Status of Feasibility of Operational Changes

12/11/2017

Two potential operational changes—shifting SWP pumping to Jones Pumping Plant and modifying Clifton Court gate operations—are being explored to reduce pre-screen loss of ESA-protected fish. While these changes wouldn't necessarily reduce predation within the Forebay, they may reduce the number of salmonids entering the Forebay, thereby reducing the take of salmonids. NMFS would need to recognize that these actions only reduce the number of fish loss, but do not reduce the percent of predation in the Forebay.

Shifting SWP pumping to Jones Pumping Plant

General issues

- Reducing the Forebay inflow to zero is not practical for an extended period.
- Whether and how much pumping is shifted depends on the available capacity at Jones.
- Specific triggers for when to shift pumping, and for how long, have yet to be determined.

Economic Feasibility Issues

• Pumping Costs - Jones pumping costs can be up to 30% higher (than at Banks) due to round-the-clock pumping.	→CVP would charge SWP for energy at the NP15 rate averaged over 24 hours, which includes on- and off-peak prices. (There would be no transmission costs.)
• Wheeling Costs - CVP has indicated that wheeling charges wouldn't be applied to this operation, but request that a like amount of pumping be available for CVP water at Banks at a later time.	→This offset of wheeling charges is already provided for under COA.
• Conveyance Losses - A 5% conveyance loss is typically applied to SWP water pumped at Jones and delivered to O'Neill Forebay.	→The CVP has agreed to assess the SWP only a 2% loss; a memo is being prepared to document the agreement.

Environmental Constraints

• Shifting pumping to Jones could increase impacts to south Delta water levels, and in any event, would be considered JPOD under D-1641.	→DSM2 modeling and notification to diverters would be performed seven days prior to shifting exports to Jones. Shifting pumping would be contingent on negligible impacts to water levels and water quality.

Modifying Clifton Court Forebay gate operations

CCFB gates are operated based on the tidal conditions directly outside the Forebay with the openings timed to reduce any affects to the water levels in the south Delta. Modifying gate operations to limit instantaneous flow or to open the gates only during daylight hours may reduce entrainment. A well-designed pilot study is needed to verify the potential benefits of gate modification. The Operations Control Office will coordinate with DWR's Bay Delta Office, Delta Field Division, and the Division of Environmental Services on the development of a pilot study to be conducted as soon as feasible.