

Testimony in Support of Willamette Falls Locks Repair - HB 5030

Submitted to the Joint Committee on Ways and Means Subcommittee on Capital Construction, public hearing April 19, 2019

Willamette Falls Locks Commission

- Testimony from Co-Vice Chairs Martha Schrader and Sandy Carter (delivered at the public hearing 4/19/2019, no attachment)

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RACHEL PRUSAK
STATE REPRESENTATIVE
DISTRICT 37



HOUSE OF REPRESENTATIVES

Dear Representative Rayfield and Representative Holvey,

We serve as legislative members of the Willamette Falls Locks Commission (WFLC), which was established by SB 256 in the 2017 Session. The WFLC's directive is to advise the state and other governments on policies relating to the repair, reopening, operation and maintenance of the Willamette Falls locks and navigation canal (Locks) and to make recommendations for funding responsibilities for the future of the Locks.

On January 30, 2019, the WFLC voted unanimously to recommend \$15.535 million from lottery bonding to repair and upgrade the Locks to safe operational status. Funding would cover seepage and erosion repairs, seismic upgrades, gudgeon anchors, valves, fire protection, electrical systems, hydraulic power units and control systems. These repairs are based on an independent condition assessment prepared by KPFF Consulting Engineers last October.

We support this recommendation, anticipating that there may be certain conditions for governance and operations placed on the release of the funding. This recommendation builds on the \$7.5 million for the Locks included by Governor Kate Brown in her proposed 2019 budget.

The economic benefits of restoring the Locks to operational status have been well documented in a report issued by ECO Northwest in January of 2018. ECO NW reports there are quantified transportation benefits of between \$12 and 49 million and quantified recreation benefits of between \$12 to \$50 million over the next 30 years. In addition, there are potential benefits, which could create nearly \$100 million in economic benefits for Oregonians. These unquantified benefits include tourism, industrial site development and redevelopment sites in West Linn, Oregon City, Canby, Newberg, Wilsonville, Lake Oswego and Milwaukie.

The Locks are important to our state's history and culture. The Locks are a key part of Willamette Falls, one of the most sacred and vital sites for Native Americans in the U.S. The State of Oregon was a partner in constructing the Locks, first in 1870, when the state contributed \$200,000 for the Locks, and again in 1912-13, when the state contributed \$300,000 for improvements at the time the Corps purchased the Locks for the benefit of the public. The Locks are a primary historic asset in the Willamette Falls State Heritage Area and in 2012 were

declared one of the most threatened National Treasures by the National Trust For Historic Preservation.

Now is the time to restore the Locks as a public asset for future generations! The Locks offer opportunities for economic development, recreation, transportation, and cultural enrichment for our community and our state.

Thank you for your consideration of lottery bond financing for the repair and reopening of the Willamette Falls Locks!

Sincerely,



Representative Christine Drazen



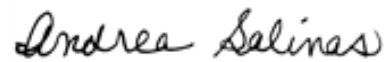
Representative Rick Lewis



Representative Mark Meek



Representative Rachel Prusak



Representative Andrea Salinas

ROBERT A. WAGNER
STATE SENATOR
DISTRICT 19



OREGON STATE SENATE

Dear Senators Johnson and Steiner Hayward,

The Willamette Falls Locks Commission (WFLC) was established by the legislature in 2017 when SB 256 was enacted. I was appointed to serve on the WFLC by the Senate President. The WFLC is charged with making recommendations for funding for the repair and reopening of the Willamette Falls navigation canal and locks.

The WFLC voted yesterday to recommend to the 2019 Legislature funding from lottery bonding for capital repairs in the amount of \$15.535 million to restore the facility to a safe operating condition. This cost estimate is based on an independent engineering analysis of needed repairs to the Locks conducted by KPFF last summer.

Governor Kate Brown included \$7.5 million in Oregon State Lottery bonds in her proposed 2019 budget for the Locks. I appreciate her leadership and support for the Locks.

The transportation, recreation and economic benefits of a reopened Locks for the state have been well-documented by an ECONorthwest report issued last year. The Locks also hold tremendous historical and cultural value and increase our region's resiliency to recover from a future disaster such as a Cascadia earthquake.

There are some governance and operational issues that need to be resolved and the WFLC is working to address them in partnership with the Governor's office. I am confident that this funding can and will be well spent, and anticipate putting certain conditions on the release of funding for the repairs.

