to Forming a Public Corporation for the Willamette Falls Locks

Clackamas County supports HB 4150: The Board of County Commissioners supports HB 4150, which creates a new public corporation to assume ownership of the Willamette Falls Locks and Canal from the U.S. Army Corps of Engineers for the purpose of repairing and reopening the locks for improved navigation on the Willamette River.

The Willamette Falls Locks are located in Clackamas County, on the banks of the Willamette River within the City of West Linn. The Locks provide a historic, economic, and recreational connection between the upper- and lower-Willamette River. Access to these significant connections has been absent since the closure of the Locks in 2011 due to safety issues. Meanwhile, the desire of the U.S. Army Corps of Engineers to dispose of the Locks leaves a lingering need to address the long-term local goals for the Locks.

As a member of the Willamette Falls Locks State Commission, established by SB 256 (2017), Clackamas County endorses the Commission's recommendation to establish a public corporation to serve as the new owner. This action will provide a clear signal to the U.S. Army Corps of Engineers and Oregon's congressional delegation that the State is serious about preserving this historic water infrastructure resource and ensuring the Willamette River remains one navigable waterway.

Clackamas County backs the findings of the 2018 ECONorthwest Local Economic Potential Report that estimates the Willamette Falls Locks can produce true economic benefit to the Willamette Valley, including commercial, recreational, tribal, and historic use of the river both within and beyond the boundaries of Clackamas County.

We urge a "YES" vote for HB 4150.

Please contact Chris Lyons at clyons@clackamas.us for more information.



December 10, 2019

Willamette Falls Locks Commission
c/o Turner Odell, Oregon Solutions
National Policy Consensus Center (NPCC)
Portland State University
PO Box 751
Portland, OR 97207-0751

Dear Chair Axelrod and Willamette Falls Locks Commission,

I am writing to express Clackamas County's support for the continued effort to repair and reopen the Willamette Falls Locks. We are prepared to commit an annual contribution of \$40,000 for three years to a newly formed Willamette Falls Locks Authority, pending the passage of state legislation to create a new Locks authority that will be able to receive ownership of the Locks from the Army Corps of Engineers and repair the facility to long term operating status.

Clackamas County passed a resolution in 2014 supporting the repair and reopening of Willamette Falls Locks because we see incredible potential to increase tourism around Willamette Falls, to improve local economic redevelopment along the Willamette River, and to return the river to one navigable waterway. The work of Clackamas County includes building strong infrastructure, growing a vibrant economy, and investing in our natural resources. We also strive to build public trust through good government, and believe this effort achieves that end by establishing a public corporation to receive ownership of the Locks and reimagine the business of the Locks to meet the needs of the Willamette Valley.

In addition, though the Willamette Falls Locks are located in Clackamas County, they will support communities and economies beyond our borders. For this reason, we are a proud partner of the Willamette Falls Locks State Commission and a proud financial supporter of the work that is required to repair and reopen them.

We look forward to continued partnership with the broader coalition to achieve the important goal of keeping the Willamette River as one river.

Sincerely,

Jim Bernard, Chair
On behalf of the Clackamas County Board of Commissioners



Marion County

OREGON

Board of Commissioners

January 28, 2020

(503) 588-5212
(503) 588-5237-FAX

BOARD OF COMMISSIONERS

Colm Willis
Sam Brentano
Kevin Cameron

CHIEF ADMINISTRATIVE OFFICER

Jan Fritz

Willamette Falls Locks Commission
c/o Turner Odell, Oregon Solutions
National Policy Consensus Center (NPCC)
Portland State University
PO Box 751
Portland, OR 97207-0751

RE: Marion County Support for Willamette Falls Locks Authority

Dear Chair Axelrod and Willamette Falls Locks Commission,

We are writing to express Marion County's support for the continued effort to repair and reopen the Willamette Falls Locks during the interim, Phase 1, development of the Locks Authority. This effort is important to us because we strongly believe the local value of operational locks to be significant for historic, as well as recreational tourism, strategic commercial use, tribal interest, and seismic transportation redundancy.

As a result, we support the Commission's work in the 2020 Oregon Legislative Session to create a new Willamette Falls Locks Authority and to secure capital funding for the urgently needed repairs to the Locks. If these efforts are successful, we are prepared to support the Locks Authority's Phase 1 work with a contribution of a onetime payment of \$30,000. 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, without which the effort will not be successful.

We look forward to continued partnership with the broader coalition to achieve the important goal of keeping the Willamette River as one river.

