

TRANSPORTED BY US

Fragile local and regional economies would face severe consequences if the Lower Snake River dams were removed, according to a recent analysis by the financial and economic consulting firm FCS GROUP.

Each year, nearly 10 percent of all U.S. wheat exports move by barge just on the Snake River. The total number of commodities shipped on the Snake River has remained fairly constant over the past decade, and removal of the lower Snake River dams would cost the nation \$4 billion over 30 years, according to the FCS GROUP study. This figure does not include dam removal or power replacement costs.

Grain shippers indicate that breaching the lower Snake River dams will increase transportation and storage costs by 50 percent to 100 percent. More than 1,100 family farms may be at risk of bankruptcy if the dams were removed.

Furthermore, over \$1 billion in investments will be needed to address transportation, railroad, grain storage, highways and local infrastructure, and an anticipated increase of rail and highway traffic will result in significantly higher levels carbon dioxide and other harmful emissions.



MADE
BY
US

EVALUATED BY US

>\$52 MILLION

tons of international
trade in 2017

20,000

cruise passengers
in 2019, with \$15M in direct
economic benefits to the region

>\$21 BILLION

in cargo value

1:134

ratio of barges to semi trucks
needed to haul same amount
of wheat

40,000

jobs that are dependent on
the Snake-Columbia River
system

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COMMUNITIES BY US

"Northwest RiverPartners and its members advocate for a clean energy future that embraces the preservation of fish and wildlife and doesn't leave vulnerable communities behind. Our organization supports the lower Snake River dams because of the large amount of carbon-free, affordable electricity they produce as well as the economic base these dams provide for Northwest agricultural workers."

-- **Kurt Miller, Executive Director,**
Northwest RiverPartners



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