



SNAKE RIVER DAMS

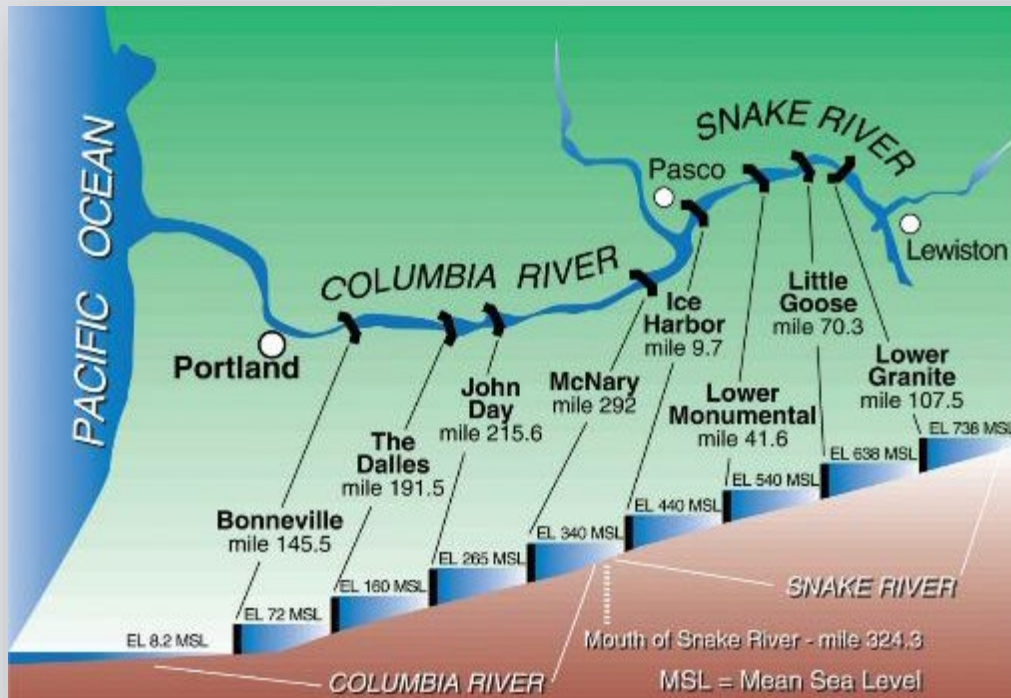
Port Overview

July 26, 2022

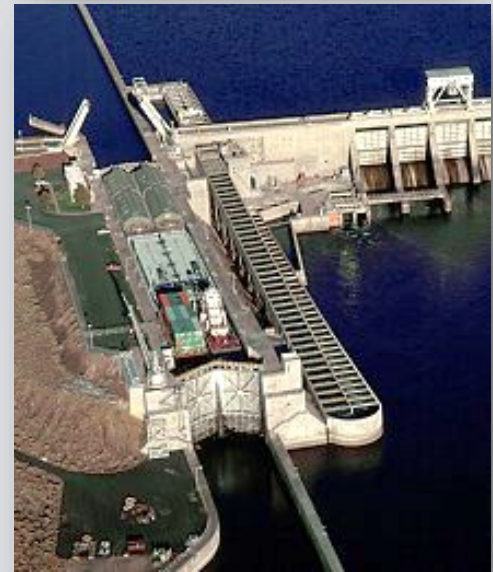
OVERVIEW



Inland Columbia-Snake River System



- 14' channel depth
- Extends 365 miles inland
- Eight locks
- Marine Highway M-84