Thank you for your consideration of this request for Lottery bond financing.

Sincerely,^{SEP}

Senator Rob Wagner



OREGON STATE SENATE

February 21, 2019

Dear Senators Johnson, Steiner Hayward and Girod,

I was appointed to represent the people of my district and the State on the Willamette Falls Locks Commission (WFLC), established by the Legislature in 2017. I support the recommendation of the WFLC for \$15.535 million to make needed repairs to reopen the Locks and provide necessary seismic upgrades.

The time to repair and reopen the Locks is NOW! The U.S. Army Corps of Engineers issued their Draft Disposition study in 2017 with the recommendation to either transfer the Locks to another entity, or if a transferee is not found, build a concrete bulkhead to seal the Locks and permanently decommission the Locks, preventing future use by Oregonians.

The transportation benefits alone justify reopening the Locks. 80,000 to 220,000 truck trips could be removed from Metro-area roads over the next thirty years, 11,000 to 32,000 metric tons of CO2 could be reduced, and there would be immediate transportation benefits from the barging of goods through the Locks and in-water construction cost savings.

The recreational and tourism benefits are exciting to contemplate. The Willamette River is one of only 20 National Water Trails, providing recreational opportunities for our community and a draw for tourists. The Locks are also cultural and historic assets, located in a designated State Heritage area. With fishing opportunities, wine tours upriver and the natural beauty of Willamette Falls and the river, the potential for economic benefits for the state from tourism is enormous.

It is important to repair and reopen the Locks is for our Oregon community and for future generations to learn about the history of Oregon, enjoy recreational boating on the river, benefit from the jobs and redevelopment in the cities along the river, and maintain the Locks for resiliency following a catastrophic seismic event.

Thank you for your consideration of funding to repair and reopen the Locks!

Sincerely,

A handwritten signature in blue ink, appearing to read "Alan Olsen".

Senator Alan Olsen



To: Joint Committee on Capital Construction
From: Jack Giffen, Confederated Tribes of Grand Ronde Tribal Council
Date: April 23, 2019
Subject: House Bill 5030

Co-Chair Girod, Co-Chair Holvey and members of the Joint Subcommittee on Capitol Construction:

My name is Jack Giffen, I am a member of the Confederated Tribes of Grand Ronde Tribal Council and urge your support of House Bill 5030.

HB 5030 creates funding within the ODAS Economic Development Distributions Fund to repair and reopen the Willamette Falls navigation canal and locks. The locks are an important part of Oregon's history and a key part of Willamette Falls, one of the most sacred and vital sites for Native Americans in the United States. In 2012 the Willamette Falls Locks were declared one of the most threatened National Treasures by the National Trust for Historic Preservation.

Reopening Willamette Falls navigation canal and locks will help to support cultural enrichments but also opportunities for economic development that benefits all of Oregon's communities.

Oregon is truly unique when it comes to the relationship between the state and the tribes. Together, we have done amazing things, from Governor Atiyeh and the creation of the Commission on Indian Services, to Governor Kitzhaber's Executive Order 96-30, and then passage of SB 770, which put into statute the government-to-government relationship. We should all be proud as Oregonians of the work done to solidify a strong bond between the state and the tribes. This is yet another example of the collaboration that continues to make Oregon a leader in State tribal relations.

Thank you for the opportunity to testify today, we encourage support for House Bill 5030.

Testimony of Metro Councilor Christine Lewis
On House Bill 5030
Ways and Means Subcommittee on Capital Construction
April 19, 2019



Co-chairs Girod and Holvey and Members of the Committee:

On behalf of the Metro Council, I am writing to urge you to fully fund the request for \$14,422,200 to repair and reopen the Willamette Falls Locks as part of HB 5030.

Together with the state of Oregon, local governments and private businesses, Metro has long supported the repair and reopening of the Locks. We are committed to continued partnership with the State of Oregon and other government partners to take advantage of this opportunity to transfer the ownership of the Locks away from the US Army Corps of Engineers for the benefit of Oregonians. While our region will benefit from the project, benefits will also be realized upriver from Metro, in Yamhill and Marion Counties.

The benefits of repairing and reopening the Locks have been well documented. Metro is especially interested in the economic benefits for transportation, as well as the environmental benefits of removing truck trips from congested roadways in favor of “greener” transportation by barge.

