

COLUMBIA RIVER TECHNICAL MANAGEMENT TEAM

May 21, 2025

Facilitator's Summary

Facilitation Team: Emily Stranz & Colby Mills, DS Consulting

The following Facilitator's Summary is intended to capture basic discussion, decisions, and actions, as well as point out future actions or issues that may need further discussion at upcoming meetings; it is not intended to be the "record" of the meeting. Official minutes can be found on the TMT website: <https://public.crohms.org/tmt/agendas/2025/>. Suggested edits for the summary are welcome and can be sent to Colby at colby@dsconsult.co.

Review Meeting Summaries & Minutes – TMT Members approved the official meeting minutes and facilitator's summary from May 14, 2025.

FPAC Flow Augmentation Recommendation – Erick Van Dyke, FPAC Chair/ODFW, expressed appreciation for the coordination efforts on the flow augmentation action initiated last week, noting the new approach of coordinating through FPAC and the TMT, and continued opportunity to address nuances of the operation.

Aaron Marshall, Corps, reported that Action Agencies (AAs) received the request and releases of 8 kcfs/day started on May 17; the goal is to continue at this rate until the full 1 maf of flow augmentation water is released. Tony Norris, BPA, also noted that TMT can keep this issue on the agenda each week to assess if any modification to the recommendation is needed based on changes in stream flows.

Lower Monumental Dam (LMN) Operations for Transport Update – On behalf of FPAC, Erick provided an update on transport operations at LMN. Erick reviewed project graphs (links on the [TMT agenda](#)) showing outflow and spill operations at the project, noting the shift from daily to every-other-day transport appears to have affected within-day flow fluctuations. On May 14, a planned collection/transport was interrupted by heavy winds, resulting in fish being released back into the river without the need for a change in spill operations. Operations occurring at LMN have impacted outflows at Ice Harbor (IHR), emphasizing the concern from Fish Managers regarding within-day flow fluctuations.

Erick also noted that operations at LMN are being adjusted per the "adult consequences action" in the Fish Operations Plan (FOP), when adult fish arrival thresholds at IHR are not met (over 50% occurring within a 3-day period). Per the FOP, this has resulted in the implementation of 40% spill when there is less than 50% conversion to LMN. The operation change is occurring as expected.

Finally, Erick noted that the provided [Flow and Elevation Timeseries graph](#) shows dips below 0.0 kcfs, primarily at LMN, to accommodate the barge loading and departures. As confirmed at last week's TMT meeting, the 5-minute data for LMN transport operations, as requested by Salmon Managers, will be made available at the end of the transportation season. This agenda topic will be addressed at TMT until the operation is complete.

Tom Lorz, CTUIR/CRITFC, asked whether barge loading times could shift to fit within the 8-hours of 40% spill to reduce the overall time that spill is reduced at LMN. Tiffany Dixon, Corps, confirmed that shifting barge loading times is not possible due to the coordination complexities, including scheduling, staffing, and safety concerns as loading generally happens between 5:00-6:00 am. Additionally, loading barges in different sequences is not feasible, as loading while traveling upstream is not possible.

Questions or Comments from Non-TMT Members – There were no questions or comments from members of the public.

The next scheduled TMT meeting will be on May 28, 2025, at 9:00 AM.

**Columbia River Regional Forum
Technical Management Team
OFFICIAL MINUTES
Wednesday, May 21, 2025**

Minutes: Andrea Ausmus, BPA (contractor, CorSource Technology Group)

Today's TMT meeting was held via Microsoft Teams and conference call, chaired by Doug Baus, Corps, and facilitated by Emily Stranz, DS Consulting. A list of today's attendees is available at the end of these minutes.

1. Review Summary and Minutes

a. May 14 Summary and Minutes

- Approved

2. Flow Augmentation – *Erick Van Dyke, OR/FPAC Chair; Tony Norris, BPA; and Aaron Marshall, Corps*

a. FPAC Request Follow Up – *Van Dyke*

- Van Dyke asked for a follow-up based on the flow augmentation action that took place last week at TMT.
 - The Fish Managers (FM) wanted to express their appreciation with the effort that went into coordination.
 - The approach taken is different than the recent past so Van Dyke wanted to mention the appreciation of being able to mention the operation at TMT and also having the opportunity to work through the nuances that may come with the change.

