



Public Testimony Received Between July 4th and July 22nd, 2018

1. Governor Barbara Roberts*
2. Stan Halle, Oregon River Safety and Preservation Alliance *
3. Dan Yates, Portland Spirit*
4. Jody Carson, Tourism Development Council of Oregon's Mt Hood Territory*
5. Peggy Sigler, resident of Clackamas County*
6. Lucy Vinis, Mayor of Eugene
7. Susan Bladholm, Frog Ferry
8. Susanna Campbell Kuo, Lake Oswego Preservation Society
9. Sheri Freemuth, Senior Field Director, National Trust for Historic Preservation
10. Robinson Foster, Executive Director, Steel Interstate Coalition
11. Jim Mattis, Immediate Past President, Willamette Falls Area Coalition
12. Kirsten Solberg, resident of West Linn
13. Gerald Fox
14. John and Catherine Davis
15. Dave Nelson
16. Keith Galitz
17. Nathan Bronson, resident of West Linn

*Testimony also provided orally at the July 18th Commission meeting.

Transcripts of additional oral testimony can be found in the meeting minutes.

18. Cheryle Kennedy, Confederated Tribes of Grand Ronde
19. Greg Archuleta, Confederated Tribes of Grand Ronde
20. Jon Gustafson, Willamette Falls Heritage Area Coalition
21. Troy Bowers, Willamette Falls Heritage Foundation

Governor Barbara Roberts

July 18, 2018

Mayor Russ Axlerod
Willamette Falls Locks Commission Chair

Dear Mayor Axlerod:

Mr. Chair and members for the Commission, for the record, I am Barbara Roberts and I was the Convener of the Willamette Falls Locks Task Force created by the 2015 Oregon Legislature. Thank you for the opportunity to address this Commission on the issue of repair and reopening of the Willamette Falls Locks. As you know, this Commission was formed at the direction of the 2017 Oregon Legislature with the adoption of SB 256 which was recommended by our 2015 Task Force.

Through the deliberations of the 2015 Task Force, it became apparent that the US Army Corps of Engineers was on a clear path to dispose of the Locks and that it is in the interest of the State of Oregon and local and regional interests to develop an approach to have the Locks repaired and reopened to public service rather than permanently decommissioned. In all likelihood, this will require transfer of the Locks from the Corps of Engineers to some state or local entity or consortium of entities.

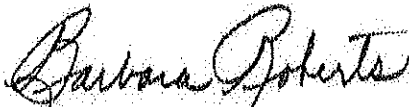
It is clear from past actions of the Oregon Legislature that the question of whether the Locks should be repaired and reopened to public service has been decided and the answer is Yes. As such, your charge is to figure out how to make that happen.

The timing for answering this question is now. The Corps of Engineers have reached their conclusion on the terms under which they will transfer the facility to an alternate entity but has also made it clear that if we fail to identify that entity, they will be forced to commence with a permanent decommissioning.

I understand that the due diligence that this commission must address is significant, including such things as understanding the engineering issues, the costs, the environmental consequences, the status of the title to the property and options for determining a transferee and funding source to repair, maintain and operate the facility. Taking into consideration these challenging factors, I look forward to this Commission coming up with a workable solution.

I have attached my testimony in support of SB 256 to the June 14, 2017 Ways and Means Subcommittee on Transportation and Economic Development. Within that document, I provide more details on the importance of taking action to repair and reopen the Locks. In addition to the Locks being an important historic treasure, they will be important for future commercial, economic development, tourism and recreation activities. We cannot let this opportunity slip through our fingers. Thank you for the hard work you will provide in developing a solution.

Sincerely,



Governor Barbara Roberts
Willamette Falls Locks Task Force Convener

Attachments: Governor Roberts testimony to the June 14, 2017 Ways and Means Subcommittee on Transportation and Economic Development of the 2017 Oregon Legislature

[REDACTED]

Testimony of Governor Barbara Roberts

SB 256

June 14, 2017

Ways and Means Subcommittee on Transportation and Economic Development

Good afternoon Co-Chairs Johnson and Gomberg and members of the Subcommittee.

For the record, I am Governor Barbara Roberts and I was the Convener of the Willamette Falls Locks Task Force established by this body in the 2015 Legislative Session. You charged that Task Force to develop findings and recommendations for the repair and reopening of the Willamette Falls Locks and we did that: which is **why** I am speaking with you today. First, I want to thank the legislators that participated in our work-Senators Devlin and Olsen and Representatives Parrish and Barton. I would also like to thank representatives from Oregon Department of Transportation, Parks, and the Marine Board for their contributions and insights. Thanks are also earned for representatives from local government, the Confederated Tribes of the Grand Ronde, the U.S. Army Corps of Engineers and members of the community. With their input and expertise, we developed the recommendation for legislation that is now Senate Bill 256. Several of you are sponsors of the bill and we appreciate your support.

The principle conclusion of the Task Force embodied in SB 256 and in the Dash 3 amendment is to establish a State Commission with the clear charge to determine

the future for the Locks, with the likely result being a transfer from the US Army Corps of Engineers to a new entity, such as the state or a local government, a special district, or a consortium. I would like to elaborate on the need and importance of following through on this recommendation.

The federal Corps of Engineers has initiated a formal "Disposition Study" wherein they will carry out their due diligence to inform their decision on the future of the Locks. An entity needs to be established with the clear line of authority and communication to interface with the Corps and represent the interests of the people of Oregon. The Task Force concluded this responsibility doesn't fit squarely within the responsibility of any single existing state or local organization and therefore we recommended that a new Commission be formed to represent the interests of local and regional governments, Tribes, businesses and the State. The Dash 3 amendments improve the make-up of the Commission with the inclusion of representation of Clackamas, Marion and Yamhill counties, affected cities, expansion of Tribal representation, recognition of representatives from the business, tourism, cultural and environmental communities plus State agencies.

At the State level, it is envisioned that three state agencies will represent aspects of the Locks that Oregonians care about. Oregonians care about our cultural heritage and history, so State Parks has an interest in preserving the Locks for our citizens and also for the economic potential from cultural tourism. Business Oregon has an interest in the Locks for tourism, as well as movement of commerce on the Willamette and future economic potential from the possibility of inland ports.

ODOT has an interest in the marine transportation of goods and also the potential of using the river as a transportation route in the event of a catastrophic event. Other State agencies also have an interest in the Locks. The Marine Board has an interest for boating and recreational watercraft. Oregon Emergency Management has an interest in the Locks and the Willamette River as a transportation route following a catastrophic event. As Governor, I led these agencies and understand how difficult it can be to bring different departments and agencies together, but how important it is for our State that we facilitate this collaboration for projects that have significance **and** that cross departmental lines.

The window of opportunity is **here** and **now!** The Locks have deteriorated since they were closed in 2011. The Corps of Engineers is bound by federal law to invest in marine navigation facilities that produce economic benefit of national significance. With the shrinkage of the timber industry, there is no longer movement of huge tonnage of logs downriver through the Locks. As a result, it is the intent of the Corps to dispose of the facility, either to a transferee or as surplus property with construction of a concrete bulkhead that would stabilize the water flow but permanently close the Locks. The prospect of construction of a concrete bulkhead raises significant environmental issues.

It is vital for our region that we carry out our own due diligence to inform our decision on the future for the Locks while negotiating with the Corps. We need to understand the engineering issues, the costs, the environmental consequences, the status of the title to the property, options for determining a transferee and securing

a funding source to repair and operate the facility. It is not sufficient to simply wait and have the Corps hand us their conclusion.

Plus we now have supportive federal legislation in place thanks to the hard work of the Oregon Congressional delegation. In the waning hours of the 114th Congress, the "Water Infrastructure Improvements for the Nation Act" (or the WIN Act) was signed into law. Within that legislation is Section 1165 directing the Corps of Engineers in the case of disposition studies to "consider the extent to which the property concerned has economic, cultural, historic or recreational significance or impacts at the national, State, or local level." The key question for the disposition study is the level of funding the Corps will contribute towards repair of a facility they want to transfer. In this new Act, the language directs them to use a new standard. A State Commission should be in place so that our local and state interests are **united** and also that we have the opportunity to pursue and influence this new standard.

The Locks are a 143 year old national treasure. They have value for their place in history and their cultural significance. However, the Locks also present an opportunity for economic development in the region, especially when you consider the combination of the Locks and the Legacy project across the river at the former Blue Heron site. The timing is critical for Oregon. With the repair and reopening of the Locks, the Willamette River will once again be navigable above the Falls. We are

the stewards of this treasure and together, with a Willamette Falls Locks Commission and the passage of this bill, we can move forward.

The design of the Commission with the Dash 3 amendment is solid and inclusive. The time for passage is now! Oregon will not likely get a second chance at this unique opportunity. I recommend your passage of SB 256 with the Dash 3 amendment. Thank you.



OREGON RIVER SAFETY & PRESERVATION ALLIANCE (ORSPA)

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Standing Subcommittees

1. Law/Regulations/ Enforcement

2. Multiple Agency Collaboration

3. Organization/ Stakeholder Alliances

4. Outreach/ Communications/Media

To: Willamette Falls Locks Commission Members ("WFLC")

From: Stan Halle, Director at Large, ORSPA Board

Date: 17 July 2018

Context: Pursuant to Senate Bill 256 (2017), Oregon Solutions is facilitating the Willamette Falls Locks Commission (WFLC). Senate Bill 256 established the commission to advise state, local, and regional government agencies on development and implementation of a plan for repair, reopening, operation, and maintenance of the Willamette Falls navigation canal and locks.

Bottom Line Upfront: We are providing this written testimony to help expand the WFLC's understanding of the potential ripple effects on Willamette River users, natural habitats, property owners, etc. given the planned reopening of the locks. The WFLC has an opportunity to develop more fully-informed plans and recommendations, rather than simply fulfill its task in a vacuum. There needs to be a coordinated, multi-agency effort to establish a long-term vision/plan to ensure that the growing number of diverse users of the River can conduct activities safely and without damaging the shoreline, sensitive habitats, or putting property/other users at risk.

Background:

- Users of the River have mixed feelings about re-opening the locks:
 - *Pluses:* allowing the flow of watercraft between the Upper and Lower Willamette
 - *Minuses:* bringing problematic boating traffic into the Newberg Pool – e.g., jet boats, larger tourist boats – especially if unregulated
- The Willamette River is a wonderful place to boat, swim, kayak, paddle board, relax, and enjoy the beauty of Oregon.
- As the Portland metropolitan area population has grown, an increasing number of motorized and non-motorized boaters are recreating on the Willamette between Oregon City and Dundee. This stretch of the river is known as the Newberg Pool. It averages approximately 30' deep and 500' wide.
- The relatively narrow width of the River within the Newberg Pool can lead to congested conditions and leaves little space for wake energy to attenuate prior to putting other boaters and property at risk. Large wakes have crashed into docks knocking people over, paddle-boarders off their boards; and swamping smaller boats and non-motorized watercraft.
- High energy wakes are not just a Willamette River or Oregon issue. We have found multiple jurisdictions around the World trying to address and mitigate the wake impact.

Who We Are: The Oregon River Safety & Preservation Alliance (ORSPA) is a nonprofit organization comprised of water sports enthusiasts, paddlers, fishermen, nature lovers, riverfront farmers, and property owners. Including our Alliance Affiliates, we represent over 11,500 residents.

Our mission is to preserve Oregon's rivers for everyone by supporting policies that:

- Balance the needs of different types of river users;
- Improve safety and protection of people and property (e.g., boats, docks, shoreline);
- Minimize adverse impacts so that our waterways remain viable as a recreational resource for a wide range of users for generations to come.

ORSPA was formed at the end of 2017 due to the increasing public safety, environmental, property damage and erosion concerns along the Upper Willamette River. Rapidly changing wake-surfing technology has outpaced Oregon State Marine Board regulations and the ability to adequately enforce them.

We are working with the OSMB, State Legislature, and other State Agencies to find solutions that take into account a variety of user needs and concerns. Thus far, OSMB has been unable to implement lasting measures that protect the resource and follow legislative intent per ORS 830.100: *"It is the policy of this state to promote the safety for persons and property in and connected with the use, operation and equipment of boats."* Much like the Water Sports Industry Association (WSIA) – we are interested in preserving the vitality of river recreational activities long into the future.

