

FACT SHEET  
WILLAMETTE FALLS LOCK, OREGON

LOCATION AND DESCRIPTION: The Willamette River is a nationally designated American Heritage River. The People's Transportation Company built Willamette Falls Lock in 1873, opening up bulk commerce between the Willamette Valley and Portland by bypassing 40 foot Willamette Falls. The locks were operated by several owners before the Federal government purchased them in 1915 from the Portland Railway Light and Power Company for \$375,000. The Corps began a series of renovations, completed in 1921. Since the 1920s, the locks have continued to move commerce, log rafts and, with increased emphasis, small recreational craft. Between 1940 and 1970 an average of 1.5 million tons of commerce (mostly log rafts), transited the locks annually. By the 1970s, commerce traffic had subsided and today mainly small pleasure boats use the locks. It is the oldest continuously operating multiple lift lock system in America. The Governor of Oregon, through his Willamette Legacy Program, has recently emphasized the opening and further development of the Willamette River Water Trail, which includes the Locks.

RECENT HISTORY:

- 2002-2004 – Appropriated funding substantially decreases, recreational season limited to summer.
- 2005 – Appropriated funding goes to 0. Congressional Add funding
- FY06 and FY07 – Budget puts locks in “Caretaker Status”
- Oregon Solutions Process convened to examine short, mid, and long term plans for the lock – Congresswoman Darlene Hooley (OR-5) is a major proponent
- Operations costs for FY06 and FY07 paid by Coalition and through Short term Challenge Partnership Agreement with Oregon Department of Transportation (ODOT)
- Coalition members include Oregon Solutions (Governor Kulongoski), Representative Hooley, Senator Smith's staff, the Mayor of West Linn, the Mayor of Oregon City, Clackamas County, the West Linn Heritage Society, Oregon Trail Museum, The Maritime Museum, Willamette Riverkeepers, and Tualatin Riverkeepers.

RECENT FUNDING:

1994	\$1,253,840	1997	\$696,184	2000	\$553,632	2003	\$208,028
1995	\$745,192	1998	\$865,490	2001	\$1,336,313	2004	\$288,804
1996	\$1,242,934	1999	\$498,267	2002	\$175,896	2005	\$182,000

2006 \$53,000 (Appropriated); ODOT \$156,800

2007 \$62,352 (Appropriated); Coalition \$26,500; ODOT \$39,410

2008 \$155,000 (Appropriated) – The District desires to reprogram \$436,000 to fully fund the HSS

ISSUES AND OTHER INFORMATION:

- The Corps provided Congress with capability amount including operation, but not Hydraulic Steel Structure (HSS) Inspection. The Corps revised capability for FY08 to include HSS
- The HSS is necessary based on best engineering judgement that locks should not be operated for safety reasons until the HSS investigation is performed and any necessary repairs are completed.
- The Estimate for the HSS inspection is \$511,000.
- Corps will not operate the locks until the HSS is performed and any necessary repairs are completed
- 2008 Budget
  - Congress provided \$155,000 to initiate HSS
  - Congress directed Corps to seek additional funding to cover difference
    - identify non-essential O&M activities that may be deferred in 2008
    - work with local interests to determine other funding sources
  - Congress directed Corps to report back on additional funding sources
  - Congress directed Corps to report back to Committees on necessary repair measures and their costs following completion of the HSS
  - No additional funds for repairs or operation were provided

- The Corps identified available funds and requested reprogramming authority
- The Corps is currently developing contract documents for the HSS
- The Corps continues to work with the Coalition and other stakeholders, who are currently exploring alternatives for funding the HSS/Repairs/Operation in FY08 if reprogramming authority/additional funds are not provided and long term options for the ownership/operation of the facility
- Facility is aging, and significant capital improvements will be needed over the next 20 years