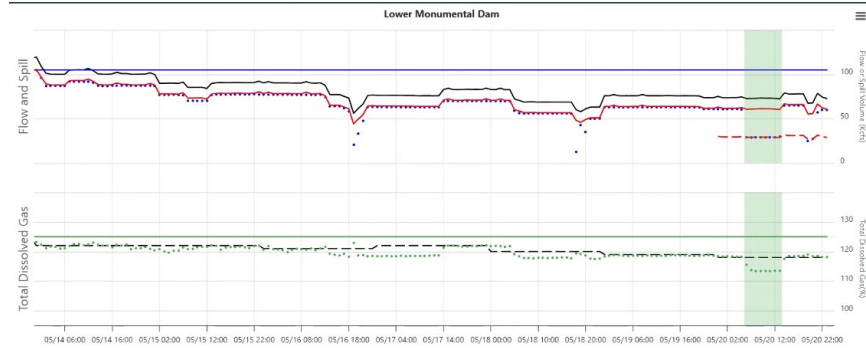
b. Flow Augmentation – *Norris/Marshall*

- Marshall said they received the request and coordinated.
 - Currently releasing 8 kcfs per day
 - Began Saturday, May 17, 2025
 - Expect to continue releasing that at a rate of 8 kcfs per day until all of the 1 maf of flow augmentation is released in full.
- Norris requested that TMT meet to look each week into June at streamflows to see if there are any modifications to the recommendations based on any changes in streamflows.

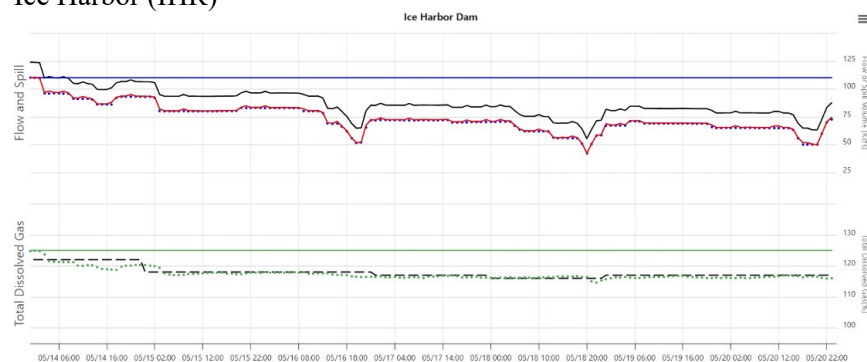
3. LMN Operations for Transport Update – *Erick Van Dyke, OR/FPAC Chair*

a. FPC Spill to FOP Graphs

- Lower Monumental (LMN)

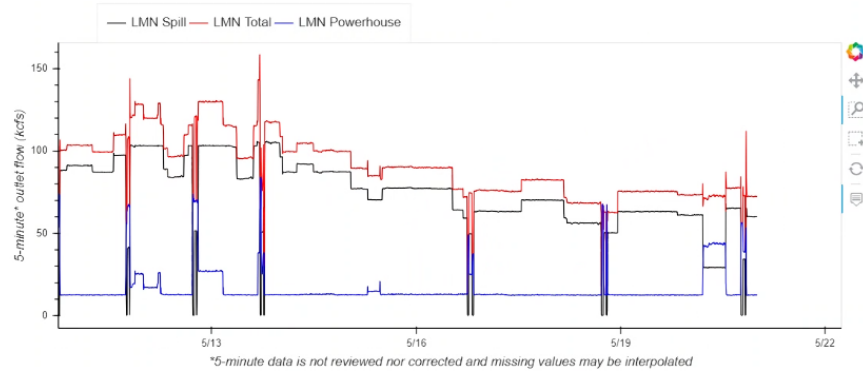


- As anticipated the pattern of within day flow fluctuations has occurred fewer times.
- May 14
 - On May 14, the plan was to transport but the transportation at LMN was interrupted due to heavy winds.
 - The fish collected at LMN were released back to the river.
- FOP Adult Delay Criteria
 - There is an adult consequences action defined in the FOP specifically designed to modify operations at LMN when adults that are detected at Ice Harbor (IHR) have not had over 50% arrival at LMN within a three-day period.
 - The criteria have been met and the Corps has changed operations as written in the FOP and it is the reason for the red dashed line. It represents 40% spill for 8 hours/day in the morning, the operation when we see the less than 50% conversion to LMN within 3 days.
 - The blue dots are on the red dashed line, so the operation is occurring as expected.
- Ice Harbor (IHR)



- Operations occurring at LMN reach beyond the tail water at LMN.
- The graph shows the decreases in outflow at IHR are partially related to what is happening at LMN.

b. LMN, IHR Flow & Elevation Timeseries



- The dips going below zero are to accommodate the barge loading and departure.

Van Dyke said that he was not sure if the FM had seen the 5-minute data yet that had been requested multiple time. He said that the thought that it was still of interest and now would be a good time to bring it up.