The efforts undertaken by the OSMB in 2008-2010 went a long way to recognizing the growing wake-impact issues on the Upper Willamette. Unfortunately, these rules have been very difficult to enforce and too many boaters simply ignore them. We are confident that locations more capable of supporting unrestricted towed & freestyle watersports can be identified. The Upper Willamette (Newberg Pool) is simply not wide enough to be one of those places without clear and enforceable control measures put into place. The cumulative and growing impact of high-energy wake on personal safety, property and shoreline in this fragile river environment far outweighs the recreational use of Wake-Enhancing-Devices (WEDs) and advanced hull designs to intentionally increase wake size.

We welcome the opportunity to discuss this further or participate in any stakeholder groups you may establish.

Sincerely,

Stan Halle,
Director at Large, ORSPA Board

cc: Rep. Vial
Rep. McLain



Portland Spirit - Willamette Star
Crystal Dolphin - Explorer Jet Boat
Columbia Gorge Sternwheeler

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Willamette Falls Locks Commission
Oregon Solutions
National Policy Consensus Center
Portland State University
P.O. Box 751

July 18, 2020

Dear Sirs,

I am Daniel Yates, founder and President of Portland Spirit River Cruises. Portland Spirit has been in business 24 years and operates five vessels that annually conducts about 2,000 cruises from Astoria to Ice Harbor on the Columbia River and from Oregon City to Portland on the Willamette. Prior to the Willamette Locks closures we occasionally ran to Champoeg State Park from Portland. Portland Spirit is one of the largest privately owned attractions in the state of Oregon.

The Willamette Locks are very valuable asset that needs to be invested in and reopened. The recreational opportunities are self evident, but the commercial opportunities are enough to justify a significant investment in rebuilding the locks. I will list out the various economic opportunities.

Industrial Economic Opportunity:

The Willamette River down to Salem has been declared a National Marine Highway by the Federal Government. The intent of the designation is to develop the Willamette river to take traffic off the interstate system. Several large Willamette Valley employers would like to connect to the Port of Portland via barge and stop using tractor trailers to haul product to the Port. The barges would haul containers to the Port and return with empty ones. The lowest carbon foot print form of transportation is by barge and with our local interstate system running at capacity there is need to remove traffic from the system to allow for future traffic growth. With commercial barge traffic getting preferred passage through the lock they can run predictable transit times. New York City announced just today that they are going to invest \$100 million dollars in barge service for internal movement of trucks within NYC limits. NYC is so constrained by geography and population growth it needs to explore all opportunities to assist traffic movement.

With the locks open commercial traffic can access shipyards and drydocks to be refurbished and satisfy Coast Guard required inspections.

Commercial Economic Opportunities:

Transiting through locks is a major tourist attraction and Willamette Locks being some of the oldest in the nation give more reason for people to take advantage of the opportunity to transit. The Locks will open up commercial opportunities for a variety of potential users.

I could see light watercraft races from Salem to Portland as an interesting opportunity.

Overnight cruise market is the largest opportunity for making a dramatic impact on lock usage. Due to restrictive zoning the Willamette Valley wine region has a significant shortage of hotels and that is limiting the growth potential of the region. In Europe they supplement their hotels by operating a very healthy overnight river cruise industry. Small cruise ships (8 to 49 passenger) operating from Portland could offer a variety of cruises featuring the history, food and drink of our region. I have been contacted by many companies over the last few years to assist in starting up an operation, but I must tell them the river is blocked by closed locks. I bet there could be 20 to 30 of these barges operating on that route within a few years of the locks being opened.

The sternwheeler Willamette Queen, located in Salem, has sold many trips from Salem to Portland prior to the locks being closed. Portland Spirit has sold trips to Campoeg Park on its Explorer jetboat, but only had a couple of runs prior to the closure.

Currently we do not understand the full potential of what commercial opportunities as the Market has not focused any energy on using the Locks with them being closed.

Funding opportunities:

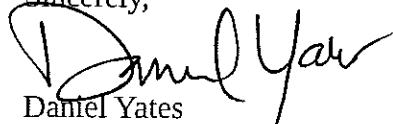
The State of Oregon department of transportation is evaluating tolls for the Portland Region interstate system. The Federal Government may be more open to tolling their roads if part of that toll money was used for rebuilding and operation the Willamette Falls Locks and building infrastructure for barge loading/unloading and tourist docks above the locks. This will require minimal initial capital investment and on going operating expenses.

A second source of funding is all industrial marine traffic pays a gas tax to the Army Corp of Engineers for maintaining the Federal Lock systems. I would tap that tax system for a stipend for every industrial vessel that uses the Willamette Locks. I believe the tax is about \$.10 per gallon.

If the Army Corp does not operate the Willamette Locks then I would charge a user fee for all non-industrial users. I would charge all industrial users a fee if the Willamette Locks operator does not get a share of the Federal Marine Fuel tax.

Open the locks and rebuild them. If you have any questions please contact me at 503 224-3900 or email at Dan@Portlandspirit.com.

Sincerely,


Daniel Yates
President.



July 18, 2018

Willamette Falls Locks Commission
c/o Turner Odell
Portland State University
PO Box 751
Portland, OR 97207-0751

RE: Willamette Falls Locks

Chair Axelrod and Members of the Commission,

The Tourism Development Council of Oregon's Mt. Hood Territory (OMHT), the destination marketing organization for Clackamas County, is pleased that the Willamette Falls Locks Commission has convened and will be continuing discussions regarding the repair and reopening of the Willamette Falls Locks, while exploring options for ongoing operations and maintenance.

As an organization immersed in tourism promotion and development, we readily see the inherent and potential value of this site. With its proximity to the Legacy Project, redevelopment opportunities on the West Linn side of the river and connections to the Willamette Falls Heritage Area, as well as its prospects for transportation and tourism, especially featuring recreation, heritage and culture, the Locks are an asset of too great significance to remain closed or be permanently decommissioned.

OMHT has been actively engaged in locks issues for some time. We are founding cornerstone members of the Willamette Falls Heritage Area Coalition and have been working with local, regional, state and federal partners on potential solutions since 2002 when the Army Corp of Engineers (ACE) began providing limited seasonal service.

In 2011, we were part of a stakeholder group formed when The Locks were put into caretaker statues and provided input on the Final Disposition Study. During the 2015 legislative session, we advocated for SB 131, which established the Willamette Falls Locks Task Force, and in 2017 we supported SB 256, which created the Willamette Falls Locks Commission. Beyond advocacy and discussion, OMHT was instrumental in securing \$100,000 in regional tourism funds to support the Commission's work.

We are supportive of options that will result in the repair and reopening of The Locks and their potential transfer from ACE to another entity, either public, private or a combination there of, that would operate them for commercial and recreational use. More specifically, we believe the best option would be to transfer The Locks in an operational status or possibly under a cost sharing scenario. We believe this would offer the greatest opportunity to leverage past and future investments (federal, local, regional and state) at the site.

OMHT is not the only tourism entity that recognizes the value and potential of The Locks. In addition to Travel Portland and Portland Region partners who agreed to direct \$100,000 towards the Commission's work, Travel Oregon spent \$27,000 in 2007 on media outreach, and in 2017 their executive director, Todd Davidson, served on the Willamette Falls Locks Task Force. Together, we are part of a broad coalition of government entities and organizations that support reopening The Locks.

The discussions have been long and many, and the road not particularly easy. And there is still much to be done, but the array of expertise and perspective represented on the Commission makes us feel optimistic that a long-term solution can be reached.

Sincerely,



Jody Carson
Chair, Clackamas County Tourism Development Council

18 JUL 2018
Willamette Falls Locks Commission

TESTIMONY

Peggy Sigler

[REDACTED]
Canby, Clackamas County, Oregon
[REDACTED]
[REDACTED]

Good afternoon. Thank you for this opportunity to talk to you today about the Willamette Falls Locks. I'm Peggy Sigler, a resident of Clackamas County. For three decades, I have been involved with various heritage and historic preservation projects in the County and throughout the state. Among other roles, I worked as an Historic Resource Planner for the County, am retired as the Oregon Field Officer for the National Trust for Historic Preservation, and served on the WFLocks Working Group and State Task Force.

After the 2011 closure, I worked with Sandy Carter and others to identify the WFLocks as a Trust "National Treasure", and we launched the 2012 effort to "Unlock the Locks". Sandy had already led advocacy efforts for more than a decade with monumental wins and surprising setbacks. Together we knocked on many doors and built a growing movement, proven by those of you around the table today. Thank you! And thank you to the professionals, advisors, and agencies who have stepped up to help. There is a lot of love for the Locks, and I believe a deep well of support to be tapped when it comes time to seek action from the Legislature, the Congressional delegation, and the voter.

In 1974, the Locks were placed on the National Register of Historic Places by the Corps of Engineers. As such, the Corps is obligated to abide by the 1966 National Historic Preservation Act, which in Section 110 requires Federal agencies to "...preserve, ...use, ... manage and maintain its historic properties..." 16 U.S.C. § 470h-2(a), and in Section 106 requires that Federal agencies "take into account the effects of their undertakings on historic properties" and "seek ways to avoid, minimize or mitigate any adverse effects..." 36 C.F.R. § 800.1(a).

With deterioration of the Locks due to neglect, the Corps has not adhered to Section 110. In violation of Section 106, the Corps had not assessed potential adverse effects prior to closing the Locks. Led by the National Trust and nearly two dozen local partners, we began meeting with Corps officials in July 2012, urging them to initiate the overdue Section 106 process. Two years and many meetings later, the Corps officially "determined that the closure of the locks to vessel traffic has had - and may continue to have - adverse effects on the character-defining features and qualities that made the locks eligible for listing in the National Register."

Early in the process, an unidentified Corps engineer told me that the safety "red tag" placed on the Locks which triggered the closure was for Corps' convenience and could be removed at any time. I told Mr. Kevin Brice on more than one occasion that for all the money the Corps had spent sending multiple staff - sometimes up to twelve - to meetings with local advocates, they could've surely repaired and reopened the Locks.

In October 2016, more than two years and many meetings later, the Corps, the State Historic Preservation Office, the President's Advisory Council on Historic Preservation, and 17 concurring parties signed the *Section 106 Memorandum of Agreement for the Willamette Falls Locks*, which you have in your background packets. Here I have a *Summary* of those *Stipulations*, which I will share with Mr. Odell. I do not believe the Corps has followed through on the MOA stipulations and intends to pass the burden of responsibility onto a new owner. While I commend the Corps' intent to secure a new owner for the Locks, their MOA obligations have a cost. If the Corps is not willing to meet their legal obligations of the Section 106 MOA, the funds to cover those responsibilities should be provided by the Corps as part of a transfer agreement.

- Today, I urge you to keep the historic value of the Locks in the forefront of your work, despite the absence of a dedicated historic resource specialist on the Commission.
- I urge you to hold the Corps to the Section 106 MOA stipulations to which they agreed, at the least, by providing funds to cover their obligations within a transfer.
- And I urge you to always question the sincerity of the Corps in genuinely wanting to do what is best for our local community.

I often felt my role in this process was of rabble-rouser - and I'm sure, vexer to Corps staff - perhaps catalyst. I am proud to see you all at the table today, working together to Unlock to Locks. I realize that some agencies are here to make sure you don't get picked to be the new owner, yet based upon the level of public support that I think is out there, you could get a winner! Thank you so very much for your time today and all you are doing!