Sincerely,



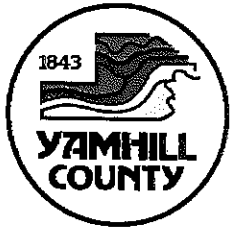
Colm Willis, Chair



Samuel A. Brentano, Vice Chair



Kevin Cameron, Commissioner



BOARD OF COUNTY COMMISSIONERS

CASEY KULLA • MARY STARRETT • RICHARD L. "RICK" OLSON

535 NE Fifth Street • McMinnville, OR 97128-4523

(503) 434-7501 • Fax (503) 434-7553

TTY (800) 735-2900 • www.co.yamhill.or.us

January 16, 2020

Willamette Falls Locks Commission
c/o Turner Odell, Oregon Solutions
National Policy Consensus Center (NPCC)
Portland State University
PO Box 751
Portland, OR 97207-0751

Dear Chair Axelrod and Willamette Falls Locks Commission,

We are submitting this letter to express Yamhill County's support for the continued effort to repair and reopen the Willamette Falls Locks, pending the passage of state legislation to create a new Willamette Falls Locks Authority that will be able to receive ownership of the Locks from the Army Corps of Engineers and repair the facility to long term operating status.

We see incredible potential to increase tourism around Willamette Falls in addition to areas of Yamhill County, to improve local economic redevelopment along the Willamette River, and to return the river to one navigable waterway. Yamhill County believes in and is committed to building strong infrastructure, growing a vibrant economy, and investing in our natural resources. It has always been our intent to build public trust through good government, and believe this effort achieves that end by establishing a public corporation to receive ownership of the Locks to meet the needs of the Willamette Valley including Yamhill County.

In addition, although the Willamette Falls Locks are in Clackamas County, they will support communities and economies beyond our borders. For this reason, we are a proud partner of the Willamette Falls Locks State Commission and a proud supporter of the work that is required to repair and reopen the Locks.

Sincerely,

Richard L. "Rick" Olson
Commissioner



265 Strand Street
St. Helens, OR 97051
(503) 397-6272
www.ci.st-helens.or.us

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

January 30, 2020

RE: Support Willamette Falls Lock Repair Funding

The City of St. Helens strongly supports the \$14 Million appropriation for the repair and operations of the Willamette Falls Locks. This investment in capital repairs and upgrades will significantly benefit the economic revitalization of the Willamette and the lower Columbia River systems.

The City of St Helens relies on the river for recreation, tourism, and our region is linked to the business, commerce and disaster resiliency of the Willamette River through Portland Harbor and to the south. Our city is moving to revitalize our working waterfront and connectivity to the Willamette Valley is critical component of the success for our sites. The economic impacts of reopening the Locks at Willamette will be felt here, downstream in St. Helens and Columbia County. We look to a future with a renewed relationship to the river; with healthy small ports, reinvigorated river-based tourism and renewed historical and natural ties to the Willamette and the Lower Columbia.

The City of St. Helens has been following the Willamette Falls Legacy Project and the Willamette Falls and Landings Heritage Area as we move forward on our own path to revitalize our riverfront. Our vision for an economically vibrant and healthy working waterfront with additional development of heritage tourism, regional livability and recreation is linked to the health of our larger region. **The City of St. Helens strongly supports the creation of the Willamette Falls Locks Authority and the appropriation of \$14 Million to make the locks operational.**

Sincerely,

Rick Scholl, Mayor



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,

A handwritten signature in blue ink that reads "Tim Knapp".

Tim Knapp, Mayor
City of Wilsonville



December 16, 2019

Mayor Russ Axelrod, Chair
Willamette Falls Locks Commission
c/o Turner Odell, Oregon Solutions
National Policy Consensus Center (NPCC), Portland State University
PO Box 751
Portland, OR 97207-0751

**RE: City of Wilsonville Support for Proposed
Willamette Falls Locks Authority Public Corporation**

Dear Chair Axelrod and members of the Willamette Falls Locks Commission:

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.

The City supports the Commission's recommendation to the Oregon Legislative Assembly to create the Willamette Falls Locks Authority as a state-chartered public corporation and to secure capital funding 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,

A handwritten signature in blue ink that reads "Tim Knapp". The signature is fluid and cursive, written over the printed name.

Tim Knapp, Mayor
City of Wilsonville



CITY OF West Linn

Willamette Falls Locks Commission
c/o Turner Odell, Oregon Solutions
National Policy Consensus Center (NPCC)
Portland State University
PO Box 751
Portland, OR 97207-0751

December 9, 2019

Dear Vice Chairs Schrader and Carter and members of the Commission,

On behalf of the West Linn City Council, I am writing to express the City of West Linn's strong support for the continued effort to repair and reopen the Willamette Falls Locks during the interim (Phase 1) development of the Locks Authority. The Locks will benefit our city and the broader region in a wide variety of ways including economic development, greenhouse gas reductions, seismic resiliency, historic and cultural preservation, and more.

For all of these reasons, we support the Commission's work in the 2020 Oregon Legislative Session to create a new Willamette Falls Locks Authority and to secure capital funding for the urgently needed repairs to the Locks. If these efforts are successful, we intend to support the Locks Authority's Phase 1 work with financial contributions beginning in July 2020 and lasting a maximum of five years. We have already budgeted \$15,000 per year over the next two years, and while we cannot commit future Councils, we are confident that West Linn will continue to support this work with at least \$10,000 per year after that until the mission is completed. Note that our financial 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, without which the effort will not be successful.