Jonathan Ebel, ID, said that it was settled at the last TMT meeting. He said that the FM were going to get it at the end of the season.

Van Dyke thanked Ebel for the update.

4. Other

a. LMN Adult Delay:

Tom Lorz, Umatilla/CRITFC, asked if given that LMN has to reduce spill for transport, it looks like they can actually hold spill at about 40% that we are currently doing at LMN for 8 hours. He asked if there was any way the Corps could shift the time of barge loading to happen earlier in the day during the 8 hours of 40% spill whenever they needed to do that. He said that he did not know if it was possible or not. He said that it was not possible yesterday because of timing and schedule but going forward if we are doing this operation, Lorz asked if there was a way that they could do that so we do not have to have 10 hours of 40% spill and could keep it at 8 hours of 40% spill.

Tiffany Dixon, Corps, said she had looked into this, and it is not something that is possible. She said that there are too many variables between the barge trips, other contractors, such as condition monitoring and the different projects that would have to come into play to do such a thing temporarily and in such a short notice. If they were going to shift anything it would need to be the actual timing of the spill.

Lorz said that they basically have to do it at the time, they cannot do the loading in the morning when we are doing the eight hours.

Dixon said that loading at LMN typically occurs around 1700 – 1800. She said that it would shift Lower Granite (LWG) start time to 0400 when there is only one person there and at least two are needed; and it would also require people climbing in the raceways in the dark and then safety comes into play.

Lorz said that he was just wondering if they could maybe have the barge on its way upstream stop at LMN first and then go to LWG instead of when it's heading downstream. He said that he was trying to think outside the box and trying to figure out if there was a way that we could make this "delightful" operation a little bit less "delightful".

Dixon said that it is not possible to have the barge holds loaded while they are traveling upstream, that was something that she had asked about when she was planning the bull trout study.

Lorz said that was new, he had never heard that, so it was worth a shot. He said that he wanted to ask and hopefully we are not doing this for too much longer.

b. Libby Dam FPIP Update:

Brian Marotz shared that he was aware that Greg Hoffman was coming back to talk about white sturgeon. He asked if it were on the agenda. He said that it was unlikely that he would be at that meeting. He asked if there were anything on white sturgeon he would communicate directly with FPIP.

Doug Baus, Corps, said that the Corps had heard Brian Marotz' request for the Libby Update. They are tracking this issue. He wanted to note that they are waiting to hear back from Greg Hoffman on when the Corps can provide that update. He said that he wanted to confirm that the Corps is tracking the issue, they do not know what the date will be but once they figure out a date they will add it to the agenda.

5. Set agenda for next meeting – May 28, 2025

Meeting Location: Microsoft Teams

- a. Flow Augmentation Update
- b. LMN Operation for Transport
- c. FPIP White Sturgeon Update (tentative date)

Today's Attendees:

Agency	TMT Representative(s)
NOAA Fisheries	Trevor Conder
Oregon	Erick Van Dyke (FPAC Chair)
Washington	Charles Morrill
Kootenai Tribe	
Confederated Tribes of Colville Reservation	Dennis Moore
Umatilla Tribe (CRITFC)	Tom Lorz
Yakama Nation	
Bureau of Reclamation	Eric Rothwell
Army Corps of Engineers	Doug Baus (Chair), Aaron Marshall, Lisa Wright
US Fish & Wildlife Service	
Idaho	Jonathan Ebel
Montana	Brian Marotz
Spokane Tribe	
Nez Perce Tribe	Jay Hesse
Warm Springs Tribe	
Confederated Salish and Kootenai Tribes	
Bonneville Power Administration	Tony Norris, Ben Hausmann

Other Attendees (non-TMT members):

COE – Leah Hamilton, Tiffany Stoeckig-Dixon, Dan Turner, Patricia Madson, Alexis Mills, Nicholas Bertrand, Michelle Yuen, Christopher Peery, Eric Chow, Elizabeth Holdren, Oscar Espinoza

Washington Ecology – Thomas Starkey

Flathead County Commissioner – Randy Brodehl

DS Consulting – Emily Stranz (Facilitator), Colby Mills

CorSource – Andrea Ausmus (BPA note taker, Contractor)

Chelan PUD – Jay Fintz, Carl Bertilson, Lance Beyer

EKI – Eve James

Avista – Mike Dillon, Patrick Maher, Steve Lentini

PSE – John Chandler

Snohomish PUD – Mike Shapley

PGE – Phil DeVol

FPC – Erin Cooper, Noah Campbell,

NPCC - Kate Self