The economic benefits from recreational tourism are also important, and our own residents benefit from reopening the Locks as well with greater access to the river. As HB 5030 itself notes, reopening the Locks will support the Willamette River’s designation as a National Water Trail (one of only 20 nationwide) and an American Heritage River for commerce, recreation and tourism.

Thank you for your consideration of this request.

April 19, 2019

Honorable Fred Girod
Honorable Paul Hovey
900 Court St. NE
Salem, OR 97301

**RE: County Support for HB 5030 before Joint Committee on Ways and Means
Subcommittee on Capital Construction**

Dear Co-Chairs Girod and Holvey, and Members of the Committee:

We support lottery bonding funding in the amount of \$14,422,200 for the repair and reopening of the Willamette Falls Locks as requested by the Willamette Falls Locks Commission. We appreciate the Governor for including \$7.5 million in lottery bonds in her recommended budget (HB 5030) and recognizing the importance of this viable and valuable public asset for Oregon's residents, visitors, and industry.

As outlined in the ECONorthwest report, "Economic Benefits of Reopening the Willamette Falls Locks" issued in 2018, there are quantified economic benefits from transportation in the amount of \$12-\$49 million over the next 30 years. During that time period, 80,000 to 220,000 truck trips would be removed from congested Portland area roads, with reductions of 11,000-32,000 metric tons of CO2. These conservative estimates are based on assumptions that no commodities other than aggregate would move through the Locks. In all likelihood, a regular schedule of operations would encourage other business that produce and transport goods and commodities to take advantage of barging through the Locks. Additionally, there is a critical shortage of moorage sites for commercial vessels below Willamette Falls, and reopening the Locks would provide access to future moorage sites above the Falls for commercial vessels.

The recreation and tourism benefits from reopening the Locks are also quantified by ECONorthwest, ranging from \$12-50 million over the next 30 years. The Willamette Water Trail is one of only 20 National Water Trails in the U.S., extending 187 miles and linking the communities and cities along the river. Guided day trips and hotel barge cruises to Newberg and Oregon's wine country can be expected, based on modeling from European operations of similar cruises and the revenue generated from them.

Redevelopment impacts would certainly benefit the sites adjacent to the Locks, and all riverfront sites along the Willamette River would also benefit from a reopened Locks. When considered together with the Willamette Falls Legacy Project on the Oregon City side of the Falls, the combined impacts for redevelopment in the area are enormous. Additionally, redevelopment sites in Wilsonville and Newberg are most likely to capitalize on the potential benefits from a reopened Locks.

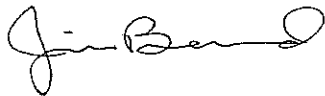
The Locks are of significant historical and cultural value to Native American tribes and Oregonians, with significant engineering importance. In 1974 the Locks were listed on the National Register of Historic Places, and in 1991 listed as a State Historic Civil Engineering Landmark. The National Trust for Historic Preservation declared the Locks a National Treasure in 2012. The Locks are an iconic feature of the State Heritage Area, and a draw for cultural and historic tourism, that combine with the natural beauty of the Falls and surrounding area.

The Willamette Falls Locks are an important link for river communities, connecting Oregon's most populated region to Oregon's thriving wine valley and heritage area. The potential for local economic redevelopment for communities along the Willamette River and for tourism and recreation promise new energy for some of Oregon's most popular destinations in the Willamette Valley, and enrich the travel options we boast in Oregon.

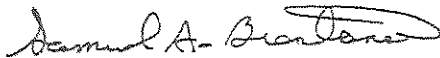
Thank you for your support to funding the repair and reopening of the Willamette Falls Locks!

We urge a DO PASS on HB 5030.