We look forward to continued partnership with the broader coalition to achieve the important goal of keeping the Willamette River as one river.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell B. Axelrod".

Russell B. Axelrod
Mayor, City of West Linn
Willamette Falls Locks Commission Chair



CITY OF West Linn

December 5, 2019

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

I am writing to express the City of West Linn's strong support for the appropriation of \$14 Million from lottery bonds for the capital repairs and upgrades needed to reopen the Willamette Falls Locks.

Located within the City of West Linn and completed in 1873, the Willamette Falls Locks are an essential part of the history of our city, this region and the entire state. Unfortunately the Locks were placed in caretaker status in 2011 because of structural safety concerns, preventing usage of the facility. However, if repaired and reopened the Locks could once again serve as a resource for local tribes, an economic advantage for businesses up and down the river, and a recreational destination for Oregonians and visitors among other benefits. The 2018 ECONorthwest Economic Benefits report identified between \$24 Million and \$99 Million in direct economic benefits for our region's transportation system and tourism/recreation industry, so the proposed lottery bond funding will bring a strong return on investment.

The City of West Linn is working with our citizens, tribal representatives, Metro, Clackamas County, surrounding cities, businesses and many others to revitalize the Willamette Falls area. We are currently engaged in a master planning process for over two miles of Willamette riverfront, and believe that a functioning Locks is critical to this effort and the future of this region. The Locks will lead to increased redevelopment on surrounding properties in keeping with our job creation goals, and are expected to support industrial operations and job creation at the new Willamette Falls Paper Company, located on the West Linn side of the Falls.

West Linn has directly invested our own funds into this project. We have provided financial support for the past several years of the Willamette Falls Locks Commission and the prior Willamette Falls Working Group, and have provided significant in-kind staff support as well. However, this project is larger than our own city, and the State of Oregon's partnership is critical to the project's long-term success. Therefore, we urge your support for this lottery bond appropriation request.

Thank you for your attention to this issue. We stand ready to answer any questions you may have.

Sincerely,

Russell B. Axelrod

Mayor, City of West Linn



OREGON CITY

City Commission

625 Center Street | Oregon City OR 97045
(503) 657-0891

Willamette Falls Locks Commission
c/o Turner Odell, Oregon Solutions
National Policy Consensus Center (NPCC)
Portland State University
PO Box 751, Portland, OR 97207-0751

December 18, 2019

Dear Chair Axelrod and Willamette Falls Locks Commission,

I am writing to express the City of Oregon City's support for the continued effort to repair and reopen the Willamette Falls Locks during the interim, Phase 1, development of the Locks Authority. The City of Oregon City believes the Locks should be repaired and reopened, allowing the Willamette River to be navigable from the headwaters south of Eugene to its mouth in Portland.

The river is a critical part of our community's identity and offers a wide variety of economic and cultural benefits for our community as well as the entire State of Oregon. The reopening of the Locks supports our reliance on the river for recreation, tourism, heritage, business, reduces roadway congestion, and increases our region's resiliency to future disasters. Economic prosperity impacts associated with reopening the Locks include increased visitors to Oregon City's Great American Main Street which will create jobs, advance redevelopment in our Regional Center, and increase tax revenue. Reopening this resource has the opportunity to encourage more industry in Oregon City, complementing our lands available for jobs and housing.

Reopening the Locks complements the Willamette Falls Legacy Project as well as the work on the West Linn waterfront, and the Willamette Falls and Landings Heritage Area. Together, the four projects could result in a nationally significant iconic destination.

We support the Commission's work in the 2020 Oregon Legislative Session to create a new Willamette Falls Locks Authority and to secure capital funding for the urgently needed repairs to the Locks. If these efforts are successful, we are prepared to support the Locks Authority's Phase 1 work with a contribution of \$10,000 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, without which the effort will not be successful.

We look forward to continued partnership with the broader coalition to achieve the important goal of keeping the Willamette River as one river.

Sincerely,

Mayor Dan Holladay on behalf of the City of Oregon City, City Commission
PO Box 3040, Oregon City, Oregon 97045



Oregon State Legislature
Joint Committee on Ways and Means
900 Court St. NE, Room H-178
Salem OR 97301

December 18, 2019

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

I am writing to express the City of Oregon City's support for the appropriation of \$14 Million from lottery bonds for the capital repairs and upgrades to reopen the Willamette Falls Locks. The City of Oregon City believes the Locks should be repaired and reopened, allowing the Willamette River to be navigable from the headwaters south of Eugene to its mouth in Portland.

The river is a critical part of our community's identity and offers a wide variety of economic and cultural benefits for the entire State of Oregon. The reopening of the Locks supports our reliance on the river for recreation, tourism, heritage, business, reduces roadway congestion, and increases our region's resiliency to future disasters. Economic prosperity impacts associated with reopening the Locks include increased visitors to Oregon City's Great American Main Street which will create jobs, advance redevelopment in our Regional Center, and increase tax revenue. Reopening this resource has the opportunity to encourage more industry in Oregon City, complementing our lands available for jobs and housing.