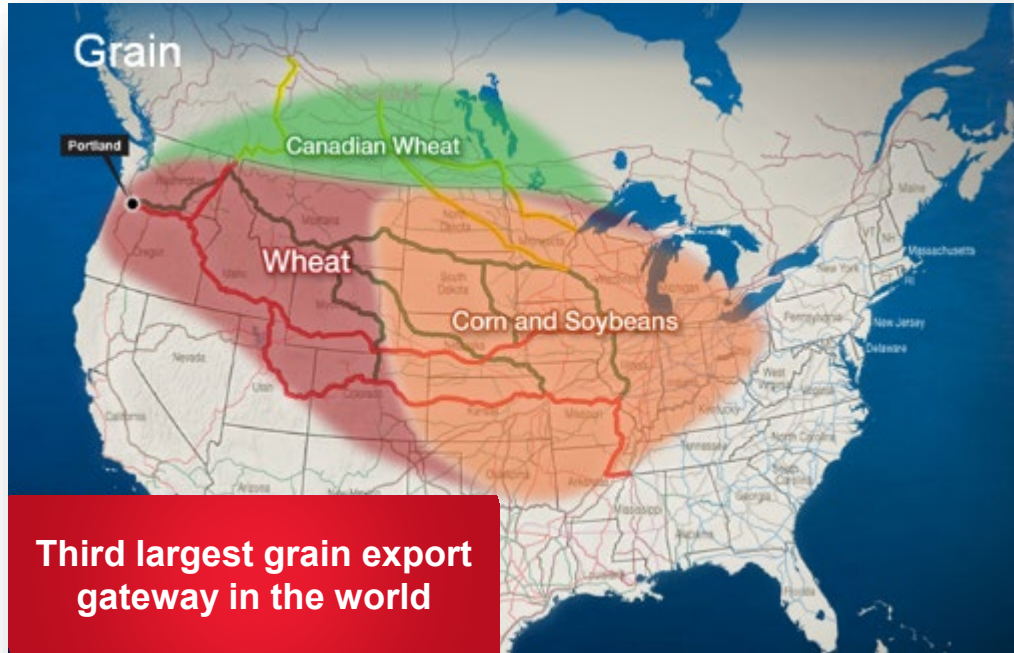




FREIGHT MOVEMENT

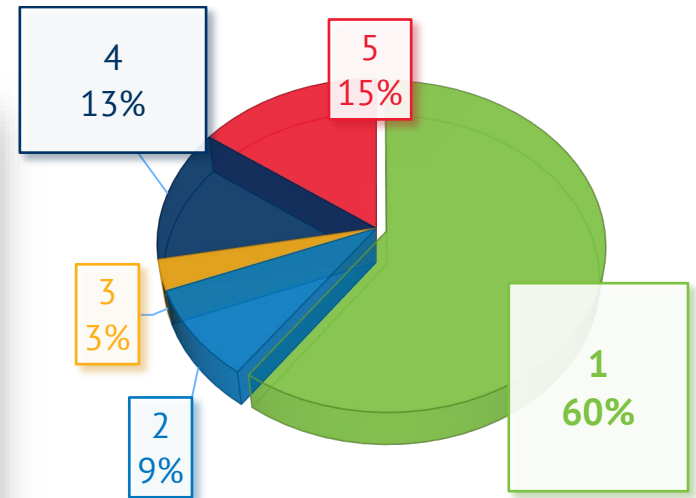


Grain Exports

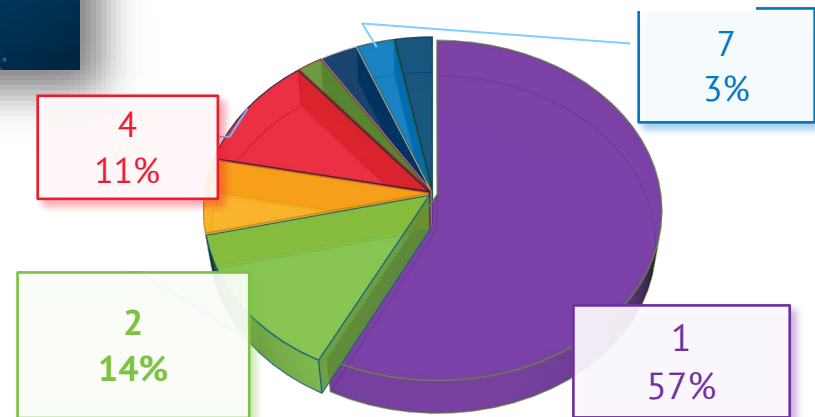


Third largest grain export gateway in the world

WHEAT #1 in U.S. exports