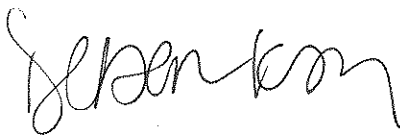
Sincerely,



Jim Bernard, Chair
Clackamas County



Sam Brentano, Commissioner
Marion County



Deborah Kafoury, Chair
Multnomah County



**Testimony by City of Wilsonville Mayor Tim Knapp Supporting HB 5030:
*Proposed Legislation Funds Ability for State to Re-Open Willamette Falls
Locks, Benefiting Tourism, Commerce and Resilience Goals***

Scheduled for public hearing on April 19, 2019, before the Joint Committee
On Ways and Means Subcommittee On Capital Construction

Co-Chairs Girod and Holvey, and Members of the Committee:

On behalf of the City of Wilsonville City Council, I am testifying in support of HB 5030, which provides \$7.5 million in lottery proceeds bonding for the repair and eventual reopening of the Willamette Falls Locks. Furthermore, the City supports amending HB 5030 as requested by the Willamette Fall Locks Commission for the full \$14.42 million needed in bond proceeds.

The City of Wilsonville is a founding member of the Willamette Falls Locks Working Group and was one of three Willamette River cities appointed to serve in 2017 on the Willamette Fall Locks Commission by SB 256.


The work of the Commission is critical to maintaining a key river transportation infrastructure of the Locks, which allows passage connecting the lower and upper portions of the Willamette River. In the Draft Disposition Study issued by the U.S. Army Corps of Engineers in May 2017 for public comment, the Corps indicated a preference for transfer of the Locks to another entity — or cementing the Locks shut permanently, foreclosing any future options for use.

The Commission’s charge is to recommend a governance structure for a transferee and negotiating with the Corps for transfer of the Locks upgraded to an acceptable state of repair. Passage of HB 5030 sends a strong message of reinforcement to Congress and the federal government that the State of Oregon is serious about maintaining and reopening the Locks.

The City of Wilsonville has vested interests along with other stakeholders in reopening and sustainably operating the Willamette Falls Locks, which significantly impact the recreational, tourism and commercial economy of the community and the region. Closure of the Locks since 2011 has placed a severe hardship on commercial, recreational and tribal river users, including area recreationalists and businesses. Wilsonville-based Wilsonville Concrete, Inc., and Marine Industrial Construction, LLC, which used the Willamette Falls Locks for 129 years for transporting aggregate, logs and other goods and conducting dredging and towing operations, has 15–30 jobs that could be impacted if the Locks are not reopened on a permanent basis for the conduct of commerce.

The City of Wilsonville respectfully urges a DO PASS vote on an amended HB 5030 as noted above. Thank you.

Sincerely,


Tim Knapp, Mayor
City of Wilsonville



Portland General Electric
121 SW Salmon Street · Portland, Ore. 97204

April 19, 2019

Co-Chair Paul Holvey
Co-Chair Frank Girod
Joint Ways and Means: Capitol Construction Subcommittee
900 Court St. NE
Salem, OR 97301

Re: PGE support for Willamette Locks funding allocation in HB 5030

Dear Co-Chair Holvey, Co-Chair Girod, and members of the committee:

Thank you for the opportunity to write in support of the request from the Willamette Locks Commission of \$14.4 million dollars for the repair and reopening of the Willamette Falls Locks in HB 5030.

We are an ex-officio member of the Willamette Falls Locks Commission and fully support the community's desire to restore the Locks to operational status and achieve their reopening. The Locks are listed on the National Register of Historic Places and is an invaluable part of Oregon's story. Until shutdown by the Army Corps in recent years, the Locks had been a fully functional, continuously operating bridge between Oregon's past and present – bringing to life an important part of the region's industrial history and identity. As custodians of several historic resources ourselves, PGE takes pride in powering the future while protecting the past. Additionally, we believe that a navigable Willamette River will provide an impetus to economic, cultural, and historic growth for the region and our state.

Please feel free to reach out should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Sania Radcliffe". The signature is written in a cursive, flowing style.

Sania Radcliffe
Director of Government Affairs and Environmental Policy



A CRH COMPANY

STRONG FOUNDATIONS. STRONG FUTURE.

Joint Committee on
Ways and Means
Subcommittee on Capital Construction
Oregon State Capitol
Public testimony
Date: Time: April 19, 2019 12:00 P.M. HR E
900 Court Street NE, Room H-178, Salem, Oregon 97301
Phone: 503-986-1828
Email: jwmcc.exhibits@oregonlegislature.gov

Dear Co-Chairs Sen. Girod and Rep. Holey,

Ash Grove Cement Co. has become aware of the Oregon House Bill 5030. In the bill there is support for the state to reopen and operate the Willamette Falls Locks. We wholeheartedly support this activity. The re-opening of the locks unlocks the upper Willamette River to better delivery to our customers who are located above the falls. Using the river to transport material is a very cost effective approach for Oregon Companies.