According to a report by ECONorthwest, reopening the Locks could create nearly \$100 million in combined transportation and recreation benefits for Oregonians, return navigational access to the upper and lower-Willamette River, reduce freight traffic from Portland roadways, and increase our region's resiliency to address future disasters such as a Cascadia earthquake. The study found over the next 30 years:

- Transportation benefits of \$12-\$49 million
- Recreation benefits of \$12-\$50 million
- 80,000-220,000 truck trips removed from Portland area roads
- 11,000-15,400 metric tons of nitrogen oxide reduced - which would contribute to cleaner air
- 11,000-32,000 metric tons of CO2 reduced

Reopening the Locks complements the Willamette Falls Legacy Project as well as the work on the West Linn waterfront, and the Willamette Falls and Landings Heritage Area. Together, the four projects could result in a nationally significant iconic destination.

We support the Commission's work in the 2020 Oregon Legislative Session to create a new Willamette Falls Locks Authority and to secure capital funding for the urgently needed repairs to the Locks. We appreciate your time on this important issue and stand ready to answer any questions you may have.

Sincerely,

Mayor Dan Holladay on behalf of the City of Oregon City, City Commission
PO Box 3040, Oregon City, Oregon 97045

MMC

Metropolitan Mayors' Consortium

Mayor Denny Doyle
City of Beaverton

Mayor Brian Hodson
City of Canby

Mayor Jeffrey Dalin
City of Cornelius

Mayor Gery Schirado
City of Durham

Mayor Brian Cooper
City of Fairview

Mayor Peter Truax
City of Forest Grove

Mayor Tammy Stempel
City of Gladstone

Mayor Shane Bemis
City of Gresham

Mayor Tom Ellis
City of Happy Valley

Mayor Steve Callaway
City of Hillsboro

Mayor Ken Gibson
City of King City

Mayor Kent Studebaker
City of Lake Oswego

Mayor Mark Hardie
City of Maywood Park

Mayor Mark Gamba
City of Milwaukie

Mayor Teri Lenahan
City of North Plains

Mayor Dan Holladay
City of Oregon City

Mayor Ted Wheeler
City of Portland

Mayor Walt Williams
City of Rivergrove

Mayor Keith Mays
City of Sherwood

Mayor Jason Snider
City of Tigard

Mayor Casey Ryan
City of Troutdale

Mayor Frank Bubenik
City of Tualatin

Mayor Anne McEnergy-Ogle
City of Vancouver (ex officio)

Mayor Russ Axelrod
City of West Linn

Mayor Tim Knapp
City of Wilsonville

Mayor Scott Harden
City of Wood Village

December 11, 2019

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

Re: Support for Willamette Falls Locks legislation and Lottery Bond funding for capital repairs

On behalf of the Portland Metropolitan Mayors Consortium (MMC) of the lower Willamette River region, we are writing to express support for the creation of a Willamette Falls Locks Authority Public Corporation and for Lottery Bond funding of urgently needed capital repairs to the Locks.

MMC is composed of the elected mayors of 25 Portland metropolitan-area cities, representing a constituency of 1.24 million residents. The Willamette River forms a strong part of our identity in this region, and for 144 years navigation between the upper and lower sections of the river has been part of that identity. The river offers a wide variety of economic, environmental, recreational, and cultural benefits for our communities and the entire state of Oregon, and could also serve as a life-saving emergency transportation and operations route in the event of a severe Cascadia earthquake. Therefore, ensuring the Willamette remains one river from its headwaters south of Eugene to its mouth in Portland is critical to our cities individually and collectively.

The plan to repair and reopen the Locks was prioritized by the Oregon Legislature and Governor following the Willamette Falls Locks Task Force findings in 2016 which resulted in SB 256 in 2017. SB 256 established a State Commission to oversee and coordinate the repair and future management and operations of the Locks. This work has been underway involving a broad coalition of partners, and a number of our cities have funded the work directly.

The Locks Commission is close to fulfilling its mission, having achieved consensus recommendations on the future governance, capital repairs, and business plan for the Locks. **The MMC fully supports these recommendations and urges passage of legislation to create the Willamette Falls Locks Authority and fund the \$14 Million in capital repairs needed to make the Locks operational.**

Thank you for your time and effort on this important issue.



January 10, 2020

Mayor Russ Axelrod, Chair Willamette Falls Locks Commission
c/o Turner Odell, Oregon Solutions National Policy Consensus Center (NPCC)
Portland State University
PO Box 751
Portland, Oregon 97207

Re: Port of Portland Support for Proposed Willamette Falls Locks Authority Public Corporation

Dear Chair Axelrod and members of the Willamette Falls Locks Commission:

I am writing to express the Port of Portland's support for the Commission's legislative proposal to create the Willamette Falls Locks Authority and the Commission's request for state funding that is needed to repair the Locks.