Attached: *Summary of the October 19, 2016 USACE WFLocks Section 106 MOA Stipulations*

SUMMARY of USACE WFLocks Sec106 MOA STIPULATIONS

**Summaries of Stipulations I - VIII from pages 3 - 6 of MOA
*Refer to full MOA Stipulation language for accuracy.***

MOA SIGNED: OCTOBER 19, 2016

- I. Regular meetings with signatories & concurring parties **no less than twice a year.**
- II. Regular meetings with signatories, concurring parties and stakeholders at least **every 2 months** under leadership of WFLWG to discuss disposition and repair, reopening, and operations.
- III. Investigations included but not limited to:
 - A. 100% federally-funded engineering study to assess condition and repairs to include:
 1. Forensic investigation of operating components
 2. Updated technical condition
 3. Economic analysis to identify least-cost alternative to decommissioning; environmental study to assess presence of hazardous materials
 4. Pertinent structural repairs to return to safe and operable
 5. Pertinent assessments in IIIB
 - B. Pursue with non-federal entity a 50/50 cost-share study to identify analysis and administrative steps for alternate ownership or management. **IF** pursued, shall include:
 1. Assess technical condition for rate of deterioration, risks, potential liabilities, and need for dredging
 2. Consideration and economic assessment of transfer of ownership and/or operations to identified transferee
 3. Economic evaluation of reauthorization to different mission
 4. Economic evaluation of status quo closure
 5. Economic evaluation of de-authorization, decommissioning and divestment
 6. Cost estimate to repair and return to safe operations
 7. Economic opportunity analysis of reopening and continued operation
 8. Investigations of environmental and regulatory requirements, including NEPA and Sec 106 for repair and final disposition
 9. Assessment of real estate title and boundaries with scope, schedule, and budget to resolve issues

10. Environmental assessment of presence, abundance and cleanup requirements of hazardous and toxic materials

11. Assessment of continued Corps' regulatory requirements over new owner/operator

IV. Continue caretaker obligations under NHPA Sec 110 to preserve and protect the property: inspection and monitoring of status through operation of gates; monitoring of condition and deterioration of gudgeon anchors and lock walls; removal of intrusive objects and plant materials; monitor geophysical activities; prevention of public access and vandalism.

V. Public outreach endeavors including:

A. Cooperate with volunteers to provide public tours and support endeavors to promote public awareness such as Lock Fest

B. Provide public presentation "Locks' Past, Present & Future" upon request

C. Assess, inventory and conserve interpretive displays, historical items, photographs, archives and artifacts to SHPO approval; facilitate loans to local museums.

D. Consult with signatories to develop book, website or video documentary to commemorate Locks history

E. Qualified professional to document for Historic American Engineering Record (HAER); approval by NPS and SHPO with distribution completed by 2020.10.19.

F. Develop mutually agreeable plan with tribes for conducting traditional canoe practices by 2017.10.19.

G. Investigate and discuss need/no need for Locks to be repaired and operational prior to transfer by 2017.10.19.

VI. Anti-Deficiency Act

A. Corps shall make good faith efforts to secure funds. MOA does not require expenditure of funds in violation of the Anti-Deficiency Act.

B. If compliance with Anti-Deficiency Act impairs implementation of this MOA, Corps shall consult with signatories and concurring parties as per VII and VIII.

VII. MOA shall expire upon completion of requirements or by 2026.10.19. Corps may consult with signatories and concurring parties to reconsider, amend or renew Stipulations.

VIII. Yearly, Corps shall provide summary report of work undertaken to all MOA parties, in addition to required meetings with signatories, concurring parties and stakeholders as in Stipulation I.



Mayor's Office
Lucy Vinis

July 18, 2018

Dear Willamette Falls Locks Commission,

The City of Eugene continues to support the rehabilitation and reopening of the Willamette Falls Locks, as stated in the attached resolution. We thank you for the work that you are doing towards these efforts.

Sincerely,

A handwritten signature in cursive script that reads "Lucy Vinis".

Lucy Vinis
Mayor of Eugene

RESOLUTION NO. 5129

A RESOLUTION SUPPORTING THE REOPENING OF WILLAMETTE FALLS LOCKS.

The City Council of the City of Eugene finds that:

A. On January 1, 1873, the Willamette Falls Locks opened to allow passage around the waterfall at Oregon City, thereby providing access to a one river system.

B. In 1915, the Army Corps of Engineers purchased the Willamette Falls Locks from the private operator, thereby ensuring free public passage through the Locks.

C. In 1974, the Willamette Falls Locks were listed on the National Register of Historic Places; it was the first significant facility built to improve navigation on the Columbia-Snake River Inland Waterway system and, through 1939, the most important.

D. In 1991, the Willamette Falls Locks were designated as a State Historic Civil Engineering Landmark by the American Society of Civil Engineers.

E. In 2006, Governor Kulongoski designated the Willamette Falls Locks as an Oregon Solutions project, and the Willamette Falls Locks Oregon Solutions Task Force was formed, which continues to the present as the One Willamette River Coalition coordinated by the Willamette Falls Heritage Foundation to preserve the Locks and support its continued operation.

F. From 2006 through 2010, funding provided to the Army Corps of Engineers from the Oregon Department of Transportation, Clackamas County and the U.S. Congress allowed for seasonal operations and selected structural upgrades, including \$2.2 million in funds from the American Recover and Reinvestment Act of 2009 (PL 111-5).

G. In November 2011, the Willamette Falls Locks were placed into "non-operational" status and on short notice were closed to vessel passage based upon an engineering assessment that identified safety concerns of potential failure.

H. Closure has placed a severe hardship on commercial, recreational and tribal river users.

I. In March 2012, the National Trust for Historic Preservation declared the Willamette Falls Locks as one of the most threatened National Treasures, thereby providing technical assistance.

J. The Historic Preservation League of Oregon (now Restore Oregon) named the Willamette Falls Locks as one of its 10 "Most Endangered Places."

K. An application is being prepared for designation of the area surrounding the Locks as a National Heritage Area by the National Park Service.

L. In September 2014, ECO Northwest, under contract with the Willamette Falls Heritage Foundation, published the "*Willamette Locks Economic Potential Report*," providing information on potential operating costs and community benefits of reopening the Locks.

M. The non-operational status of the Willamette Falls Locks has rendered the Willamette River non-navigable above Willamette Falls.

N. The Willamette Falls Locks are a primary historic asset under application being prepared for designation of the areas at the Willamette Falls as State and National Heritage Areas.

O. The Cities of West Linn, Oregon City and Wilsonville have adopted formal Resolutions supporting the reopening of the Willamette Falls Locks.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The Eugene City Council urges the Army Corps of Engineers to expedite the needed rehabilitation of the Willamette Falls Locks and reopen the Locks to the general public and commercial, recreational and marine traffic.

Section 2. The Eugene City Council supports creation of a State Task Force to work with the Army Corps of Engineers to develop a plan for sustainable operations of the Willamette Falls Locks.

Section 3. The Eugene City Council urges the Oregon Congressional delegation to support the expedited repair and reopening of the Willamette Falls Locks.

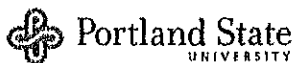
Section 4. The Eugene City Council supports the rehabilitation of the Willamette Falls Locks as an integral part of the State and National Heritage Area at Willamette Falls.

Section 5. This Resolution is effective immediately upon its passage by the City Council.

The foregoing Resolution adopted the 22 day of April, 2015.



City Recorder



Turner Odell <todell@pdx.edu>

Willamette Falls Locks

Wed, Jul 4, 2018 at 11:53 AM

To: todell@pdx.edu

Hello Turner,

I am writing to voice my support for the opening of the Willamette Falls Locks. Our region was built along the banks of the river for a reason, as our waterways provide a natural transit mode that is fundamental of our culture. More than 200 years ago, the local Native Peoples connected by water and there would have been dozens if not hundreds of canoes lining the shores of the Willamette and Columbia rivers.

Frog Ferry has coalesced a group of more than 250 supporters and stakeholders to once again bring passenger ferry service to the Portland-Vancouver region. From the research we have conducted, of the top 80 river city communities around the world, every one has a ferry service with the exception of our community. Attached please find a Concept Plan as well as a link to our website. A passenger ferry service to Oregon City and further south would simply make good sense for the livability of our community.

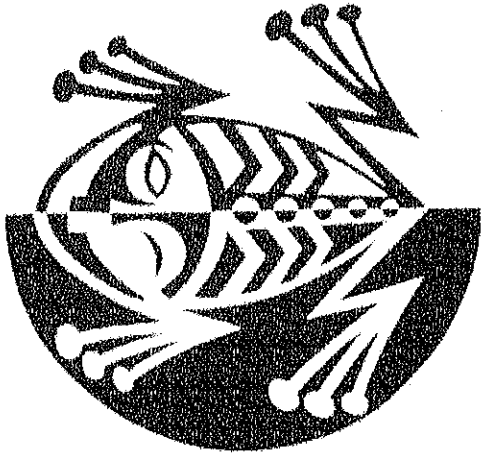
Thank you for your consideration and leadership,

Susan Bladholm



FROG FERRY

www.frogferry.com



FROG FERRY

Portland-Vancouver Passenger Water Taxi Service

Frog= Shwah-kuk in the Chinookan Tribal Language, Art. Adam McIssac

CONFIDENTIAL-Susan Bladholm Version 2018 Q1

CANOES AND FROG MYTHOLOGY ON THE COLUMBIA & WILLAMETTE RIVERS

The ability to travel the waters of the Columbia and Willamette rivers has allowed people to become intertwined through trade and commerce for centuries by canoe. The journal entries of Lewis and Clark in 1805 described the shores of the Columbia River as being lined with canoes elaborately carved from cedar trees. The ability to navigate these waterways gave the Chinook people control over vast reaches of the Columbia River basin for hundreds of years.

The area surrounding the Columbia and Willamette rivers is steeped in a rich mythology told to us through early ethnographers who traveled the river documenting Native American inhabitants and their culture. According to Chinookan mythology, Frog (*Shwekheyk* in Chinook language), was given the basics of weavable fiber by his relatives, Snake and omnipotent Coyote. With this fiber, Frog was given the task of creating the cordage for the weaving of the first fishing net. With this net, made from fibers of nettle plants, Frog had made it possible for the new human beings to catch their first salmon. Coyote tested the net, with the guidance and wisdom of his three sisters, thereby establishing the complex set of taboos associated with the catching of the first salmon of the season.

The Chinook people would never eat or harm Frog for his association to them would always protect him. That is why you should always step around frogs and never over them.

—Adam McLissac, *Chinookan Master Artist*

BACKGROUND

Portland, Oregon has experienced exponential growth, leading the nation for inbound interstate immigration, increasing by 150 people per day. The enhanced density, aided by the confines of the urban growth boundary, has dramatically increased traffic congestion.

Portland has been an innovator for multi-modal transportation, having installed MAX Light Rail lines beginning in 1986, which now extend east to west and north to south with splicer systems to include the Portland Streetcar which operates as a central city circulator, as well as the Willamette Shore Trolley during summer weekends. Currently the city and surrounding area are mired in traffic; traffic is a leading conversation topic every day.

New transportation infrastructure truly transforms communities and is a vital source of community development. (Note: Statistics pulled from referenced studies listed in “Research” heading.)

- In 2014 Portland area congestion cost businesses and families \$1.8 billion in wasted time and fuel.
- By 2040, congestion is projected to increase by 30%.
- Oregon Business Plan Transportation Advisory Committee: Reducing road congestion is the highest priority action item. More than 110,000 autos cross the I-5 Bridge daily; 120,000 cross the I-205 Bridge.
- Passage of \$5.3B Oregon Transportation Funding Bill: Focused on infrastructure improvements over the next 10 years to improve the economy, quality of life, and reduce congestion. Transportation comprises 37% of Oregon’s greenhouse gas emissions.

Portland has a distinctive personality, and locals are supportive of using multiple modes of transportation in effort to preserve the environment. Bicycle lanes are a cultural norm, with 15,000 cyclists crossing five bicycle friendly bridges each day. Portland is a walking-friendly city with short blocks, and use of Uber and Lyft is skyrocketing (gained 35% of Portland International Airport market within first two years of launch)—all in effort to avoid the congestion and high downtown parking fees.

Portlanders are proud of their choice to call Portland “home,” leave their recyclables at the curb, enjoy their trails and parks, and protect the natural resource-based environment in general. If anything, Portland has become loved too much—with small tech and sports and apparel companies flocking to the area in search of a work-life balance that provides a special quality of life for young families who honor “diversity”—across many dimensions

of the definition. Portland Nicknames: City of Bridges, Portlandia, River City—Portland is iconic in that it sits at the confluence of two rivers with the city split by the Willamette River (east to west) and the states of Washington and Oregon (north to south) divided by the Columbia River.