We at Ash Grove Cement Co. understand the importance of the Willamette River as a natural highway for moving materials. Using river transport allows us to minimize impacts to our communities by reducing congestion on roads and reducing our carbon output. Ash Grove has been actively contributing to this effort over the last several years including supporting the efforts of the Governor appointed Willamette Falls Locks Commission. We are excited to see HB 5030 move forward and look forward to the opening and operations of the locks again.

Cordially,

DIRECT 913-451-8900
FAX 913-451-8324

11011 CODY STREET
OVERLAND PARK, KS 66210

ASHGROVE.COM



Joint Committee on Ways and Means
Subcommittee on Capital Construction
900 Court Street NE, Room H-178, Salem, Oregon 97301
Phone: 503-986-1828
Email: jwmcc.exhibits@oregonlegislature.gov

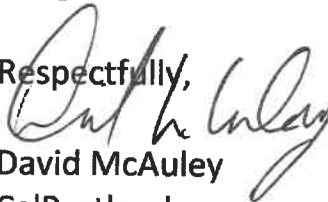
Dear Honorable Committee Members,

CalPortland would like to provide their support for HB 5030, which would provide funds to repair and reopen the locks. The locks provide a great potential for economical transport of sand and gravel to markets in the upper river. Barging is a highly cost-effective, environmentally sound method for moving materials, removing many trucks off already congested roads.

CalPortland currently barges large volumes of sand and gravel into the lower Willamette and Columbia Rivers to several water born facilities, providing many end users with a high quality, reliable source of aggregates, from Scappoose Oregon. Reopening the locks would allow this same high quality, environmental sound material to be utilized on many local projects south of the locks, along and associated to the Willamette river.

The Willamette Falls Locks, besides being a critical marine infrastructure, are also a unique and historical resource to the people of Oregon. We support, once again, making this a public resource available to all citizens in the State of Oregon.

Respectfully,



David McAuley
CalPortland
General Manager



Cement

Attn: Joint Committee on Ways & Means Capital Construction Subcommittee:

Lafarge North America would like to provide its vote of support for the Oregon House Bill 5030 which has allocated fund for repairs and operations of the Willamette Falls Locks. Opening the upper Willamette through the locks provides potential for economically barging building materials in the Willamette Valley and Portland area. This is important to us and many of our customers who build in Oregon.

Also the importance of the locks has been noted for many other uses including huge impacts in tourism, recreation, historical and cultural activities. Lafarge North American recommends that the subcommittee move this legislation forward.

Sincerely,

Kevin Richardson
Territory Sales Manager
Lafarge North American

Wilsonville Concrete Products
31200 SW Industrial Way
Wilsonville, OR 97070



Subcommittee on Capital Construction
900 Court Street NE, Room H-178, Salem, Oregon 97301
Phone: 503-986-1828
Email: jwmcc.exhibits@oregonlegislature.gov

Dear Senators and Representatives,

My name is Michael Bernert and I am the General Manager at Wilsonville Concrete Products (WCP). WCP would like to provide its support for HB 5030 supporting the operation and repair of the Willamette Falls Locks. WCP is excited to see the State of Oregon moving to assist as the public transferee of Locks as the Corp of Engineers move to dispose of them. The locks are vital to the people of Oregon for its historical and cultural importance, for recreation and tourism, and to provide the critical future capabilities for marine transport in the Willamette River.

WCP is owned and operated by my family and employs over 100 people earning family wages in the Willamette Valley. I am the 5th generation of my family that has used the Willamette Falls Locks for commercial marine transport. This has included moving logs and wood chips, barging sand and gravel, performing dredging, building bridges and other marine construction projects, and transporting other commodities. The closing of the locks had a major impact on our business. Our marine fleet was stranded below the falls away from our moorages and properties. We can no longer barge sand and gravel between the lower Willamette and the upper river which was very important to us.

Marine transportation is cost effective, it has significantly lower fuel consumption, requires less equipment to move the same amount of goods, and can move larger, heavier loads than trucking. This week I needed additional pea gravel in our Wilsonville facility (where we produce concrete for Portland area construction). The source for the pea gravel is located just north of downtown Portland. The pea gravel had to be trucked to Wilsonville, where in the past it would have been through the Lock and into our Wilsonville facility. For us, 1 barge can haul easily 1,000 tons. A dump truck with a trailer only hauls about 30 tons. This means one barge is over 30 truck-loads putting additional costs for fuel, more traffic congestion and greater safety risk.