The Port of Portland will make a one-time contribution of \$15,000 to aid the Commission – and the Willamette Falls Locks Authority – in the repair and operationalization of the Locks.

The Port of Portland appreciates the opportunity to serve on the Willamette Falls Locks Commission and we look forward to seeing the next phase set in motion.

Please don't hesitate to reach out to me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Curtis Robinhold', is written over a light blue horizontal line.

Curtis Robinhold
Executive Director

December 13, 2019

Oregon Legislature
Joint Committee on Ways and Means
900 Court St., NE
Salem, OR 97301

Re: Support for Willamette Falls Locks Commission's Repair and Modernization Project

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

I am writing to express Travel Oregon's support for the Willamette Falls Locks Commission's (WFLC) Repair and Modernization project. As the agency responsible for optimizing the state's tourism industry, Travel Oregon is strongly supportive of projects that will allow increased multi-modal access to Oregon's outdoor recreation resources, including the Willamette River Trail. It's no surprise that outdoor recreation in Oregon has been a key component in driving the economic impact of our state's \$12.3 billion tourism industry that employs more than 115,400 Oregonians.

A recent study by the Outdoor Industry Association found that that the state's outdoor recreation industry (including manufacturing and retail sales) generates \$16.4 billion in consumer spending annually, employs 172,000 Oregonians and generates \$749 million in state and local tax revenue. For cities along the Willamette River, including Oregon City, Polk, and Corvallis, investment in the Willamette Falls Locks will provide a connected corridor that powers a large economic engine for local communities through outdoor recreation. The WFLC's 2018 economic impact study showed that recreation and tourism activities associated with the locks, including guided overnight cruises, personal watercrafts (motorboats, kayaks, etc.) could generate between \$12 to \$50 million over 30 years.

As Oregonians, we are fortunate to live in one of the most naturally stunning places on earth. Our outdoors rank among the top aspects Oregonians value about living in the state. In 2014, more than 90% of residents reported participating in some form of outdoor recreation each year. It is crucial we provide access to our natural treasures for our visitors and residents. Additionally, recent stakeholder outreach efforts identified a need to develop legacy world-class tourism-related development projects, such as the Willamette Falls Locks project.

Based on this stakeholder feedback, Travel Oregon's 2019-2021 strategic plan has outlined a need to invest in "gap areas" and "hot spots." Gap areas refer to places we can develop tourism product, such as outdoor recreation facilities, in areas across the state that lack robust visitor attractions – many of these locations are within or near rural communities. Hot spots are high use destinations, or areas challenged with managing visitation during peak seasons; developing tourism related facilities in areas nearby can relieve pressure on highly-visited areas. The WFLC Repair and Modernization project provides a new tourism product that not only connects rural communities along the Willamette River to Portland's robust tourism market, but also provides additional access to the river corridor which will help disperse visitation in high-use areas. This project ties well with Travel Oregon's Willamette River Trail tourism studio project, as it increases river connectivity and will allow for an enhanced and expanded visitor experience for outdoor recreation user groups.

Travel Oregon supports the WFLC's Repair and Modernization project to connect and increase access along the Willamette River corridor – a project that will result in the creation of additional visitor experiences and economic opportunities for communities south of the Portland metro area. This project serves long-term goals of economic development, historical tourism opportunities, and arts and cultural investments. It will increase access to the

Willamette River corridor to provide guests and residents with the opportunity to experience the awe-inspiring sights of our natural lands for generations to come.

Sincerely,



Todd Davidson
CEO, Travel Oregon



December 18, 2019

Willamette Falls Locks Commission
c/o Turner Odell, Oregon Solution
Portland State University
PO Box 751
Portland, OR 97207

Dear Chair Axelrod and Willamette Falls Locks Commissioners:

Oregon's Mt. Hood Territory (OMHT) wishes to express its support of efforts to repair and reopen the Willamette Falls Locks. We feel this project is one of regional and statewide significance because of the potential benefits it offers in the areas of recreation, tourism, and economic development for communities up and down the Willamette River. This, by way of reestablishing the Willamette as "one river".

At its December meeting, our Tourism Development Council approved a onetime contribution of \$150,000 to be used for interim Phase 1 work. We are prepared to release these funds in FY 20/21, contingent upon passage of legislation in the 2020 Oregon Legislative Session authorizing the creation of a public corporation capable of receiving the Locks from the U.S. Army Corp of Engineers; formation of that entity; securing State funds to repair the Locks, and upon the materialization of commitments of other organizations as described in the Willamette Falls Locks Business Plan.

In addition to this funding commitment, OMHT will join the efforts during the 2020 Session to advocate for passage of the public corporation legislation and approval of capital funding needed to facilitate repairs to the Locks.

We look forward to continuing to work with the broader coalition to achieve the important goal of reestablishing the Willamette River as one river.

Sincerely,

A handwritten signature in blue ink that reads "Samara Phelps".

