



Date: February 25, 2016

To: Tammy Baney  
Transportation Vision Panel Co-Chair  
Deschutes County Commissioner  
1300 NW Wall St #200  
Bend, OR 97701

Gregg Kantor  
Transportation Vision Panel Co-Chair  
Northwest Natural, President & CEO  
220 NW 2<sup>nd</sup> Avenue, 13<sup>th</sup> Floor  
97209

Re: Public Comments for the Governor's Transportation Vision Panel – Key Preliminary Findings

**The Willamette Falls Locks Working Group**

- Clackamas County
- Metro Regional Government
- City of Milwaukie
- City of Oregon City
- City of West Linn
- City of Wilsonville
- eNRG Kayaking
- Portland General Electric
- Wilsonville Concrete Products
- National Trust for Historic Preservation
- One Willamette River Coalition

Dear Co-Chairs Baney and Kantor:

On behalf of the Willamette Falls Locks Working Group, thank you for the opportunity to submit public comment on the Key Preliminary Findings for the Governor's Transportation Vision Panel. Please find attached our recommended amendments to include additional language identifying the Willamette River as an invaluable economic driver and transportation resource to Oregon.

The Willamette Falls Locks Working Group is a coalition of stakeholders invested in seeing the Willamette River return to a single navigable river by way of restoring the Willamette Falls Locks. Since the closure of the Locks in 2011 by the U.S. Army Corps of Engineers, the Willamette River has essentially been two separate waterways. While we are certainly invested in the historical value of this 143 year old facility, we believe the restoration of the Locks will create economic opportunities for Oregon that are otherwise lost while the Locks remain in disrepair.

It is our understanding that the Governor's Transportation Vision Panel has been charged with looking at Oregon's transportation system holistically. We firmly believe the Willamette River can provide a transportation service to the Willamette Valley as it once did throughout most of the 1900's, though perhaps through modern industry such as tourism and recreation. While economies and usage of the river are ever evolving, it is our goal to make it clear that a permanent closure of the Willamette Falls Locks will permanently limit any future economies and transportation opportunities from developing on the Willamette River.

Thank you for leading this great work to assess the future of Oregon's transportation infrastructure and for the opportunity to comment. Please contact Gary Schmidt at [gschmidt@clackamas.us](mailto:gschmidt@clackamas.us) for additional information.

Sincerely,

Tootie Smith, Commissioner  
Clackamas County  
Chair

Annette Mattson  
Portland General Electric  
Co-Chair

CC: Colonel Jose Aguilar, USACE  
SB 131 Willamette Falls Locks State Task Force  
Sam Haffner, ODOT GTVP Project Manager

Attached: GTVP Key Preliminary Findings Amendment Recommendations by the WFLWG