CUSTOMERS

1. **Commuters** from Vancouver heading south who work in Portland for the 1.0 version of the Frog Ferry and later as well as commuters from the Milwaukie/Oregon City area heading north who work in Portland for the 2.0 version of the Ferry. These are motorists willing to leave their cars at home, or to park near the shore by their home, and commute via watercraft and as well as compatible modes of transportation such as MAX light rail, bicycle, walking, or bus. The target is north-south commuters and does not address the east-west commuters into inner Beaverton or Gresham unless mass transit options exist.
2. **Circulators** which are pedestrians in the downtown core who are transiting during the day across or up or down the river for lunch, meetings, or errands. Non-home destination on either end; office to restaurant or appointment.
3. **Visitors:** Sightseeing during non-commuter hours via an iconic, fuel-efficient mode of transportation for locals and visitors to see the city from a new point of view that builds the “City of Bridges” and “River City” brand of being founded along two mighty rivers. This service would connect most river-front amenities as well as provide a link to other mass transit options.
4. **Citizens in Distress:** Provide as an emergency response option in the event of Cascadia Subduction Zone catastrophic earthquake event.

GOALS

- **Safety:** above all else.
- **Customer Satisfaction:** Seamless customer experience from parking to destination and back; beat or match travel time by car.
- **Connect people and the city** using the river corridor to provide an instrumental means of unifying the transportation infrastructure network of bus, light rail, pedestrian, bicycle, and auto.
- **Operational Efficiency:** Strategic equipment, timing, ramp access, partnerships with municipalities, and operational best practices. “Green” practices to ‘do no harm’ to the river. Reduce CO2 emissions.
- **Public-Private Partnership:** This would be a watershed public-private partnership that would benefit road users throughout the region and minimize the burden through partnership and start-up cost share.
- **Profitability:** There have been models developed in the past that haven’t penciled out. We must prove there is demand and scale the operations for profitability.

Fundamental attributes of successful Mixed use Travel Profiles:
(Credit: Rick Gustafson, Portland Streetcar)

Vision + Land use + Mobility/Transportation
= *Successful high density, mixed use living*

COMPETITIVE ADVANTAGES

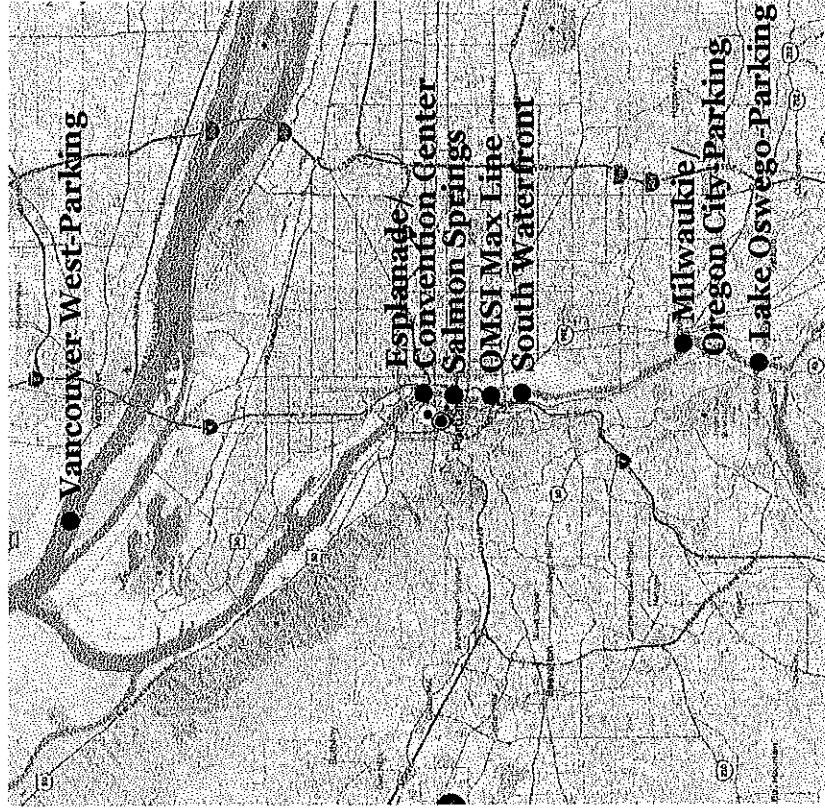
- Timing/Demand:** The demand is high with few other alternatives to address the traffic issues. This city that draws educated Generation X and Ys searching for jobs, young families searching for an affordable sense of community, leading-edge research doctors, global apparel designers, and tech innovators. At its heart, the Portland metropolitan area is approachable, a small town with a big-city sense of culture, and a demand for sophisticated cuisine, outdoor travel experiences and transportation infrastructure (Port, aerial tram, preserving waterfront park and Forest Park in proximity to the water and downtown as the highest use of the space.) Portland recently adopted a transportation funding bill to help alleviate the congestion—however accessibility remains problematic.

Citizens are mired in gridlock, and traffic has become the gripe of the hour. Providing new means of moving large groups of people, is largely beyond the financial capability of individual municipalities and even regional public entities. Yet the community is hungry for this type of innovation. There is an opportunity to integrate our light rail, pedestrian bridges and corridors, bicycle-way system, roadways, and maximize the river highway that runs through the Portland metro region and was its historical transportation back bone.

- Cost and Ease:** Vancouver drivers are currently averaging more than an hour to commute each way every day. The aggravation, time, and fuel costs are frustrating commuters who don’t have an alternative way to make a living unless their employer allows them to work from home. There is the ease, romance, and mystique of driving 10 to 15 minutes to park, boarding a watercraft to enjoy a leisurely trip in to work while catching up on emails and news (while enjoying a quality beverage), and then debarking to walk, take MAX or bicycle to the office.
- Lack of Competition:** At present there are few alternatives to address this issue, especially given constraints of state funding, the failure of the Columbia River Crossing (I-5 Bridge failed expansion), and no other organized water taxi service for large numbers of passengers. Currently there is the Portland Spirit company, a tour boat traveling at 8 knots for noon hour scenic tours and a Jet Boat tour operator for thrill-seekers who cruise up the river at 40 knots to see the sights and enjoy 360 degree spins. Both operators may be potential partners to have for back up needs.
- Partnerships:** The leadership of Frog Ferry has a 30 year career of working with a variety of municipalities to create new ways of doing business better. We have the capability to coalesce multiple disciplines to aggregate resources and the collective need to improve the traffic situation. If every vested entity participates, and we are able to leverage civic relationships, coalesce knowledge of the communities along the route, and put the customer experience first, we can significantly improve the livability of residents and address one pivotal aspect of commute-time congestion. This would be a watershed public-private partnership that would benefit nearly all citizens and minimize the burden through partnership and start-up cost share.

FULL ROUTE: 7 STOPS

- 1.0 Version:** Start with round trip Vancouver, Washington to downtown Portland, Salmon Springs core service.
- 2.0** When we are successful with the initial launch and route, we can add watercraft and service from Lake Oswego/Milwaukie to downtown Portland. Eventually partner with three of seven jurisdictions for parking facilities and boat access.



Salmon Springs Dock/Waterfront Park Seawall
Owned and managed by Portland Parks and Recreation, note: Salmon Springs dock leased to American Waterways (Portland Spirit)

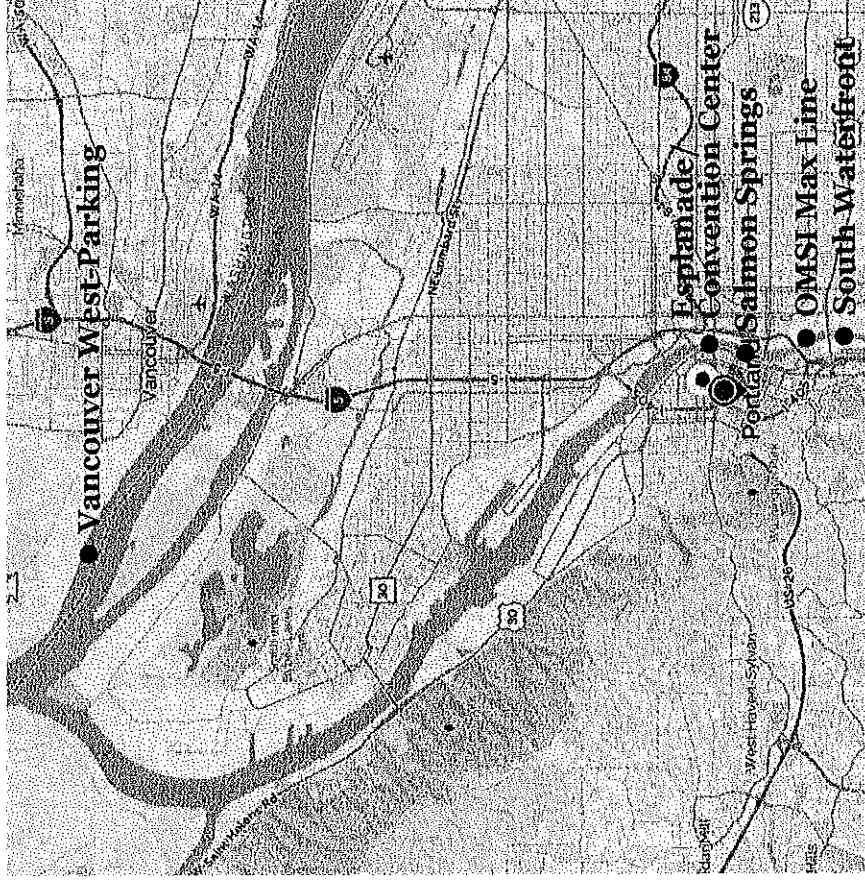
OMSI Dock
Owned and maintained by OMSI

Rose Quarter East Bank Esplanade/Duckworth Dock
Owned and maintained by the Portland Office of Transportation

OHSU Dock
Owned and maintained by unknown.