Samara Phelps, Executive Director
Oregon's Mt. Hood Territory



December 11, 2019

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

On behalf of the Willamette Falls & Landings Heritage Area Coalition, we enthusiastically support the repair and reopening of the Willamette Falls and Navigational Canal (Locks) to the public. Accordingly, we endorse the recommendations of the Willamette Falls Locks Commission. The Heritage Area Coalition came together ten years ago to interpret and promote the historical significance of the 56 Willamette River miles above and below the Falls.

The Locks at the Great Falls of the Willamette are themselves historically significant. Opened in 1873 and built with a grant from the Oregon Legislature, the Locks served the Willamette Valley by facilitating the shipment of timber and agricultural products all over the nation and globe. At 100 years old, the Locks and Canal were listed on the National Register of Historic Places. In 1991 the Locks were designated as a State Historic Civil Engineering Landmark by the American Society of Civil Engineers. In 2012, the Locks were selected as a National Treasure by the National Trust for Historic Preservation but alas, in that same year, the Locks were listed on the "Most Endangered List" by the Historic Preservation League of Oregon (now Restore Oregon). Now is the time to facilitate a transfer from the US Army Corps of Engineers and provide the funds needed for repairs. With this action, the Locks will provide service to the public for many future generations.

The Locks are not just significant as a 147-year-old facility. They are the key to serving the growing heritage tourism market. With the Locks reconnecting the Lower Willamette with the Upper Willamette, new opportunities will develop. For the sake of preserving Oregon's history and promoting its future prosperity, we urge the Legislature to act now by adopting legislation recommended by the Locks Commission.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jon Gustafson". The signature is stylized with long horizontal strokes and a prominent peak.

Jon Gustafson, President
Willamette Falls and Landings Heritage Area Coalition

Cc: Willamette Falls Locks Commission



Oregon State Legislature
Joint Committee on Ways and Means
900 Court St. NE, Room H-178
Salem OR 97301

January 8, 2020

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

I am writing on behalf of Willamette Falls Trust and the Trust's Board of Directors to express Willamette Falls Trust's formal support for the appropriation of \$14 Million from lottery bonds for the capital repairs and upgrades to reopen the Willamette Falls Locks, and the creation of a public corporation to get this done. The Trust believes the Locks should be repaired and reopened, allowing the Willamette River to be navigable from Eugene to the Columbia. The river is a cultural and logistical superhighway, the heartbeat and namesake of the Willamette Valley. It is a critical part of Oregon's identity and offers a wide variety of economic and cultural benefits to the broader state. The reopening of the locks encourages appreciation of the river through recreation, tourism, heritage, and business.

We anticipate significant economic benefits from reopening the Locks. Increased river traffic will result in increased commercial activity along Oregon City's historic and award-winning Main Street and West Linn's beautiful waterfront. According to a report by EcoNW, reopening the Locks could create nearly \$100 million in combined transportation and recreation benefits for Oregonians, return navigational access to the upper and lower-Willamette River, reduce freight traffic from Portland roadways, and increase our region's resiliency to address future disasters such as a Cascadia earthquake.

Finally, travel through the Locks provides a singularly intimate experience of the Willamette River and its incomparable beauty.

The reopening of the Locks supports the Willamette Falls Legacy Project and the Willamette Falls and Landings Heritage Area. The Trust coordinates with the many Willamette Falls groups to promote the Riverwalk and coordinate a unified vision for the area. Complementing one another, these projects unite to create a world class destination at Willamette Falls.

We support the Commission's work in the 2020 Oregon Legislative Session to create a new Willamette Falls Locks Authority and to secure capital funding for the urgently needed repairs to the Locks.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew Mason", with a long horizontal flourish extending to the right.

Andrew Mason
Executive Director

WILLAMETTE FALLS HERITAGE FOUNDATION

*Preserving and sharing stories of human enterprise and the
power of the great Falls of the Willamette River*

PO Box 635
West Linn, Oregon



January 30, 2020

Oregon State Legislature 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 4150 - Establishing the Willamette Falls Locks Authority as a Public Corporation

The Willamette Falls Heritage Foundation (aka "Friends of the Locks") has actively participated in the efforts to re-open the Willamette Falls Locks and Navigational Canal (Locks) and repair them to serve the public. Accordingly, we endorse the recommendations of the Willamette Falls Locks Commission and are seeking your support for HB 4150 as the next step to restoring operations at the Locks.

As noted on our letterhead, the Foundation's mission is to preserve and share stories of human enterprise and the power of the great Falls of the Willamette River. For our Foundation, the Locks represent a unique and complex story about community and industrial history at the regional and state level. The Locks signify critical infrastructure that offers numerous historical, cultural and recreational opportunities in addition to re-opening the Willamette River as an alternative facility to complement Oregon's existing transportation system.

