

# COLUMBIA RIVER TECHNICAL MANAGEMENT TEAM

May 20, 2011  
Emergency Call

## FACILITATOR'S SUMMARY NOTES

Facilitator: Donna Silverberg

The following notes are a summary of issues that are intended to point out future actions or issues that may need further discussion at upcoming meetings. These notes are not intended to be the “record” of the meeting, only a reminder for TMT members.

### **Problems at The Dalles**

The COE alerted TMT members that they had heard problems in a downstream navigation gate gear box at TDA. While they will not be certain of the cause, the COE believes the bearing is going bad. If true, this could lead to a catastrophic failure of the gate. To avoid this, the COE needs to take the navigation lock down for four days in order to support 24-hour a day repair work.

Implications: no barges, including those carrying juvenile salmon, will be able to pass TDA during this period. The COE called the emergency TMT call to get input from the salmon managers on the best choice from the options they have before them:

Options presented:

- Suspend juvenile transport during the four days
- Transport to the forebay of TDA and release juveniles there
- Transport via trucks

### Discussion:

The truck transport idea was discarded at the outset since the truck capacity is insufficient to support the high numbers of fish passing at this time—and it is not an option the salmon managers prefer.

NOAA noted that, given the seasonal trends with transport, this is the best time to be transporting. Given debris in the system, they would like to reduce the opportunity for multiple injuries to juveniles passing. As such, Paul suggested collecting at the usual up-river spots and releasing in the forebay closest to the spillway as possible.

Umatilla/CRITFC, however, supported suspending transport for a day or two. Tom noted that the seasonal trends they usually look to for guidance have never included flows as high as they are now. Those high flows, combined with the regional cool temperatures and the possible safety concerns for barge movement lead him to think leaving in-river is a preferred option. He also suggested the fish likely will move faster in-river than they would in a barge.

TMT members were polled for their level of support on the proposed options:

- Idaho – supports leaving the fish in-river if this is a short term problem. If the COE finds the repair will take longer than four days, then TMT should discuss a contingency plan at the Wed. 5/25 call.
- Washington – agrees with Idaho
- USFWS – agrees with Idaho
- NOAA – can live with this in-river option
- BPA – ok with four days in river and suggests trapping all barges above TDA in case transport becomes necessary for a longer term outage.
- BOR – defers to the COE, agrees with ID
- Montana – was not on the call
- Oregon – was not on the call

**ACTION:** . The Corps is scheduled to close the TDA navigation lock for emergency repair work on the morning of May 24. The navigation lock is scheduled to reopen on the morning of May 28. . The Corps will temporarily cease the collection of juveniles at LWG, LGS, and LMN on May 22 and will plan on resuming collection on May 26. They will stage barging vessels above TDA in case the outage continues for more than four days. The COE will not hold fish for longer than two days. TMT members will be notified of any updates or changes to this operation via email or at the next scheduled TMT meeting on May 25. .

**Next Meeting, 5/25 (Conference Call): To Discuss TDA Operations & Updates**

**Next Face to Face Meeting, 6/1**

The agenda will be developed over the next week. Suggested agenda items should be shared with Steve Barton, Doug Baus or Robin Gumpert.

**Columbia River Regional Forum**  
**TECHNICAL MANAGEMENT TEAM OFFICIAL MINUTES**

**May 20, 2011**

Notes: Pat Vivian

***1. Introduction***

Today's TMT conference call was chaired by Steve Barton, COE, and facilitated by Donna Silverberg, DS Consulting. Representatives of the COE, NOAA, USFWS, Idaho, Washington, BPA, BOR, CRITFC/Umatilla, and others attended. This summary is an official record of the proceedings, not a verbatim transcript. Any questions or comments should be directed to the TMT chair.

***2. The Dalles Navigation Lock Outage***

The purpose of today's unscheduled call was to discuss the best way to manage transportation in light of a navigation lock outage at The Dalles Dam beginning May 24. The outage, which will last at least 4 days, is needed for repair of the gearbox of the downstream gate at The Dalles, Mike Langeslay, COE Portland, explained. Continuing to operate the gate without repairs could lead to catastrophic lock failure.

The COE asked TMT for a recommendation on how best to deal with the impact the outage will have on juvenile transportation. There are two viable options: suspend juvenile transport during the outage, or barge and release juveniles into The Dalles forebay until the lock is restored to service – hopefully at 6 am on May 28, if nothing more serious than the gearbox needs repair. Barton said the COE is inclined to suspend transport during the outage, but could support either option.

Barton and Tim Dykstra, COE, offered TMT two caveats. (1) Transport was shut down from May 16-18 except at Little Goose due to high flows, and it could stall again next week even in the absence of a lock outage. Flows above 200 kcfs generally mean transport is suspended. (2) TMT should prepare itself for the possibility that more extensive gate repairs will be needed.

Dykstra and John Bailey, COE, responded to questions regarding the lock outage and transport operation. Scott Bettin, BPA, asked whether trucking would be an option. Not with the numbers of fish being collected at Lower Granite – over 300,000 early this week, Dykstra replied. There are still over 100,000 fish at Lower Granite, way too many to transport in the 4 tankers available. NOAA doesn't favor trucking because it seems to exacerbate the problem of steelhead straying, Wagner said. He asked whether fish are exposed to debris and descaling in the raceways and during loading onto barges. Gatewells and orifices cause the most damage, but once fish enter the raceways, debris isn't as much of a problem, Dykstra replied.



Steve Barton	COE
Paul Wagner	NOAA
David Wills	USFWS
Russ Kiefer	Idaho
Charles Morrill	Washington
Scott Bettin	BPA
John Roache	BOR
Tom Lorz	CRITFC/Umatilla
Mike Langeslay	COE Portland
John Bailey	COE
Tim Dykstra	COE
Doug Baus	COE
Margaret Filardo	FPC