SOYBEANS #2 in U.S. exports



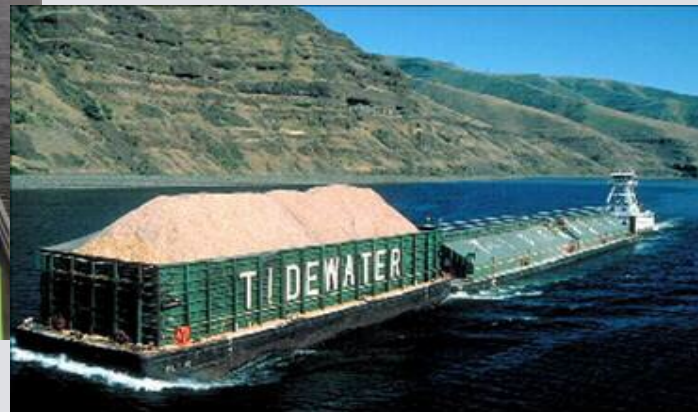
Other Columbia/Snake Cargo and Cruise



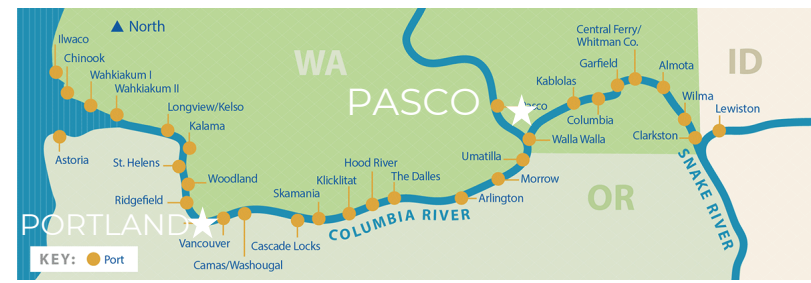
Petroleum products
Containerized
municipal solid waste
Oversized project
cargo