All of the additional costs for delivery of materials are unfortunately passed on to our customers. In addition to reducing costs, one barge load (which would be a nice tow from Portland to Wilsonville) for my pea gravel example would have removed one truck every 14 minutes from traveling through downtown, over the Terwilliger curves, past 217 and into Wilsonville.

WCP purchases aggregate from Columbia County, which requires an even longer transport through Portland metro. Marine transport makes even more sense when the distance is longer. Trucking creates a greater impact on our environment, roads, noise pollution, and overall costs.

The independent analysis completed by EcoNorthwest found the locks provide the following major economic benefits to the State of Oregon:

- Marine transport results in reduced costs for material movement (i.e. barging versus trucking). The infrastructure for loading and unloading Sand and gravel is in place and could resume operations at several facilities in the upper river. The demand for sand, gravel and concrete is expected to increase as Oregon grows.
 - Marine transport of Other large or heavy commodities has been documented to be cost effective but not tested. Steel, large equipment, scrap metal, and similar goods could be moved via barges.
- Lower Moorage costs – since the closure of the locks, WCP has incurred over a ½ million dollars in increased moorage costs. There is currently a shortage of moorage space in the lower Willamette River, and demand has pushed moorage costs higher. The upper Willamette could provide affordable moorage to commercial and recreational vessels.
- Reduce impacts to road and highway infrastructure- a barge can carry over 30 truck loads of material. By barging materials, there is a reduction in congestion, and a Reduction in Carbon and Nitrogen emissions.

On a personal note, the locks also have a fascinating history. At close to 150 years of operations, the endurance shows the incredible nature of the locks and remarkable engineering. The locks are a vital resource to the people of Oregon to enjoy for recreational and commercial purposes (as seen by the huge economic benefits). We fully support all the on-going activities of the Willamette Falls Locks Commission and provide our support for HB 5030.

Respectfully,

A handwritten signature in black ink, appearing to read 'Michael Bernert', with a stylized, cursive script.

Michael Bernert
General Manager
Wilsonville Concrete

April 23, 2019

Honorable Fred Girod
Honorable Paul Hovey
900 Court St. NE
Salem, OR 97301

Association of Oregon Counties Supports HB 5030; April 22, 2019 Hearing
Subcommittee on Capital Construction, Joint Ways & Means Committee

Co-Chairs Girod and Holvey, and Members of the Committee:

The legislatively-authorized Willamette Falls Locks Commission has proposed funding of \$14,422,200 from sale of lottery bonding for repair and reopening of the Willamette Falls Locks. HB 5030, Section 10, contains a Governor's Budget request of \$7.5 million; but AOC, involved counties, cities and state legislators all agree that if we are to take full advantage of this opportunities, the \$14 million-plus amount is appropriate and necessary.

Association of Oregon Counties has been a partner with and highly supportive of the work of the Commission's regional effort to capture this opportunity for maintaining and upgrading one of Oregon's most valuable assets as a tourist attraction, and for increased economic development through opening a barging facility and adding moorage sites below the Willamette Falls. Positive impacts from this redevelopment would also affect communities and counties' effort up and down the Willamette.

As the Commission and individual counties, including my own Clackamas County have stated:

"The Locks are of significant historical and cultural value to Native American tribes and Oregonians, with significant engineering importance. In 1974 the Locks were listed on the National Register of Historic Places, and in 1991 listed as a State Historic Civil Engineering Landmark. The National Trust for Historic Preservation declared the Locks a National Treasure in 2012. The Locks are an iconic feature of the State Heritage Area, and a draw for cultural and historic tourism, that combine with the natural beauty of the Falls and surrounding area".

AOC encourages your support of Section 10 of HB 5030, but support increased funding for the Willamette Falls Locks effort to the amount of \$14,422,200.

