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**From:** Barbara Byrne - NOAA Federal <barbara.byrne@noaa.gov>  
**Sent:** Friday, June 14, 2019 6:02 PM  
**To:** Affonso, Jana  
**Cc:** Katherine Sun; J. Stuart  
**Subject:** Re: [EXTERNAL] URGENT: OMR changes for first flush and turbidity bridge avoidance

Thanks, Jana. Jeff and I talked with Katherine and we are all set -- we adopted Katherine's approach of simply listing the OMR limit in the PA narrative (of the original and revised PA) as well as the OMR limit assumed in the modeling.

On Fri, Jun 14, 2019 at 12:55 PM Affonso, Jana <[jana.affonso@fws.gov](mailto:jana.affonso@fws.gov)> wrote:  
Hi Barb, Can you follow up with Katherine? I think she is going to give you a call.

On Fri, Jun 14, 2019 at 12:13 PM Barbara Byrne - NOAA Federal <[barbara.byrne@noaa.gov](mailto:barbara.byrne@noaa.gov)> wrote:  
Katherine and Jana --

I'm trying to accurately capture the changes from the original to latest PA in terms of OMR management.

Original PA has -3,500 cfs for "First Flush" OMR onset condition; current PA has -2,000 cfs.  
Original PA has -5,000 cfs for "Turbidity Bridge Avoidance" additional real-time OMR restriction; current PA has -2,000.

I recall from the NMFS/Rec Delta live-edit session that one of these (I think the "Turbidity Bridge Avoidance") was a typo, in that the modeling used the -2,000 cfs number and not the -5,000 cfs.

Can you let me know whether FWS considers either or both of these a CHANGE in the PA, vs. a text correction for consistency with modeling?

Thanks. As with everything ROC, a quick turnaround would be much appreciated!

Barb

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