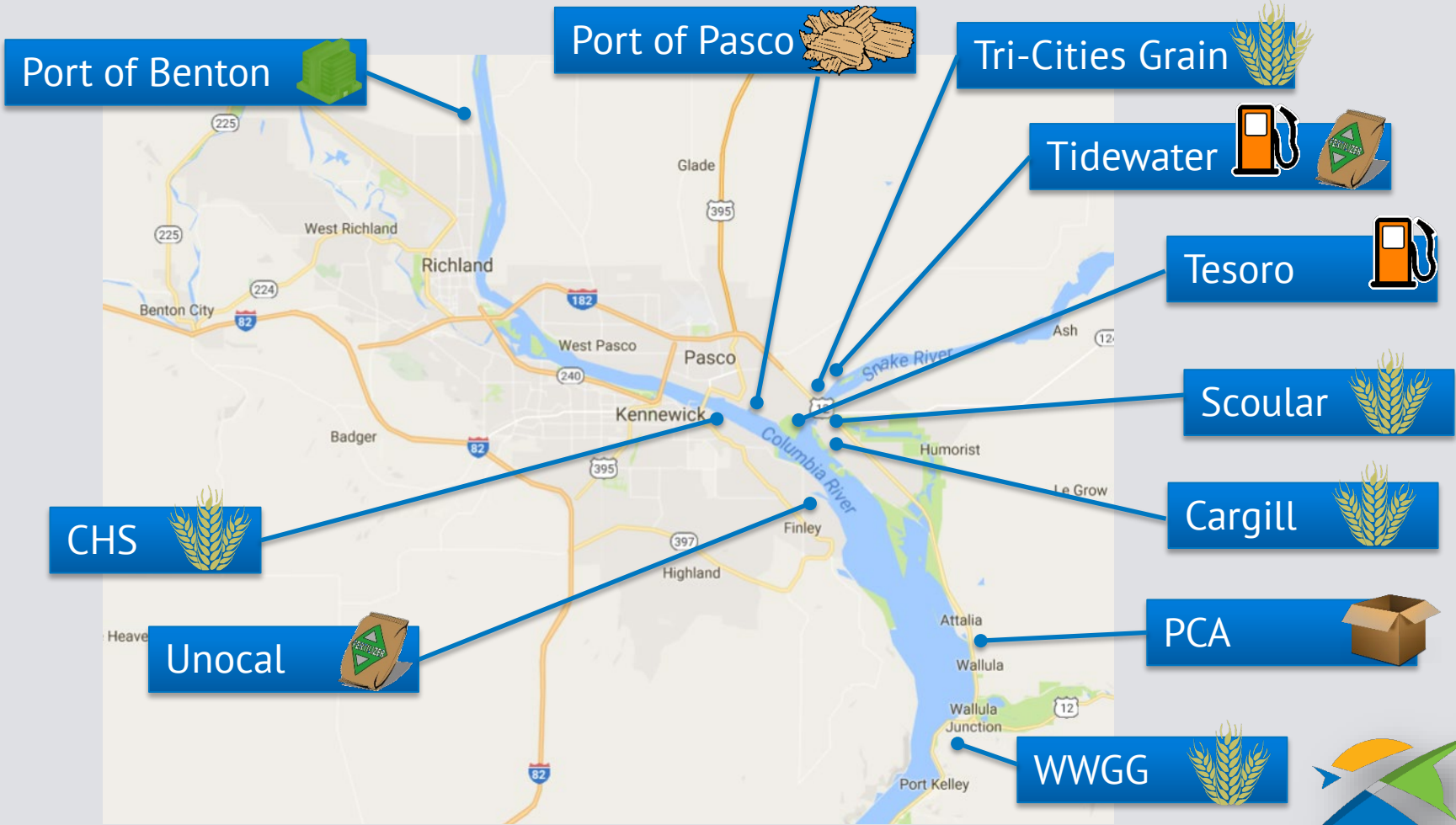
Wood chips,
sand/gravel
Cruise boats



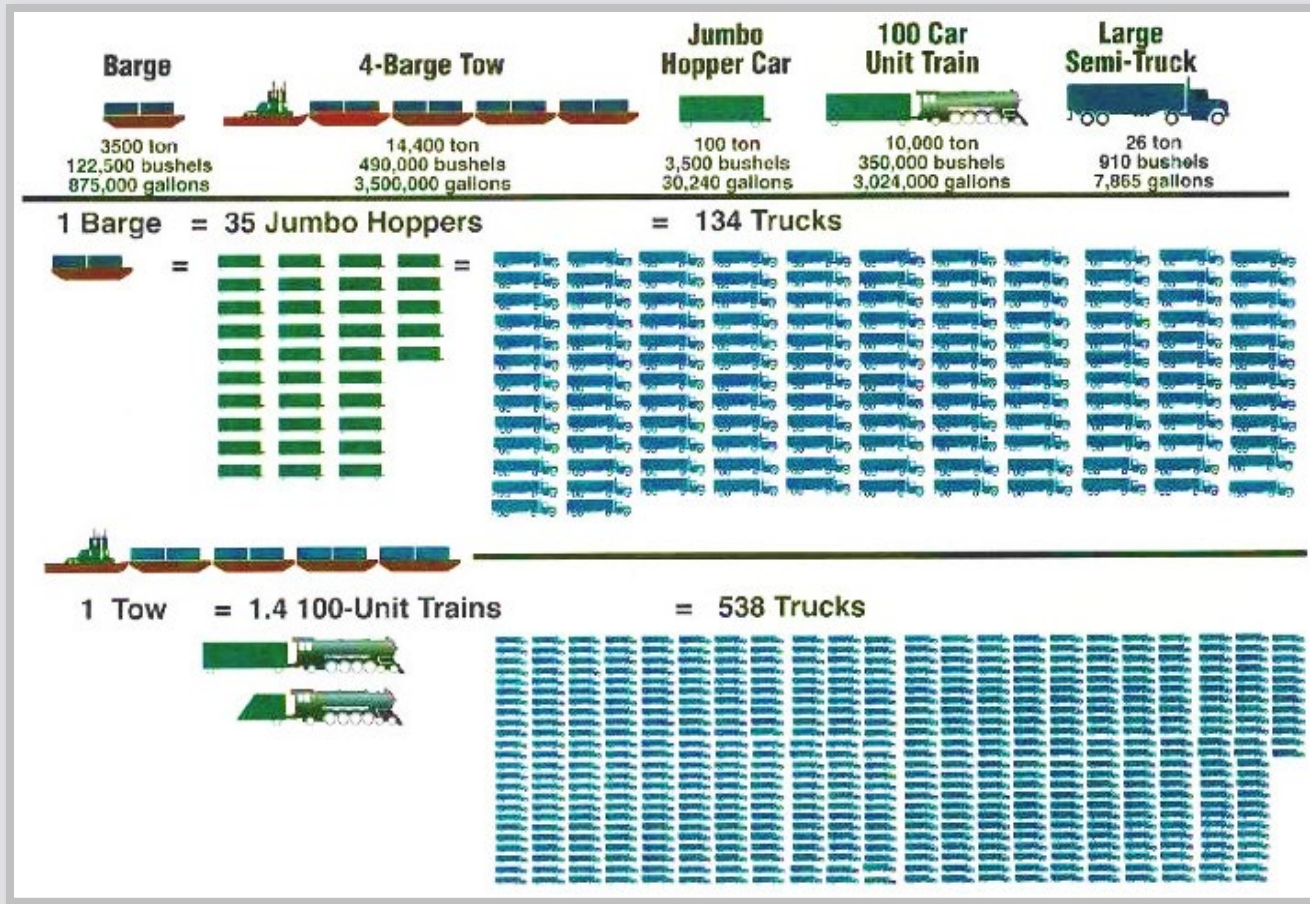
River Shipping TRI-CITIES VICINITY



Port of Pasco



Barging vs. Rail & Truck



4,216,000 tons moved by barge on the Snake River in 2020



272 four-barge tows
 -or-
 42,160 rail cars
 -or-
 162,153 semi-trucks

POWER BENEFITS AND CO₂ REDUCTION



Importance of Hydro to PNW

Hydro is 2/3 of WA's electric generation and 90% of PNW's renewable energy

LSRD in Eastern WA, but provide millions of MW-hours of affordable, reliable zero-carbon electricity to entire PNW

Hydro enables wind and solar by filling in gaps in intermittent power production

Loss of LSRD would force grid operators to use coal or gas for many more years



Carbon-Free Energy Transition

Washington State is calling for 100% carbon-free electricity by 2045

Replacing power from LSRD with wind and solar could cost \$75B and result in 65% rate increase with no guarantee of reliability

LSRD are essential to maintaining grid reliability and public safety for extreme temps

Other green economies in Europe are reverting to carbon based energy to meet demands



LEGAL AND POLITICAL CLIMATE



Competing Studies

CRSO-EIS 2020

- Multi-Year Effort
- 5 Federal Agencies
- Scientific Review
- Formal Regulatory Process for Environmental Review
- Full Public Comment & Review