Notably, the Locks opened in 1873 to facilitate shipment of timber and agricultural products from the Willamette Valley. The Locks were listed on the National Register of Historic Places 100 years later and designated as a State Historic Civil Engineering Landmark by the American Society of Civil Engineers in 1991. In 2012, the Locks were selected as a National Treasure by the National Trust for Historic Preservation, but at the same time were listed on the "Most Endangered List" by the Historic Preservation League of Oregon (now Restore Oregon). Now with your support for their repair and re-opening, the Locks will be provided the opportunity for a bright future of renewed service.

Clearly, the Locks' juxtaposition with Willamette Falls and Oregon heritage creates the compelling need for preservation for future generations as a significant historical, cultural, and industrial heritage gem. However, HB 4150 does so much more for Oregonians with the economic benefits of restoring river transportation for movement of goods as well as recreational and tourism opportunities in the Mt. Hood Territory and the future Willamette Falls and Landings National Heritage Area.

Very truly yours,

Nancy Kraushaar, Vice President
On behalf of Troy Bowers, President
Willamette Falls Heritage Foundation

November 13, 2019

Dear Chairman Axelrod and Locks Commissioners

Many local and regional government officials, Native Americans, heritage non-profit organization advocates, recreational and tourist enthusiasts among others have labored and dreamed for nearly a decade for travel through the Locks to recommence. Thank you for your diligence in seeking ways and means to have the civil war era Willamette Falls Navigational Canal and Locks reopened. We know the challenges are not small.

Knitting the Willamette River back into one navigable waterway for commercial, recreational and tourism uses is very important for the economic health and development of the communities and businesses bordering the River.

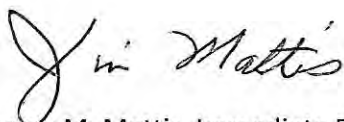
The Locks, along with other sites, hold promise to be part of an area whose sum is greater than its parts. Some of the other parts include:

- Revitalized downtown Oregon City;
- Implementation of a world class designed "River Walk" providing access to the Willamette Falls;
- Redevelopment of the former Blue Heron Paper Mill site now under new and more motivated ownership;
- Newly opened paper mill on Moore's Island innovating making paper out of straw;
- Public, Private and Nonprofit efforts to preserve and interpret early industrial heritage on the south part of Moore's island; and
- Historic West Linn City Hall at the foot of the iconic Arch Bridge turned into a Cultural Center for the region and a gateway to the proposed Willamette Falls & Landings National Heritage Area.

National Heritage Area designation will advance the Willamette Falls & Landings Heritage Area Coalition's vision where natural, cultural and historic resources contained within 56 Willamette River miles are a source of pride and prosperity for all. The Coalition's mission is to knit together the rich stories, sites, and opportunities within the Heritage Area from Philip Foster Farm to Mission Bottom. Among many others, those sites and stories include the first peoples heritage, ice age flood, French Prairie, Champoeg, and the places noted above along with the stories and places that celebrate the end of the Oregon Trail that contributed to pushing America's boundary to the Pacific Ocean.

The Falls & Landings Coalition is an umbrella organization that supports historic preservation, natural resource conservation, recreation, heritage tourism and educational projects that together makes the Heritage Area a special place for residents and visitors alike. We eagerly look forward to supporting your recommendations and moving forward with implementation.

Again, thank you for your continued service on the Commission to seek ways to preserve and reopen the historic Locks so they can be a vital part of Oregon's future.



James M. Mattis, Immediate Past President
Willamette Falls & Landings Heritage Area Coalition
Willamette Falls Heritage Foundation





**National Trust for
Historic Preservation**
Save the past. Enrich the future.

January 30, 2020

Oregon State Legislature
900 Court Street NE, Room 453
Salem, OR 97301

RE: SUPPORT for HB 4250, Establishing the Willamette Falls Locks Public Corporation

Dear Oregon Legislators:

On behalf of the National Trust for Historic Preservation, we offer our strong support of House Bill 4150 and the creation of a public corporation to own, operate, repair and, maintain the Willamette Falls Locks.

The National Trust for Historic Preservation is a private, nonprofit organization chartered by Congress in 1949 to facilitate public participation in the preservation of our nation's heritage, and to further the historic preservation policy of the United States. With the strong support of its members across the nation, the National Trust works to protect significant historic sites and to advocate for historic preservation as a fundamental value in programs and policies at all levels of government.

In 2012, the National Trust named the Willamette Falls Locks as one of our first National Treasures, a portfolio of irreplaceable, threatened places of national significance where we have made a long-term organizational investment. The Willamette Falls Navigation Canal and Locks, completed in 1873, is among the oldest locks systems in the nation and very much a part of our nation's heritage. The Locks were added to the National Register of Historic Places in 1974, and form the centerpiece of the State-designated Willamette Falls Heritage Area. We took this action in recognition of the historical significance of the Locks and in response to the U.S. Army Corps of Engineers closure of the Locks to vessel traffic in late 2011, and placement of the Locks in non-operational caretaker status.