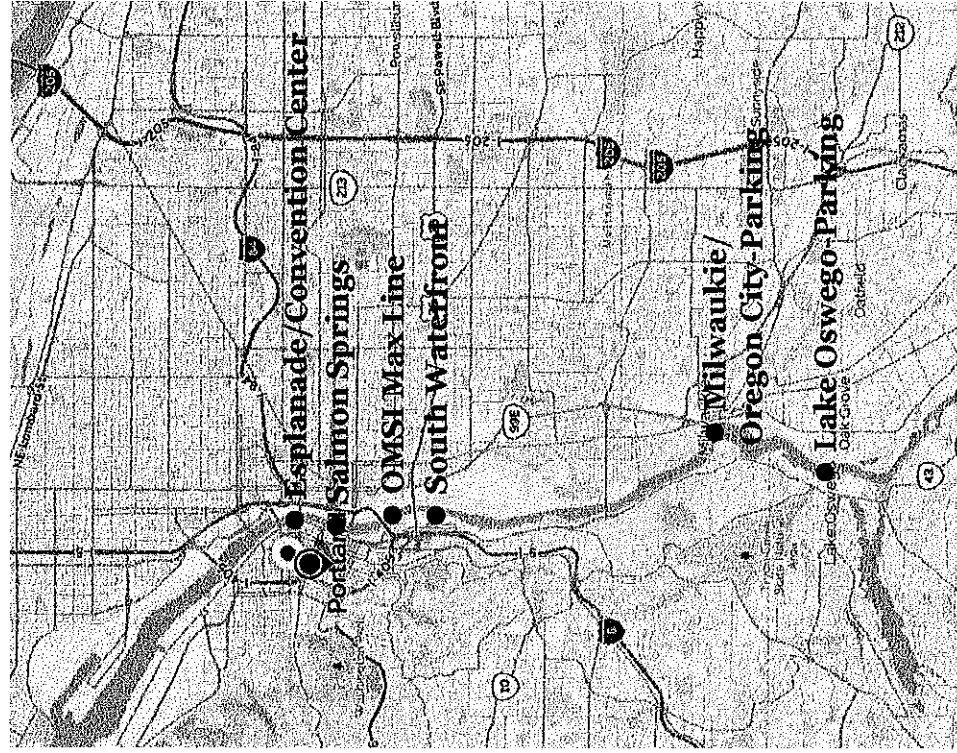
NORTH/SOUTH VANCO-PORTLAND

1.0 Vancouver to Portland Downtown Core at Salmon Springs Fountain, no parking



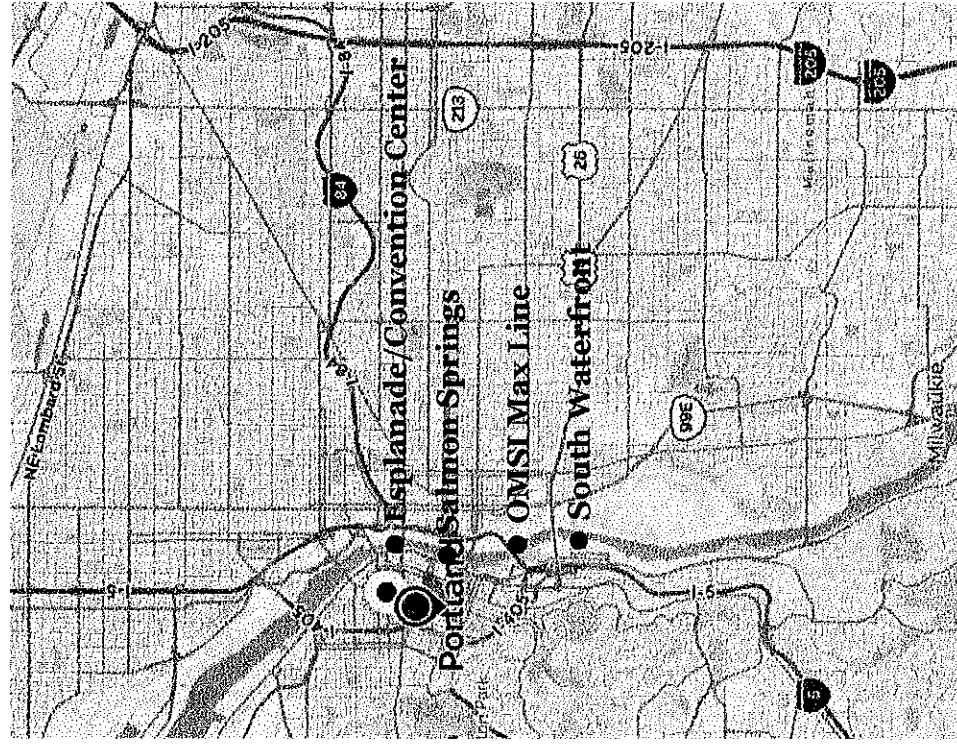
SOUTH/NORTH MILWAUKIE/ OREGON CITY & LAKE OSWEGO TO PORTLAND DOWNTOWN CORE

2.0 From a Milwaukie or Oregon City location with parking facilities to Lake Oswego (parking facilities) to OHSU (stop only, no parking) to OMSI stop (no parking, stop only) to Salmon Springs Fountain (stop only, no parking.)



EAST/WEST PORTLAND

3.0 To help alleviate traffic and provide a new mode of transport for river crossings from the downtown core on the west side at Salmon Springs Fountain to key venues such as the Rose Quarter Arena and Oregon Convention Center on the east side.



TRANSIT TIMES

Armada Transit Times from Vancouver								
NM Dist	10 KTS		15 KTS		20 KTS		30 KTS	
	Minutes (Leg)	Minutes (Cum)	Minutes (Leg)	Minutes (Cum)	Minutes (Leg)	Minutes (Cum)	Minutes (Leg)	Minutes (Cum)
(1) Vancouver Origin	0							
(2) Rose Quarter/Convention Center	12.38							
Subtotal Transit	12.38		50		37		25	
			74	50	37	37	25	25
(3) Salmon Springs	0.66							
Subtotal Transit	13.04		3		2		2	
			78		39		27	
(4) OMSI - Max	0.48							
Subtotal Transit	13.52		2		2		1	
			61	53	41		28	
(5) OHSU / South Waterfront	0.67							
Subtotal Transit	14.19		3		2		2	
			55	58	43		30	
(6) Milwaukie	3.33							
Subtotal Transit	17.52		13		10		7	
			71	71	53		37	
(7) Lake Oswego	1.77							
Total Transit	19.29		7	78	6	59	4	41
			116					

RESEARCH

Willamette River Ferry Feasibility Study (2006)
<https://www.portlandoregon.gov/bps/article/292730>

Summary of Recommendations:

- *Obstacles: lack of useable docks and terminal facilities.*
- *2006 operational cost of a 100-passenger catamaran vessel would be approximately \$210 an hour, and \$3.4M annually. Total cost per passenger approximately \$18.*
- *Successful funding strategy would rely on receipt of federal operating funds, passenger fares and likely require other non-traditional sources of local funding.*
- *Differences in passenger demographic for commuter vs. circulator service.*
- *Need for debris clearing from the river.*

Willamette River Recreation Strategy (2012)
<https://www.portlandoregon.gov/bps/article/384686>

Link to Willamette River background documents
<https://www.portlandoregon.gov/bps/38962>

Link to Central City 2035 Plan
<https://www.portlandoregon.gov/bps/47907>

Link to Columbia River Crossing Plan:
<https://www.portlandoregon.gov/bps/article/501261>

Link to Portland TSP Plan:
<https://www.portlandoregon.gov/transportation/article/651817>

METRO Southwest Corridor Plan
<http://www.oregonmetro.gov/public-projects/southwest-corridor-plan>

Modeling of Commuter Travel Patterns to Prove Demand:

Look to the future, rather than the past, for modeling. Use analogies such as commuter rail from Wilsonville.

2017 Portland survey for Water Taxi Service in Portland

Credit: Rhonda Spencer

<http://sunstoneoregon.com/gem/wp-content/uploads/2017/10/Ferry-Survey-2017.pdf>

CHALLENGES

River Obstacles:

- *Channel right of way*
- *High and low water variance*
- *Wake*
- *Speed/range of boat*
- *Bridge clearance*
- *Dock access/erosion concerns*
- *Logs (deadheads) and debris in the water*
- *Riverway is unlike any other*

Funding/Municipality Support

- *Lack of support for past river ferry systems*
- *Willingness to subsidize like TriMet or other municipal water taxi services*
- *In the past, the river has been treated as an “obstacle” or hurdle rather than an asset*
- *Lack of maritime knowledge within the municipalities*
- *Demand for commuter vs. downtown circulator service*
- *Finance plan: which agencies will take the lead?*
- *Operational cost: Log-incident inspection down time, unionization, insurance, and municipalities appetite to provide docks and access.*

Approach Principles:

- Put the customer experience and safety first
- Stay focused. Avoid rabbit holes and scope creep.
- Early engagement with potential partners
- Create Stakeholder group;
 - Public Sector Municipalities
 - Private Sector Investors
 - Private Sector Property owners/managers
 - Transportation experts
- Gather research and conduct focus groups and studies
- Media Outreach
- Lobbying
- Engage Electeds
- Must be unified, with some compromises made
- We won't "fix" the I-5 traffic problem, but will improve it
- There will be competing issues and budgets: we must become a priority
- One route to start; follow where there is demand and a civic will
- Create and adopt operational plan, with recommended vessels that will work effectively on the Columbia and Willamette rivers while being clean and quiet to match expectations of the community.
- Create a public-private partnership and financial plan that leverages early private-sector investment for vessels and allows time for public-sector entities to commit budget to subsidize the service. All municipal water taxi services researched around the world are subsidized. Base the start up on the Portland Streetcar public-private model.
- Other Support Documents: Operations Plan, Stakeholders, Vessel competitive analysis, Financial Plan

LEADERSHIP/MANAGEMENT



Founder/President: Susan Bladholm is a transportation enthusiast, who learned to work with multiple jurisdictions as a co-founder and first executive director of Cycle Oregon, a 30-year old bike ride that gained recognition as a top ride in the nation within the first three years of operations. She has staffed five governors, served the Oregon Economic Development Department (dba Business Oregon) for 10 years, spent 10 years with the Port of Portland (airports, seaports, industrial lands) as director of Corporate Marketing, and currently serves as the Senior Director of Marketing and Strategy for a global aviation services company that conducts business across six continents. She is a student pilot and enjoys flying in the region with her husband, an accomplished pilot.

Contact: Susan Bladholm, bladholmsusan@gmail.com, 503-319-2164
webpage: TBD

COMPANY MANIFESTO

Imagine living in a place that values the environment as much as the individual. A place where locals flock to the beach, mountains, waterways, and deserts to play as they work to preserve. A place where new ideas, new ways of thinking, new ways of connecting are honored. A place where rivers harbor the secrets of the native peoples who heralded the confluence of the two rivers as the perfect place to call home, raise families, establish trade centers, and enjoy a bountiful cornucopia of foods.

We live in that place, and are fortunate to call it home. More and more people now call it home and compete to make a living and commute with traditional means of single occupancy autos. Let's use the waterway Mother Nature gave us as a natural highway to move about the region. Let's use this mode wisely, safely and consciously so we can both protect the resource and help preserve air quality as we entice our neighbors to leave their cars at home and improve our road-way usage.

The Frog Ferry is a company based on a need and a commonsensical approach to problem solving. Our neighbors in Seattle, Vancouver B.C., San Francisco and multiple river cities around the world maximize the advantage of river transit, while Portland has barely scratched the opportunity. Now that demand for alternative means of commuting to downtown Portland is at an all-time high, let's put operations in work that are a win-win for the local municipalities, commuters, and downtown employers.

This is an ambitious and complex initiative to address a complex and vexing issue. However, the Portland-Vancouver region is known for a spirit of cooperation and willingness to address transportation challenges in an entrepreneurial and enterprising manner. Together we are capable of bringing a new way of navigating the River City.

TIMELINE

(abbreviated. See full Operations plan for full time table)

2017 Q3: Outline premise. Outreach to stakeholders to assess interest and support.

Q4: Prove a viable business model and outline operational cost and finance model.

2018: Q1: Commitments from public and private sector; first round of funding

Q2: RFP for taxi service operator. RFP for watercraft.

Q3: Planning, approvals, build out for docks and ramps by public sector partners

Q4: Finalize on-line synched software

2019 Q1: Funds Secured and Revenue begins to be realized via initial investments

Q2: Communications blitz: beta test

Q3: Watercraft arrive and are configured for safety, paint, inspections

Q4: Hiring, beta test, docks installed

2020: Q2: Launch Service



July 14, 2018

Attn. Turner Odell, J.D.
Oregon Solutions/National Policy Consensus Center
Portland State University
P.O. Box 751
Portland, OR 97207-0751

Testimony in support of re-commissioning the Willamette Falls Locks:

The Lake Oswego Preservation Society strongly supports the effort to negotiate an agreement with the U.S. Army Corps of Engineers to transfer management of the Locks to a public or private owner and to reopen the Locks. There are many reasons the Locks should not be allowed to fall into disrepair or be permanently closed. Foremost among these are:

1) PRESERVATION OF AN HISTORIC TRANSPORTATION CORRIDOR

Closing the locks would permanently sever navigation between the upper and lower reaches of Oregon's second largest river. The consequences of this action would have a negative impact on the economic future of all communities in the Willamette Valley.

2) DISASTER PREPAREDNESS

Transportation on the Willamette may prove essential in the event of a natural disaster in which roads and bridges are destroyed. This is a transportation route that serves the state's three largest cities.

3) CULTURAL TOURISM

The Locks are a major historic feature at Willamette Falls and one of the oldest continuously operating locks in the U.S. If they are closed, the tourism potential of Willamette Falls will be greatly diminished both for sightseers and for river excursions that would depend on the locks.

4) RECREATION

If the Locks are closed, recreational boaters will no longer be able to travel between the upper and lower Willamette.

5) SUSTAINABILITY & ECONOMICS

As roads become more congested, transporting freight by river will become increasingly important. In some cases, river transport may be the only option for some exceptionally large items.

Sincerely,
Susanna Campbell Kuo
Lake Oswego Preservation Society

We see a future in our past.

PO Box 502 Marylhurst, Oregon 97036 503-481-2479 a 501(c)(3) organization

www.lakeoswegopreservationsociety.org



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

July 17, 2018

Russell D. Axelrod
City of West Linn Mayor/Willamette Falls Locks Commission Chairman
c/o Oregon Consensus Oregon Solutions
Portland State University P.O. Box 751
Portland, Oregon 97207
Sent by email to todell@pdx.edu

Dear Mayor Axelrod:

Thank you for the invitation to testify at the July 18, 2018, meeting of the Willamette Falls Locks Commission. I was pleased to attend your June 6 meeting, on behalf of the National Trust for Historic Preservation, and was gratified to see the Commission in action; working collaboratively to identify stewards that will ensure the repair, reopening and sustainable operation of the Willamette Falls Locks. While I am unable to attend your meeting this month, I hope the Commission will find the following comments to be constructive as you move ahead.

