

Columbia River Regional Forum
SYSTEM CONFIGURATION TEAM
May 19, 2016
Final Meeting Notes

1. Introduction

Representatives of NOAA, USFWS, BPA, the COE, Oregon, Warm Springs Tribe, CRITFC/Umatilla Tribe and others participated in today's SCT discussion chaired by Bill Hevlin, NOAA. Draft and final notes from prior SCT meetings are available on the COE's TMT website under the FPOM link. The focus of today's meeting was to review the updated FY2017 CRFM spreadsheet focusing on new items, discuss lamprey funding priorities, and prepare for the FY17 scoring exercise which will begin at the next SCT meeting July 21. The June 16 SCT meeting was canceled due to schedule conflicts.

2. Review Line Items on Updated FY17 CRFM Spreadsheet

Randy Chong, COE, distributed copies of the latest FY17 CRFM spreadsheet showing the line items and their associated costs, but not individual rankings for each item. While SCT didn't meet in April, Chong added some new line items and emailed the updated spreadsheet to SCT members.

The new FY17 line items are:

- #4. BON sluiceway PIT detection feasibility, \$100,000 – This was added at the request of Gary Fredricks, NOAA.
- #5. BON floating orifice gate closures (placeholder), \$100,000 – This item was added in response to an email from Scott Bettin, BPA. The fix is straightforward: another set of bulkheads is needed to close up the orifices and keep sea lions out of the fish ladder.
- #11. JDA AMIP adult PIT, \$650,000 – This will cover installation of PIT detection in the John Day fish ladder. It is being deferred to FY 2018.
- #12. JDA tailrace avian wire deficiency correction, \$600,000 – Repairs to the John Day avian wires are needed to correct a design deficiency, which is causing the wires to fail more quickly than expected.
- #16. LGS adult ladder temperature system (placeholder), \$2.25 million – The goal of this line item is to move cool water into the Little Goose ladder for adult passage. The cost is higher than comparable work at Lower Granite, but it covers the purchase of pumps for Goose (Granite had used pumps available). To cool the ladder exit this July a contract has been signed to order rental pumps for the Goose forebay.
- #23. LGR spillway weir boat barrier, \$1.85 million – This project has been accelerated to make best use of CRFM funding when it is available.

- #31. Snake River adult sockeye passage initiatives, \$350,000 – Little Goose ladder work is included in this line item, which also pays for CEQUAL modeling of the Snake River. The results will inform operational decisions, such as, should the TSW at Goose be shut off during periods of high temperatures? Should spill be stopped when temperatures reach 70 degrees F? Another potential sockeye measure is a trapping feasibility study at Ice Harbor to identify the best location for an adult trap. Some of these issues were raised in NOAA’s sockeye after-action report; further SRWG discussion is warranted.
- #38. Turbine PIT tag detection feasibility (placeholder), \$100,000 – This item was added to the CRFM spreadsheet at the request of SCT.
- #39. Post-BON survival study (placeholder), \$0 – This study will not proceed until all mitigation actions at Bonneville have been completed.
- #41. TDA sluiceway PIT detection feasibility, \$100,000 – This was added to the spreadsheet at the request of Gary Fredricks, NOAA.

Other updates and changes to the FY17 CRFM spreadsheet are:

- #14. LGS Performance standards test – evaluate data/alternatives, \$50,000 – This effort is on hold until the jetty is repaired, which will affect tailrace conditions near the Little Goose adult ladder. The next Walla Walla FFDRWG meeting will include a technical discussion of when to remove the TSW at Goose. SCT debated whether this item should be funded by CRFM or O&M.
- #18. LGR performance verification modeling, \$7.275 million – Erick Van Dyke, Oregon, asked how much of the FY17 CRFM budget is being applied to performance testing. The answer was, add the estimates for line #18 and #8 Ice Harbor performance verification monitoring, \$6.425 million. The COE intends to use the Lower Granite test as a post construction evaluation of the JFF. Oregon supports post construction testing of new passage conditions for fish, Erick Van Dyke said. The discussion of Granite operations will continue at FFDRWG, including what a single-treatment test should cover.