- **No Breach**

CEQ NOAA Report 2022

- Rapid Effort – Unknown Time
- 2 Federal Agencies
- Selective Science Contradicting Own EIS Biological Opinion
- Input Only from Dam-Breaching Advocates
- No Public Review or Comment
- **Recommends Dam Breaching**

Murray-Inslee 2022

- Months Long Effort
- No Federal Agencies
- No Scientific Review
- Ad Hoc Process
- Outreach Only to Select Groups
- **LSRD Can Be Replaced at a Cost of \$10-\$27B**

Where Are We Now

CRSO-EIS and CEQ

- Stay in litigation issued through July 2022
- Federal mediators engaged primarily with breaching advocates & working to extend the stay through September 2023 while negotiating basin-wide agreement
- Update being provided by US Govt this Wednesday to IPNG (Inland Ports and Navigation)

Murray-Inslee Study

- Final report to be released in August
- Sen. Murray - Gov. Inslee recommendation expected by end of summer 2022
- Status meeting with PNWA and select ports/water interests TODAY

How Can WPPA Engage

- Seek a balanced approach that considers ALL the uses of the river system
- Use best-available science to protect the environment and ESA listed species
- Come together with all interests of our river system to work on joint solutions



THANK YOU!



PORT^{OF} PASCO

CONNECTING HERE WITH THERE

Randy Hayden

Executive Director

Port of Pasco

509-547-3378

www.portofpasco.org