As you know, 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 traffic in December 2011, and placement of the Locks in non-operational caretaker status. Using a variety of advocacy tools, guided by the insights of a broad and diverse coalition of local stakeholders, we have pursued our objective to "Unlock the Locks."

The National Trust fully supports the Willamette Falls Locks Commission and its collaborative efforts to identify a transferee, to define the process for assuming responsibility and taking over operations of the Locks, and to establish funding mechanisms for on-going operations, maintenance, and future capital needs, all of which are essential to the Army Corps' successful divestiture of the facility.

We await with interest the issuance of the Final Disposition Study and Integrated Environmental Assessment for the Willamette Falls Navigation Canal and Locks. As you know, the National Trust submitted comments a year ago to the Army Corps indicating our support for the Study alternative (Alternative 3) that seeks the transfer of the facility to a new owner. Furthermore, we shared our concern that the Army Corps needs to transfer the Locks in


working condition, not only to comply with the Corps' legal responsibilities for the stewardship and maintenance of its historic properties, but also to be consistent with precedent for the appropriate disposal of other historic assets owned by federal agencies.

In addition to monitoring the Disposition Study, the National Trust participated in the National Historic Preservation Act Section 106 consultation process, and is a Concurring Party to the resulting Memorandum of Agreement (MOA). The MOA is a legally binding and enforceable document, which established stipulations to which the Army Corps has committed. Some of these stipulations pertain to the Disposition Study (such as maintenance and stewardship obligations), and others pertain to public outreach and access. We encourage the Commission to be attentive to this document and to ensure adherence to the stipulations.

In conclusion, the National Trust has been gratified by the work of the local community to preserve and protect the Willamette Falls Locks to benefit all Oregonians. The formation of your Commission representing the full breadth of related interests – tourism, commerce, recreation, historic and cultural interpretation, and traditional Native American uses – will ensure a sustainable future for this remarkable historic site.

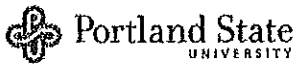
We look forward to working with you as you reach a successful conclusion for this most worthwhile endeavor. Please let me know if you have any questions or concerns at sfreemuth@savingplaces.org or by telephone at 208-891-4121.

Sincerely,



Sheri Freemuth
Senior Field Officer

cc: Chris Daniel, Advisory Council of Historic Preservation
Tom McCulloch, Advisory Council of Historic Preservation
Reid Nelson, Advisory Council of Historic Preservation
Chrissy Curran, Oregon State Historic Preservation Office
Christopher M. Page, U.S. Army Corps of Engineers
Gail C. Celmer, U.S. Army Corps of Engineers



Turner Odell <todell@pdx.edu>

Willamette Falls Locks Commission

Turner Odell <todell@pdx.edu>

Tue, Jul 17, 2018 at 11:49 AM

Draft To: [REDACTED]

On Jul 2, 2018, at 3:59 PM, Robinson Foster <[REDACTED]> wrote:

Hello Lisa,

The public needs to learn more how reopening the Willamette Falls Locks, among other alternative modes, may play a role decongesting Portland metro highways.

This is developed in the position paper "The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion," accompanying slide show, and Willamette Neighborhood Association resolution. All three are posted at <http://www.steelinterstate.org/projects>, under the Oregon header.

Three agenda questions for the Willamette Falls Locks Commission July 18th meeting:

First, may its members read the the position paper in preparation?

Second, may I present the slide show, taking questions and feedback?

Third, may the members discuss, debate, and vote to approve or disapprove the draft resolution contained in the the position paper?

Looking forward to your questions and feedback.

Best Regards,

Robinson Foster, Executive Director
Steel Interstate Coalition

[REDACTED]
[REDACTED]

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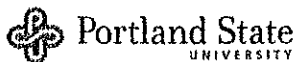
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<Mayor Letter on WFLC to Steel Interstate Coalition.pdf>

[REDACTED]

[REDACTED]

[REDACTED]



Turner Odell <todell@pdx.edu>

Willamette Falls Locks Commission

Turner Odell <todell@pdx.edu>

Wed, Jul 18, 2018 at 10:36 AM

Draft To: Robinson Foster <[REDACTED]>

On Wed, Jul 18, 2018 at 10:30 AM, Robinson Foster <[REDACTED]> wrote:

Hello Turner,

Thank you for your help.

For the July 18th meeting, I would prefer to make the following written public comment.

Would the Commission please, between now and the next meeting:

- Read the position paper, slide show and resolution that you have submitted into the record.
- Note that the Steel Interstate Coalition:
 - Works to inform the grassroots about alternative modes of transportation.
 - Advocates that the grassroots support state and federal funds to learn more about the business feasibility of reopening the Willamette Falls Locks, and other alternative modes of transportation.
 - Holds that if any one, or more of these alternative modes of transportation may be found to reduce highway congestion in the Portland metro, that highway tolls provided under House Bill 2017 may be either reduced, or eliminated.
- Reach out to me with questions and feedback as needed.
- Place on the agenda for its next meeting discussion and debate of the resolution.

Best Regards,

Robinson Foster, Executive Director
Steel Interstate Coalition[REDACTED]
West Linn, OR 97068
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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Take Action

The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion

The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion

By Robinson Foster, Executive Director, Steel Interstate Coalition

I. Summary

Great highways alone are insufficient to truly relieve freight and passenger congestion on Portland, Ore. metro highways. Alternative modes of transportation are needed including river, railway, and "transit on demand." Efficiencies and operating revenues created by effective application of these alternative modes may take the place of tolls.

II. Oregon House Bill 2017 won't work

In Oregon House Bill 2017 (<https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2017/Enrolled>), (<https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2017/Enrolled>) (<https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2017/Enrolled>), the Oregon legislature and governor instructed the OR DOT to generate scenarios to toll, modernize, and widen Portland metro highways.

The law states that the tolls are to, "encourage some people to travel at less congested times or to choose an alternative mode." However, it provides no process to assess and develop alternative modes for freight and people.

The Oregon Transportation Commission (http://www.oregon.gov/ODOT/Get-Involved/Pages/OTC_members.aspx), (www.oregon.gov/ODOT/Get-Involved/Pages/OTC_members.aspx) (http://www.oregon.gov/ODOT/Get-Involved/Pages/OTC_members.aspx), will receive the OR DOT preferred tolling scenario at the Sixth and last Value Pricing advisory committee meeting is June 25th, 2018 in Portland, (<http://www.steelinterstate.org/projects>) (<http://www.steelinterstate.org/projects>). Before December 31st, 2018, this four-person body alone will rule whether or not to approve an application to the Federal Highway Administration to implement the preferred tolling scenario.

There are four problems with House Bill 2017:

1. It is not possible to solve a highway congestion problem with greater highway capacity alone. Just ask Los Angelinos with sixteen lanes in each direction not enough. Read "[Braess' Paradox, Building new roads can increase traffic congestion](https://www.forbes.com/sites/quora/2016/10/20/bad-traffic-blame-braess-paradox/#28411ab614b5)" (<https://www.forbes.com/sites/quora/2016/10/20/bad-traffic-blame-braess-paradox/#28411ab614b5>), (<https://www.forbes.com/sites/quora/2016/10/20/bad-traffic-blame-braess-paradox/#28411ab614b5>), (<https://www.forbes.com/sites/quora/2016/10/20/bad-traffic-blame-braess-paradox/#28411ab614b5>).
2. Toll drive toll evaders onto city streets creating problems there, read "[Motorways, tolls and road safety: evidence from Europe](https://link.springer.com/content/pdf/10.1007/s13209-011-0071-6.pdf)" (<https://link.springer.com/content/pdf/10.1007/s13209-011-0071-6.pdf>), (<https://link.springer.com/content/pdf/10.1007/s13209-011-0071-6.pdf>) (<https://link.springer.com/content/pdf/10.1007/s13209-011-0071-6.pdf>).
3. Toll are regressive. They hurt middle and low income businesses and families who have never factored tolls in their business and family budgets, and have no other choice than to drive. Read WA DOT's "[The Impacts of Tolling on Low-income Persons in the Puget Sound Region](https://www.wsdot.wa.gov/research/reports/fullreports/721.1.pdf)" (<https://www.wsdot.wa.gov/research/reports/fullreports/721.1.pdf>), (<https://www.wsdot.wa.gov/research/reports/fullreports/721.1.pdf>) (<https://www.wsdot.wa.gov/research/reports/fullreports/721.1.pdf>).
4. Efficient, effective alternative modes of transportation are not available for freight and people. While OR DOT has spent about \$7 million through April 2018 fulfilling House Bill 2017, and forecasts spending \$15 million total through the end of 2018 on it, nothing has, or will be spent to learn about the following alternative river, railway, and "transit on demand" modes of transportation. Any or all of these may better fulfill the objectives of House Bill 2017 to truly decongest highways.

III. Learn more about alternative modes of transportation

The public needs to learn more how alternative river, railway, and "transit on demand" modes of transportation may decongest highways, pay for themselves, and create positive benefits:

A. Reopen the Willamette Falls Locks in West Linn?

Settle ownership and repair cost issues to allow freight to ship, and people to travel on the entire river, decongesting highways?

1. Take shipments of sand and other commodities off the highway, into barges?
2. Leverage riverfront redevelopments, recreation, and tourism?

3. Read the [Economic Benefits of Reopening the Willamette Falls Locks](http://orsolutions.org/wp-content/uploads/2018/04/WFL-Economic-Benefits-Final-Report-2018-0404.pdf) (<http://orsolutions.org/wp-content/uploads/2018/04/WFL-Economic-Benefits-Final-Report-2018-0404.pdf>), (<http://orsolutions.org/wp-content/uploads/2018/04/WFL-Economic-Benefits-Final-Report-2018-0404.pdf>), (<http://orsolutions.org/wp-content/uploads/2018/04/WFL-Economic-Benefits-Final-Report-2018-0404.pdf>).

B. Rebuild railways for new and improved freight and passenger services?

Create railway capacity, velocity, and reliability to help truckers and people, decongesting highways?

1. Why drive through a metro area if one may bypass it at less cost, in less time? See the [Land Ferry](http://www.steelinterstate.org/projects) (<http://www.steelinterstate.org/projects>), (www.steelinterstate.org/projects), and [Rolling Highway](http://www.steelinterstate.org/Mission) (<http://www.steelinterstate.org/Mission>), (www.steelinterstate.org/Mission), videos.
2. Improve conventional unit, manifest, and intermodal railway freight services using the same tracks.
3. Improve passenger Cascade Corridor service, implement OR DOT's "[Pacific Northwest Rail Corridor Study](http://www.oregonpassengerrail.org/page/routes)" (<http://www.oregonpassengerrail.org/page/routes>), (<http://www.oregonpassengerrail.org/page/routes>).

C. Create "transit on demand" service?

Allow individuals and families to confidently reduce automobile ownership, decongesting highways?

1. Use ride share service, (similar to Uber, or Lyft), to serve low population density origin and destination zones, (e.g., residential, commercial). Connect to a grid of fixed express bus, streetcar, and light rail routes.
2. Deliver service at a lower cost than rideshare, (e.g., Uber, Lyft), and greater cost than TriMet.
3. Service faster than public transportation as we know it, with 100% geographic coverage, and 100% reliable 24/7 service.
3. Plan, pay, communicate through one smart phone application.

IV. Fund business feasibility assessments

To learn more about these alternative modes, state and federal elected officials need to identify and allocate funds to conduct business feasibility assessments. These will assemble and assess key data and information in detail from:

1. Markets to be served, and revenues and expenses to be accrued, resulting in an internal rate of return.
2. Public benefits and costs including impacts on congestion, safety, highway pavement and bridge wear, highway modernization and widening cost, environmental quality, and economic development.
3. Private benefit and cost factors, from freight rates to inventory holding cost, and from passenger travel costs, to time savings for people.

Because public and private leadership is deeply committed to the status quo, (e.g. House Bill 2017), the Steel Interstate Coalition works to inform grassroots registered voters how alternative river, railway, and "transit on demand" modes of transportation may better decongest highways, pending the outcome of business feasibility assessments.

Grassroots Portland metro residents must work with their respective neighborhood associations, (the lowest organized level of government), to each pass the DRAFT OR DOT Toll Resolution, below.