Since then, the Trust has worked with a broad coalition of local stakeholders in support of efforts by the Willamette Falls Locks Commission to identify a transferee, define the process for assuming responsibility and taking over operations of the Locks, and establish funding mechanisms for on-going

operations, maintenance, and future capital needs. House Bill 4150 helps achieve this objective by establishing a public corporation to own, operate, repair and maintain the Locks. This structure will include both public accountability provisions to ensure the proper use of publicly provided funds as well as the flexibility as a corporate entity to make strategic business decisions.

The National Trust further supports the use of Lottery Bond Funding in the amount of \$14,043,375 for capital repairs and restoration of the Locks to a safe and readily operable condition, essential for achieving the projected economic development return on investment from the reopening of the Locks.

We urge your support of the creation of the Willamette Falls Locks Authority and approval of funding to facilitate the return of the historic Willamette Falls navigation canal and locks for commercial, recreational, cultural, historic, heritage, resiliency and tourism purposes.

Sincerely,



Shaw Sprague
Senior Director of Government Relations
National Trust for Historic Preservation



<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



The Greenbrier Companies
One Centerpointe Drive, Suite 200
Lake Oswego, Oregon 97035
P 503.684.7000
F 503.684.7553
www.gbrx.com

January 30, 2020

Mayor Russell Axelrod, Chair
Willamette Falls Locks Commission

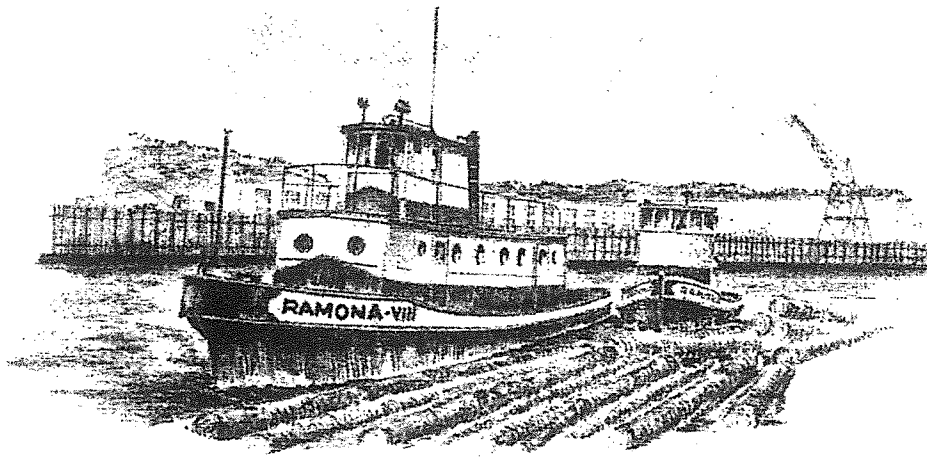
Dear Mayor Axelrod,

Greenbrier Gunderson supports marine transport of commodities and the economic development opportunities for our state from the repair and reopening of the Willamette Falls Locks. Please include Greenbrier Gunderson in your list of supporters for HB 4150 to establish a public corporation to own, operate and repair the Willamette Falls Locks and an appropriation of \$14 million of lottery bonding to repair and upgrade the Locks.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jack Isselmann".

Jack Isselmann
SVP External Affairs & Communications



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:

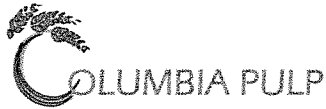
As fourth generation Oregonian and third generation involved in Marine Transportation, it is with eager anticipation that I await the re-opening of the locks at Willamette Falls. I grew up in and was a part of a small family business, namely Caffall Brothers Forest Products, established in 1920 by my 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

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,

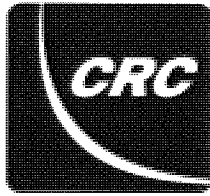
Our business is the first pulp mill in North America that uses renewable wheat straw (an agricultural waste product) to make paper quality pulp. Our facility is located along the Snake River and is situated for barging but is forced to rely on costly trucking options to meet the needs of customers in 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



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", written in a cursive style.

Bernie Schockelt,
General Manager

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.

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 6th 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



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



December 13th, 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 black ink that reads "Tom McCauley". The signature is written in a cursive style with a large, looping "M" and "C".

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,



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

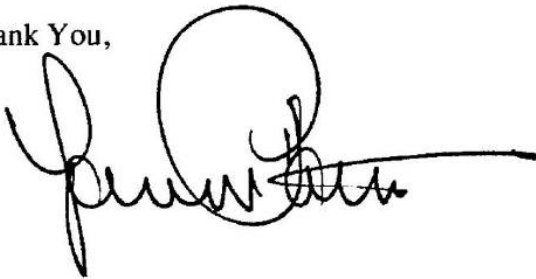
Dear Senators and Representatives,

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 the 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 top and a long horizontal stroke extending to the right.

Guy Roberts Lumber Company

Lowell E. Patton (President)



WILSONVILLE CONCRETE PRODUCTS

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 'James Bush', written over a light blue horizontal line.

James Bush
Cement Territory Sales Manager
Lafarge

LafargeHolcim
90725 State Hwy 99 N
Eugene, Oregon
97402