Sincerely,



Martha Schrader, President
Association of Oregon Counties



April 17, 2019

Co-Chairs Sen. Girod & rep. Holvey
Ways & Means Joint Subcommittee on Capital Construction
Oregon Legislature
900 Court St., NE
Salem, OR 97301

RE: Support for HB 5030 – Funding for Willamette Falls Locks

Dear Co-Chairs Girod and Holvey, and Members of the Committee:

The Willamette Falls Heritage Area Coalition, Oregon’s State Heritage Area, urges your support for HB 5030. We encourage your support as it pertains to funding the repair and reopening of the Willamette Falls navigation canal and locks. The locks are integral to our National Heritage Area efforts as they are the unifying feature of our recently approved National Park Service feasibility study; the last major hurdle before approaching Congress for a declaration of National Heritage Area status. The Willamette Falls Locks have significant historical, cultural and industrial heritage that we are poised to celebrate on a national stage.

We need to demonstrate to our Congressional delegation that our 56-river miles of Heritage along the Willamette River is a united waterway with access both above and below the locks. Your support of funding the repair and reopening of the Willamette Falls navigation canal and locks is key to our National Heritage Area work.

Once this asset is operating imagine the impact it will have on recreational and heritage tourism, not to mention other areas of commerce, locally, regionally and nationally. There is no National Heritage Area in our region yet, and we would be the first. Your funding support for Willamette Falls Locks ensure we share the natural, cultural, and historic wonder of our heritage area, from Lake Oswego to the upriver areas of French Prairie and Champoeg, bringing great opportunity to Oregon.

Sincerely,

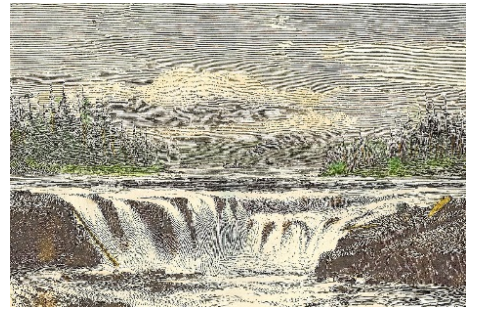
Jon Gustafson

Jon Gustafson
President, Willamette Falls Heritage Area Coalition

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



April 19, 2019

Co-chairs Senator Fred Girod and Representative Paul Holvey
Joint Committee on Ways and Means
Subcommittee on Capital Construction
Oregon State Legislature
900 Court Street, NE
Salem, OR 97301

Re: HB 5030 – Authorization of Lottery Bonds for Willamette Falls Locks
Repair and Reopening Project

The Willamette Falls Heritage Foundation (aka “Friends of the Locks”), is pleased to offer our support for HB 5030 at a funding level of \$14.42 million. Our Foundation has long been one of the chief advocates on the heritage side for repairing and re-opening the Willamette Falls navigation canal and locks.

We encourage you to recommend legislative support for \$14.42 million to fund this important and exciting project from Lottery bonds. While higher than the Governor’s original proposed \$7.5 million, the requested amount is based on further engineering study and a cost estimate that provides a realistic budget to successfully deliver this project.

The National Trust for Historic Preservation named the canal and locks an American Treasure in 2012. However, in its current condition, the public cannot appreciate the reality of this treasure or the economic benefits the locks will offer river communities and many types of marine, recreational, and tourist activities. Our Foundation’s strategic plan has long aspired to the multi-layered values that an operating locks will provide.

The requested \$14.42 million is needed to fund repairs and upgrades as well as the periodic maintenance for the canal and locks that are described in your Legislative Briefing Sheet. This project will allow Oregon to preserve and share the significant historical, cultural, and industrial heritage that the Willamette Falls Locks represents and bring economic and recreational benefits for future generations.

Thank you for the opportunity to voice our support for this important funding request and to encourage you to make this important project become a reality.

Very truly yours,

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



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

April 18, 2019

The Honorable Fred Girod
The Honorable Paul Holvey
Joint Committee on Ways and Means
Subcommittee on Capital Construction
Oregon State Capitol
900 Court Street NE, Room H-178
Salem, Oregon 97301

Re: HB 5030 – Lottery Bond Authorization for the Willamette Falls Locks

Dear Senator Girod and Representative Holvey,

The National Trust for Historic Preservation appreciates the opportunity to offer testimony in support of funding for the Willamette Falls Locks from the Oregon State Lottery bond. We were encouraged by Governor Brown’s inclusion of funding for the Locks in her proposed 2019 budget, and we urge the Joint Committee to support initiating the repair and reopening of the Willamette Falls navigation canal and locks.