The Willamette Neighborhood Association in West Linn passed its resolution June 13th, 2018, (signed copy pending), the first in the Portland metro. The [Metro Neighborhood Association Map](https://www.oregonmetro.gov/sites/default/files/2016/10/24/NeighborhoodsRegional_0.pdf) (https://www.oregonmetro.gov/sites/default/files/2016/10/24/NeighborhoodsRegional_0.pdf), (https://www.oregonmetro.gov/sites/default/files/2016/10/24/NeighborhoodsRegional_0.pdf), (https://www.oregonmetro.gov/sites/default/files/2016/10/24/NeighborhoodsRegional_0.pdf), gives an overview of all n the Portland metro neighborhood associations.

This body of resolutions is a bottom-up strategy for each neighborhood association to leverage their respective city councils, county commissions, and Metro Council, (metropolitan planning organization), to do the same. These four lowest levels of government use the body of resolutions to leverage state and federal elected officials to identify and allocate funds needed to learn more about alternative river, railway, and "transit on demand" modes.

Reach out to the Steel Interstate Coalition for help contacting your neighborhood association, and to coordinate within the Coalition.

V. DRAFT OR DOT Toll Resolution

The (fill in name of neighborhood association, city council, county commission, or metropolitan planning organization council) resolves three things:

First, that the Oregon Transportation Commission table tolling scenarios to be recommended by the Oregon Department of Transportation pursuant to its responsibilities under Oregon House Bill 2017.

Second, that before the Oregon Transportation Commission votes to forward the tolling scenarios to the Federal Highway Administration for approval, it needs to know more how alternative river-based, railway-based, and "transit on demand" transportation services may decongest highways, with positive lifecycle environmental impacts.

Third, to learn more about alternative river-based, railway-based, and "transit on demand" transportation services, that state and federal elected officials identify and allocate funds to the Oregon Department of Transportation to conduct business feasibility assessments of them.

Facts and concepts presented in the position paper titled, "The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion," (<http://www.steelinterstate.org/Projects/Oregon> (<http://www.steelinterstate.org/Projects/Oregon>)), serve as a basis for this resolution.

VI. Donate to the Steel Interstate Coalition to implement this strategy

The Steel Interstate Coalition, a nonprofit 501(c)(3), is completely dependent on donations from grassroots individuals enabling us to coalesce grassroots registered voters across the Portland metro to precipitate state and federal funds to learn more about alternative river, railway, and "transit on demand" modes.

Donations to the Steel Interstate Coalition will fund our bottom-up work in other corridors across North America, too. For example, to make I-81 Multimodal through Virginia's Shenandoah Valley (<http://www.steelinterstate.org/projects/virginia>), (<http://www.steelinterstate.org/projects/virginia>), and to Land Ferry to relieve I-80 between San Francisco and Salt Lake City (<http://www.steelinterstate.org/projects>), (<http://www.steelinterstate.org/projects>).

Please donate to the Steel Interstate Coalition via PayPal or snail mail:

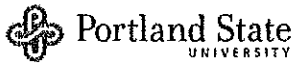
<http://www.steelinterstate.org/donate> (<http://www.steelinterstate.org/donate>)

We welcome your questions, feedback, and donations, contact:

Robinson Foster, Executive Director
Steel Interstate Coalition — a project of RAIL Solution

West Linn, OR 97068

<http://www.steelinterstate.org> (<http://www.steelinterstate.org>)
<http://railsolution.org> (<http://railsolution.org>)



Turner Odell <todell@pdx.edu>

Written Testimony from the WFHAC to the Willamette Falls Locks Commission

Jim Mattis [REDACTED]

Tue, Jul 17, 2018 at 10:57 AM

To: todell@pdx.edu

Cc: [REDACTED]

Dear Mr. Odell

Attached is a letter from me, as the Immediate Past President of the Willamette Falls Heritage Area Coalition, for the Locks Commission record. Also attached are copies of the two documents referred to in my letter. Please be advised that our current President, Jon Gustafson, plans to be at the West Linn city hall on the July 18 to give a few minutes of oral testimony as well. Thank you, Jim Mattis

3 attachments

Locks Letter.docx
43K

2018 feasibility study final.pdf
9801K

National Heritage Areas 101.pdf
1249K

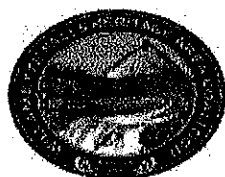
1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

2. The second part of the document outlines the various methods and techniques used to collect and analyze data. It highlights the importance of using reliable sources and ensuring the accuracy of the information gathered.

3. The third part of the document focuses on the interpretation and analysis of the collected data. It discusses the various statistical and analytical tools used to identify trends and patterns in the data.

4. The fourth part of the document provides a detailed overview of the results and findings of the study. It includes a comprehensive analysis of the data and a discussion of the implications of the findings.

5. The final part of the document concludes with a summary of the key findings and a discussion of the limitations of the study. It also provides recommendations for future research and practical applications of the findings.



July 16, 2018

Locks Commission Testimony

Dear Chair Axelrod and Willamette Falls Locks Commissioners:

The Willamette Falls Heritage Area Coalition (Coalition) is engaged in a near decade long effort to obtain National Heritage Area (NHA) status for the 56 river miles of the Willamette River from Philip Foster Farm to Mission Bottom. We are pleased that the western representative of the National Park Service (NPS) has confirmed that our feasibility study meets all 10 criteria that NPS requires for being eligible for the designation. The DC office of the NPS needs to review our study as well. But, we have secured our Congressional delegation to help advance our effort for obtaining an act of Congress for the designation – the Willamette Falls National Heritage Area could well be the first on America's Pacific coast.

The proposed Willamette Falls National Heritage Area is the only corridor in the West that has the unique abundance of nature and richness of stories that span the Glacial Age, Native Americans, fur trading, the End of the Oregon Trail, the origins of the State of Oregon, and visionary industrial and agricultural enterprises. It is truly a nationally significant area as it was the pioneers on the Trail that secured for America its western boundary to the Pacific. Attached is a copy of the feasibility study that tells the story of the native American culture of the Falls; the new beginnings at the end of the Oregon trail and the birthplace of industry in the Pacific Northwest, as well as the many rich historic sites; events; and activities that make up the Willamette Falls National Heritage Area.

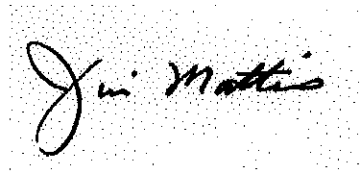
National Heritage Areas have no regulatory powers. Rather, as the NPS says they are a "grassroots, community-driven approach to heritage conservation and economic development. Through public-private partnerships, NHA entities support historic preservation, natural resource conservation, recreation, heritage tourism and educational projects." Please see the attached "Heritage Area 101" for a fuller description of what NHAs are all about and the benefits they bring.

One of the critical components of having a robust Willamette Falls National Heritage Area is for Oregon to have one Willamette River, rather than two as is the case now with the Locks closed. Without the Locks restored and reopened the Coalition's vision for the Heritage Area to be a source of pride and prosperity, where visitors and residents experience the places, stories and abundance of culture and history of this special place will be severely limited. One mission of the Coalition is to promote river tourism of the Falls and the historic sites and communities in the 56 river miles of the Heritage Area. With the Locks opened and operational we can plan for river boats plying the scenic waters, viewing the Falls and wildlife, stopping at nearby heritage sites and communities and even venturing off the river for short coach trips to such attractions as wineries in Yamhill County, the Oregon Garden, and the Swan Island dahlia fields to name a few. With Portland becoming a larger convention venue, leisure activities up the Willamette River will only become more desirable and having the Locks back in operation could greatly benefit both locals and visitors alike who would appreciate a river cruise of the Heritage Area, not to mention the economic benefits such cruises could bring to the local communities and enterprises of the Heritage Area.

While access to the Heritage Area's abundant bounty will certainly be available from land-based opportunities, only the river can give one a sense of what indigenous peoples and early euro-American pioneers experienced when waterways were the highways of travel and commerce of their time.

Thank you all for your time and effort in working on behalf of Oregon to find ways and means to restore and reopen the iconic Locks. They too are part of the preservation mission and story of the Willamette Falls National Heritage Area. If there is any way we can be of assistance in your work, please do not hesitate to ask.

Sincerely,

A handwritten signature in black ink that reads "Jim Mattis". The signature is written in a cursive style and is set against a background of a fine, light-colored dot grid.

Jim Mattis, Immediate Past President
Board Member
Willamette Falls Heritage Area Coalition

from: **Jim
Mattis** <[REDACTED]>

to: Turner Odell
<todell@pdx.edu>

date: Tue, Jul 17, 2018 at 10:14 PM

subject: Link to feasibility study

Here is the link to the feasibility study. Thanks, Jim

<https://www.dropbox.com/s/wh1mun6jh9g1220/2018%20feasibility%20study%20final.pdf?dl=0>



Heritage Areas 101

PLACE-BASED, COMMUNITY-DRIVEN
CONSERVATION & ECONOMIC DEVELOPMENT

What are NHAs?

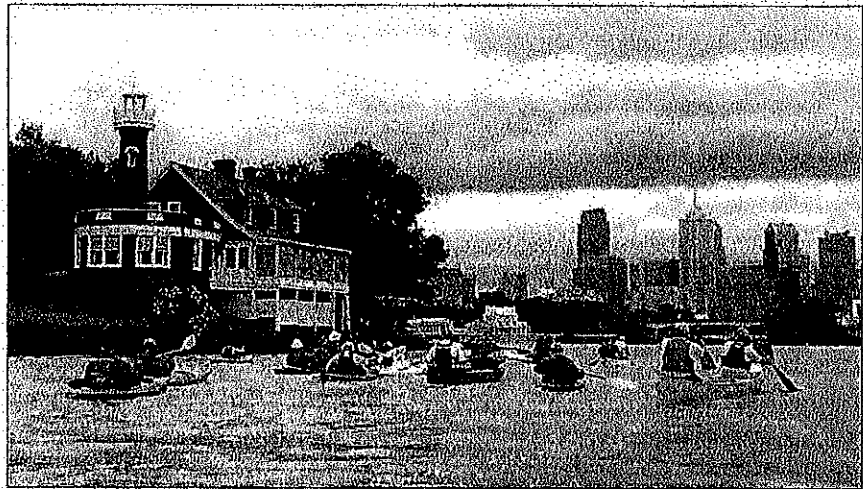
National Heritage Areas (NHAs) are designated by Congress as places where natural, cultural, and historic resources combine to form a cohesive, nationally important landscape. Through their resources, NHAs tell nationally important stories that celebrate our nation's diverse heritage. NHAs are lived-in landscapes. Consequently, NHA entities collaborate with communities to determine how to make heritage relevant to local interests and needs.

NHAs are a grassroots, community-driven approach to heritage conservation and economic development. Through public-private partnerships, NHA entities support historic preservation, natural resource conservation, recreation, heritage tourism, and educational projects. Leveraging funds and long-term support for projects, NHA partnerships foster pride of place and an enduring stewardship ethic.

Benefits of NHAs

Some of the long-term benefits of NHA activities include:

- **Sustainable economic development** – NHAs leverage federal funds (NHAs average \$5.50 for every \$1.00 of federal investment) to create jobs, generate revenue for local governments, and sustain local communities through revitalization and heritage tourism.
- **Healthy environment and people** – Many NHAs improve water and air quality in their regions through restoration projects, and encourage people to enjoy natural and cultural sites by providing new recreational opportunities.
- **Improved Quality of Life** – Through new or improved amenities, unique settings, and educational and volunteer opportunities, NHAs improve local quality of life.



Paddlers on the Schuylkill River outside Philadelphia, PA. Schuylkill River National Heritage Area coordinates the annual Schuylkill River Soujourn - a 7-day, 112 mile guided canoe and kayak trip, which provides a wealth of learning opportunities for participants. D. Creighton Photo.

- **Education and Stewardship** – NHAs connect communities to natural, historic, and cultural sites through educational activities, which promote awareness and foster interest in and stewardship of heritage resources.
- **Community Engagement and Pride** – By engaging community members in heritage conservation activities, NHAs strengthen sense of place and community pride.

