

## **SYSTEM OPERATIONAL REQUEST: 2017-2**

**TO:**

MG Scott Spellmon	COE-NWD-ZA Commander
LT COL Damon Delarosa	COE-WW Commander
David Combs	COE-NWD-PDD Chief
Steven Barton	COE-NWD-PDW Chief
Rock Peters	COE-NWD-PDD
Julie Ammann	COE-NWD-PDW-R
Doug Baus	COE-NWD-PDW-R
Aaron Marshall	COE-NWD-PDW-R
Donna Turnipseed	COE-NWW
Steve Hall	COE-NWW-EC
Ann Setter	COE-NWW-OD
Paul Cloutier	COE-NWD-DD
Lorri Lee	USBR-PN Regional Director
John Roache	USBR-PN-6208
Mary Mellema	USBR-PN-6204
Elliot Mainzer	BPA Administrator
Kieran Connolly	BPA-PG-5
Lorri Bodi	BPA-KE-4
Jason Sweet	BPA-PGB
Eve James	BPA-PGPO
Tony Norris	BPA-PGPO-5
Scott Bettin	BPA-KEWR-4

**FROM: Wanda Keefer, Port Manager, Port of Clarkston**

**DATE: August 8, 2017**

**SUBJECT: Lower Granite Dam Minimum Operating Pool**

### **SPECIFICATIONS**

Raise Lower Granite pool from Minimum Operating Pool (MOP) to MOP + 1 and hold for the 11 hour period from 0600 August 15, 2017 to 1700 August 15, 2017 before resuming normal operations

## JUSTIFICATION:

Economic impact: Cruise boats bring roughly 27,000 visitors and crew to the Lewis-Clark Valley every year. This tourist/recreation traffic has a significant impact on the local economy<sup>1</sup>. Early to late fall are the busiest times. These domestic and foreign visitors are typically between 70 and 90 years old.

Preparation: The Port of Clarkston anticipated shoaling around its cruise boat facilities and developed alternatives for deeper draft cruise boats as sediment increases between dredging efforts. More sediment than anticipated arrived in 2017 as a result of a very rainy spring which caused flooding and erosion (see Attachment A). As a result, more cruise boats, even those with less deep drafts, have been impacted. On August 15, there are insufficient alternatives to accommodate all the scheduled moorings. By making shifts and adjustments, the Port has been able to make other dates with conflicts work and requested that cruise boats use less than optimal locations and hours for mooring. However, it was just discovered that the final, riskier<sup>2</sup> alternative for mooring the boats has weak physical structure and should not be utilized.

Minimizing impact: Even the request for an 11-hour adjustment in MOP comes because cruise lines realize the importance of all the river operations and the need to conform with the Biological Opinion.<sup>3</sup> With this ask, we have pared down the desirable pool adjustments to only that which is *essential* for the safety of passengers and the environment.

Going forward: As it expects cruise boat traffic to increase, the Port will explore any and all options for accommodating cruise boats in 2018 and going forward. The Port is seeking help from the Ports of Whitman County and Lewiston to identify additional berthing options. In addition, the Port of Clarkston will explore berth dredging<sup>4</sup> because the cruise boat dock has been designed to assure safe over-the-water fueling, off-loading waste, etc. and is best suited, at this time, to meet passenger needs.

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<sup>1</sup> It is estimated at \$2 million annually to the local economy at current visitation rates.

<sup>2</sup> This was deemed riskier because it lacks appropriate amenities for safe over-the-water fueling, taking on water, off-loading waste, and transferring passengers from Location A to Location B. Now, with the weakened dock structure, it would not be safe to transfer passengers at that location.

<sup>3</sup> The cruise boat to be accommodated would have preferred a 22-hour MOP +1 adjustment, but has rearranged activities to compress off-shore interaction into just 11 hours. That cruise line and others have accepted accommodation at the freight dock; as a result, the request is merely for MOP +1 and not MOP +3.

<sup>4</sup> Please note: acquiring permits for dredging requires a significant amount of time.