The National Trust is a privately-funded charitable, educational and nonprofit organization chartered by Congress in 1949 in order to “facilitate public participation in historic preservation” and to further the purposes of federal historic preservation laws.¹ With headquarters in Washington, D.C., nine field offices, 27 historic sites, more than one million members and supporters and a national network of partners in states, territories, and the District of Columbia, the National Trust works to save America’s historic places and advocates 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, deep organizational investment. 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

¹ 54 U.S.C. §§ 312102(a), 320101.

April 18, 2019



Sen. Girod, Co-Chair, Rep. Holvey, Co-Chair
Ways & Means Joint Subcommittee on Capital Construction
Oregon State Legislature
900 Court St., NE
Salem, OR 97301

RE: Support for HB 5030 – Repair Funding for Willamette Falls Locks

Dear Co-Chair Senators Girod and Holvey, and Members of the Committee:

I have had the honor of serving as the Tourism Director for Clackamas County for the past decade. In my capacity, I was privileged to be appointed by the Governor to the Willamette Falls Locks Commission to represent the Tourism industry. The Willamette Falls Locks lie in the heart of the county and have long been a significant element of the historic, economic and cultural fabric of Oregon's birthplace. And while the US Army Corp of Engineers may not find them of particular value as their federal asset today, I can assure you that they are crucial to the efforts underway to implement a regional water tourism strategy to connect the communities and businesses along the upper and lower sections of the Willamette River. It is a project of statewide significance since recreational tourism combined with commercial tonnage through the reopened Locks will strengthen the economic vitality of the entire region and help reduce our carbon footprint.

It is important to note that the area surrounding the Willamette Falls and Locks as well as upriver and downriver communities are undergoing a major transformation including the effort to reopen the Locks, recover access to the majestic Willamette Falls, redevelopment of both sides of the river at Blue Heron and West Linn Paper, designation as a National Heritage Area, the redevelopment of the historic West Linn City Hall into a Cultural Center, and Tourism's focus on water access and recreation development. Together, these projects and strategies will usher in a whole new era of economic growth for the region- both in urban and rural areas. The economic benefits over a 30 year timeframe for the reopened Locks have been estimated to be \$12-\$49 million in transportation, \$12-\$50 million in recreation, all while removing 80,000-220,000 commercial truck trips from our highways and reducing CO2 emissions by 11,000-32,000 metric tons.

I will be traveling out of state on Friday, April 19 so I am unable to testify before you in person in support of this important project. Instead, as a Locks Commission Member and the Executive Director of Tourism for the area, I am submitting this letter strongly recommending the Committee's support of Section 10 of HB5030 to allocate \$14.42 million in lottery bond revenues for the repair and restoration of the Willamette Falls navigation canal and locks. I am grateful to Gov. Brown for including this project in her FY2019-21 budget and urge a yes vote on HB 5030.

Sincerely,

A handwritten signature in cursive script, appearing to read "Danielle Cowan".

Danielle Cowan, Executive Director
Oregon's Mt. Hood Territory/Clackamas County Tourism & Cultural Affairs

From: [Gerald](#)
To: [JWMCC Exhibits](#)
Subject: re. House Bill 5030, - Willamette Falls Locks
Date: Thursday, April 18, 2019 11:13:35 AM

I am writing in support of the proposed appropriation of \$14,422,200 for the repair and reopening of the Willamette Falls Locks.

Restoring the connection between the upper and lower river at the Falls is a long overdue project that will bring major economic benefits to the region.

Immediately it will enhance Oregon City and West Linn as tourist destinations, and together with the Falls itself, and the “End of the Trail Museum, go a long way towards creating a “critical mass” tourist destination for both local and out-of-state visitors. Oregon City will likely become the base for local river trips, with spill-over benefits to the local economy.

In the longer term I would expect to see some kind of “River Cruise” activity develop, such as a day long trip between Portland and Salem and beyond, similar to the River Cruises in Europe and in the eastern USA.

It’s often overlooked that not repairing the locks still requires them to be made safe, which will also cost a lot of money, and have no public benefit! And will probably not solve the problem, as there will continue to be calls for repairing the locks as long as they remain unprepared !

So let’s get on with it, before inflation adds even more to the cost.

Gerald Fox