The NHA Program

NHAs further the mission of the National Park Service (NPS) by fostering community stewardship of our nation's heritage. The NHA program, which currently includes 49 heritage areas, is administered by NPS coordinators in Washington DC and seven regional offices - Anchorage, Seattle, San Francisco, Denver, Omaha, Philadelphia and Atlanta - as well as park unit staff.

NHAs are not national park units. Rather, NPS partners with, provides technical assistance, and distributes matching federal funds from Congress to NHA entities. NPS does not assume ownership of land inside heritage areas or impose land use controls.

NHA Facts

Forty-nine NHAs have been designated by Congress since 1934. Each NHA is created through individual federal law.

NHA designation recognizes the national importance of a region's sites and history.

Through annual Congressional appropriations, NPS passes funds to NHA entities. Although most entities are authorized to receive up to \$1 million annually over a set period of time, actual annual appropriations range from \$150,000 - \$750,000.

The financial assistance component of the program is secured with legal agreements, accountability measures, and performance requirements for NHA entities.

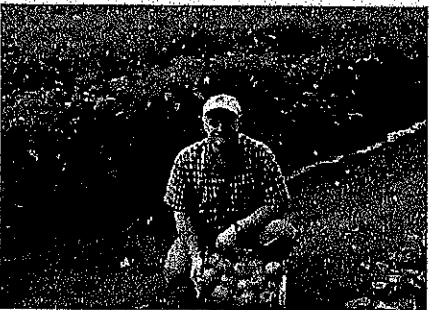
NHA designation does not affect private property rights.



Students collecting water quality samples along the Quinebaug River as part of the Volunteer Water Quality Monitoring Program administered by Quinebaug and Shetucket Rivers Valley National Heritage Corridor.



Yuma Crossing National Heritage Area mobilized community members to raise funds needed to operate and maintain two Arizona state parks, including the Yuma Territorial Prison State Park (pictured here).



Skipper Russell, Seasonal Produce Farms, NC. Blue Ridge National Heritage Area provided funds to the Appalachian Sustainable Agriculture Project (ASAP), which links new farms to available land and stimulates farm tourism. ASAP photo.

National Heritage Area Program Office
1201 "Eye" Street, NW
Washington, DC 20005
202.354.2222



For more information visit
www.nps.gov/history/heritageareas

The National Heritage Areas

- ALABAMA** – Muscle Shoals National Heritage Area
- ALASKA** – Kenni Mountains-Turnagain Arm National Heritage Area
- ARIZONA** – Yuma Crossing National Heritage Area
- COLORADO** – Cache La Poudre River Corridor • Sangre de Cristo National Heritage Area • South Park National Heritage Area
- CONNECTICUT** – *Quinebaug and Shetucket Rivers Valley National Heritage Corridor (CT, MA) • *Upper Housatonic Valley National Heritage Area (CT, MA)
- FLORIDA** – *Gullah/Geechee Cultural Heritage Corridor (FL, GA, NC, SC)
- GEORGIA** – Arabia Mountain National Heritage Area • Augusta Canal National Heritage Area • *Gullah/Geechee Cultural Heritage Corridor (FL, GA, NC, SC)
- IOWA** – Silos and Smokestacks National Heritage Area
- ILLINOIS** – Abraham Lincoln National Heritage Area • Illinois & Michigan Canal National Heritage Corridor
- KANSAS** – *Freedom's Frontier National Heritage Area (KS, MO)
- LOUISIANA** – Atchafalaya National Heritage Area • Cane River National Heritage Area
- MARYLAND** – Baltimore National Heritage Area • *Journey Through Hallowed Ground National Heritage Area (MD, PA, VA, WV)
- MASSACHUSETTS** – Essex National Heritage Area • *Freedom's Way National Heritage Area (MA, NH) • *John H. Chafee Blackstone River Valley National Heritage Corridor (MA, RI) • *Quinebaug and Shetucket Rivers Valley National Heritage Corridor (CT, MA) • *Upper Housatonic Valley National Heritage Area (CT, MA)
- MICHIGAN** – MotorCities National Heritage Area
- MISSISSIPPI** – Mississippi Delta National Heritage Area • Mississippi Gulf Coast National Heritage Area • Mississippi Hills National Heritage Area
- MISSOURI** – *Freedom's Frontier National Heritage Area (KS, MO)
- NEVADA** – *Great Basin National Heritage Area (NV, UT)
- NEW JERSEY** – Crossroads of the American Revolution National Heritage Area
- NEW HAMPSHIRE** – *Freedom's Way National Heritage Area (MA, NH)
- NEW MEXICO** – Northern Rio Grande National Heritage Area
- NEW YORK** – *Champlain Valley National Heritage Partnership (NY, VT) • Erie Canalway National Heritage Corridor • Hudson River Valley National Heritage Area • Niagara Falls National Heritage Area
- NORTH CAROLINA** – Blue Ridge National Heritage Area • *Gullah/Geechee Cultural Heritage Corridor (FL, GA, NC, SC)
- NORTH DAKOTA** – Northern Plains National Heritage Area
- OHIO** – Ohio & Erie National Heritage Canalway • National Aviation Heritage Area
- PENNSYLVANIA** – Delaware & Lehigh National Heritage Corridor • *Journey Through Hallowed Ground National Heritage Area (MD, PA, VA, WV) • Lackawanna Heritage Valley • Oil Region National Heritage Area • Rivers of Steel National Heritage Area • Schuylkill River National Heritage Area • Path of Progress National Heritage Route
- RHODE ISLAND** – *John H. Chafee Blackstone River Valley National Heritage Corridor (MA, RI)
- SOUTH CAROLINA** – *Gullah/Geechee Cultural Heritage Corridor (FL, GA, NC, SC) • South Carolina National Heritage Corridor
- TENNESSEE** – Tennessee Civil War National Heritage Area
- UTAH** – *Great Basin National Heritage Area (NV, UT) • Mormon Pioneer National Heritage Area
- VERMONT** – *Champlain Valley National Heritage Partnership (VT, NY)
- VIRGINIA** – *Journey Through Hallowed Ground National Heritage Area (MD, PA, VA, WV) • Shenandoah Valley Battlefields National Historic District
- WEST VIRGINIA** – *Journey Through Hallowed Ground National Heritage Area (MD, PA, VA, WV) • Wheeling National Heritage Area • National Coal Heritage Area

*Denotes NHA that spans multiple states.

From: Kirsten Solberg <[REDACTED]>
Sent: Saturday, July 7, 2018 6:46 PM
To: Axelrod, Russell; Williams, John
Subject: West Linn Locks and Willamette Falls

Hello,

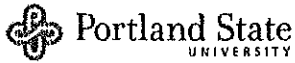
I've lived in West Linn for nearly 2 years and am very interested in the preservation of the locks, and the development and riverwalk access to Willamette Falls. I'm currently sitting for my architecture registration exams, love historic structures and last month saw the locks up close for the first time on a Jetboat ride with the Cedaroak Park Primary School 5th graders. Preserving the amazing snapshot of history that is the locks, in addition to a well executed Willamette Falls development project would be an amazing draw for visitors from near and far for centuries to come. Up close, I was concerned to see that the locks were created with timbers, not concrete, and that seems like an extra challenge for a variety of reasons, as far as durability, historical accuracy and maintenance. I know that saving the locks would not be an easy task but if I can contribute in a small way to the project, I would like to.

Please add me to your email distribution list and thanks for your efforts on the projects.

All the best,
Kirsten Solberg
home: [REDACTED]
Robinwood neighborhood

[REDACTED]

[REDACTED]



Turner Odell <todell@pdx.edu>

Testimony concerning Willamette Falls Locks

Gerald [REDACTED]
To: todell@pdx.edu
Cc: Sandy Carter [REDACTED]

Tue, Jul 17, 2018 at 11:56 AM

I regret that I will be unable to attend the hearing on July 18th concerning the future of the Locks.

I have been familiar with the Locks for many years, and made several passages through them before the Corps closed them.

Willamette Falls, and the associated locks are one of the gems of Oregon, and with the closing of the paper mills, are finally poised to become a leading destination for tourism and recreation they have long deserved to be.

The Locks were built by a private company, and taken over by the Corps around 1900, presumably at public expense. Now the Corps wants to walk away from their obligations, without regard to recreational amenity, historic values, or the growing boating opportunities.

River cruising is a relatively new tourism offering, and my wife and I have made several river cruises both in the US, and Europe, and believe there is exciting potential to return passenger boats to the Willamette once the locks are restored.

I am very grateful to all those who have been working or volunteering to make sure the Locks make an early return to operational status.

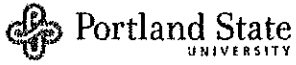
I shall continue to follow your progress with great interest, and would be happy to join in if I can be of assistance.

Sincerely

Gerald Fox (PE. Retired)

████████████████████

████████████████████



Turner Odell <todell@pdx.edu>

Save the Willamette Falls Locks

[REDACTED]
To: todell@pdx.edu

Wed, Jul 18, 2018 at 7:41 AM

Public testimony requested for July 18, 2018.

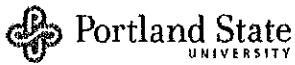
We think that the Willamette Falls Locks should be saved. We are unclear why the Corp can not continue to be in charge of the Locks. With the redevelopment of the Blue Heron site, it seems more important than ever to save the locks. The Falls are the 2nd most powerful natural Falls in the US according the W Falls Legacy Project. If you transfer ownership, it needs to be to an entity that is required by law to keep the locks maintained and open.

Thank you,
John and Catherine Davis

[REDACTED]
[REDACTED]
Canby OR 97013
[REDACTED]

[Redacted]

[Redacted]



Turner Odell <todell@pdx.edu>

West Linn Locks

1 message

Dave Nelson [REDACTED]
To: todell@pdx.edu

Wed, Jul 18, 2018 at 11:37 AM

Dear Commission,

As a life long resident of the area and civil engineer, I recognize the historic value of the locks. Long before trains and roads, there were the sternwheelers that brought goods and services to settlers down the valley. Without the locks, development of the Willamette Valley would have been very difficult.

Also there is a commercial use still for the locks. Dredging of the river upstream of the locks would be much more difficult without the locks. Also when the Canby Ferry needs it's updates, without the locks it can not get to ship yards.

We are all aware that the Corp does not have the same agenda we do as residents. There is deferred maintenance that will require money but if we have control we can submit for grants and donations to maintain it.

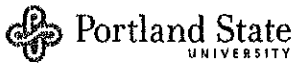
I would hope the locks would be considered a state park and that the generating facility be included in the park.

Dave Nelson, President

NDC[REDACTED]
[REDACTED]

10/10/10

10/10/10



Turner Odell <todell@pdx.edu>

The Willamette Falls Locks

Keith Galitz [REDACTED]
To: todell@pdx.edu

Wed, Jul 18, 2018 at 3:02 PM

I am writing to express my concern about the potential of closing or discontinuing the Willamette Falls Locks. First, the Locks should provide access for boats wanting to access the lower and upper portions of the river below and above the falls. And, with the development of the old paper mill, I would think the demand for the locks would increase. I used them many years ago when we owned a boat and wanted to boat both sides of the falls.

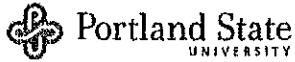
And, I also want to express my concern about the potential closing of the Canby Ferry if your also being hired to provide input and consultation on that study. I won't give my reasons in this email, but would be glad to do so, if you are consulting on that County project as well.

Keith Galitz
[REDACTED]
Canby, OR 97013

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Turner Odell <todell@pdx.edu>

Public input for Willamette Falls Locks

1 message

Nathan W. Bronson [REDACTED]
To: "todell@pdx.edu" <todell@pdx.edu>

Sun, Jul 22, 2018 at 7:02 PM

Hello Turner,

I will not be able to attend the Willamette Falls Locks Commission meeting this Wednesday, but I would like to submit support for a public/private partnership in re-opening and operating the Willamette Falls Locks. Re-opening the locks has the potential to significantly impact our local economy and simultaneously improve the environment at the falls itself. When considering which entity will take ownership of the locks, please favor an entity that will operate with a goal to maximize public access to the locks and the falls, protect the local environment of the falls itself, and help facilitate responsible development of the surrounding properties.

Thank you for your consideration, this is a very exciting development and hopefully the beginning of a number of new and beneficial projects at the site of the Willamette Falls.

Nathan Bronson

West Linn Resident

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