Today SCT considered adding the following items:

- MCN hoist spill pattern and modeling review – This is needed because the spill pattern moves to the opposite side of the McNary tailrace when the hoist is in use, Fredricks said. The COE sees fixing the model as part of the COP, Chong said; these repairs won’t be expensive and will start in June. The next FFDRWG meeting will include an update on the McNary hoist. There was agreement not to add this item to the FY17 spreadsheet because FY16 funds will be used to build the model.
- MCN juvenile bypass system – This needs to be reviewed, Fredricks said, because the juvenile bypass was initially set up for transport which is no longer done at McNary.

Chong said decision makers are concerned about maintaining infrastructure that may no longer be needed. Work on the McNary bypass would rely on O&M funds, not CRFM.

- MCN bird wires – Gulls are active in the MCN tailrace, undeterred by hazing, Fredricks said. There was agreement this needs to be addressed.
- LGR adult ladder temperature control structure – It's important to look at temperature differentials during the warmest months, not just in May and June when cooler water is still available in the forebay, Fredricks said. Temperature differentials of 2-3 degrees at 68 degrees F stall migration, Mike Langeslay, COE, noted. There is a need to standardize data collection. Hevlin suggested the COE consider adding a placeholder for temperature studies to the FY17 budget. This could be part of #31, Snake River adult sockeye passage \$350,000, or it could be a separate line item.

3. Lamprey Group Funding Priorities in 2017

Mike Langeslay reported. Working with a budget of \$5.3 million for FY17, the COE is planning to focus on three major areas of lamprey mitigation:

- Lamprey passage structures at the lower Columbia dams, including a lamprey flume at Bonneville
- Minor fishway modifications
- Ice Harbor ladder entrance monitoring and evaluation

Lamprey passage structures include:

1. Completion of Bonneville Washington shore LPS and LFS construction
2. Design of a Bradford Island passage structure upgrade

Minor fishway modifications and monitoring/evaluation of the Ice Harbor ladder include:

1. Installation of weir caps at Bradford Island and on the north and south entrances of the Washington shore ladder at Bonneville
2. Design of a south shore entrance for lamprey at Ice Harbor
3. Research evaluation of JSATS tag development funded by CRFM in FY15-17; this includes an implementation plan for using JSATS tags in lamprey studies
4. Post construction evaluation of lamprey passage at Bonneville's Washington shore ramps, including evaluation of losses between Bonneville and The Dalles (scheduled for FY18)

SCT discussed juvenile lamprey impingement on fish screens, particularly at Little Goose, McNary and John Day dams. Video surveillance of this phenomenon is available; further steps will be taken at SRWG. The COE continues to monitor operation of lamprey passage

structures, and is planning ahead how to accomplish as much lamprey mitigation as possible by 2018, the end of the accords period. This means funding design work in FY16 and FY17 so contracts can be signed in time to do the work in 2018. Dave Swank, USFWS, said screens are apparently not an issue for lamprey at Bonneville like they are at McNary and the Snake projects. The cause of this disparity is unknown.

5. Summary Updates of Recent FFDRWG and SRWG Meetings

- **May 25** – Avian predation meeting in Walla Walla
- **May 25** – Walla Walla FFDRWG meeting
- **May 26** – SRWG meeting in Walla Walla
- **June 8** – Portland District FFDRWG meeting

In response to NOAA’s sockeye after-action report, TMT has been considering developing a list of sockeye-related actions such as transportation, Tom Lorz, CRITFC/Umatilla, said. There has been confusion over whether TMT or FPOM will take the lead. Walla Walla FFDRWG will discuss sockeye passage at its next meeting.

6. Next SCT Meeting

The June SCT meeting was canceled due to a schedule conflict with the Ice Harbor modeling trip to ERDC. SCT will continue scoring FY17 CRFM line items at its next meeting on July 21. These notes prepared by technical writer Pat Vivian.

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