



FIVE PEAKS CONSULTING
Monthly Report
Carson Truckee Water Conservancy District

April 10, 2023

MONTHLY ACTIVITIES- March 2023

- 1) Paused fall debris removal scopes of work to allow everywhere to dry out. This will pick back up in April and May.
- 2) Continued review of RTC Arlington Bridges Replacement 408 application. After full quality review, a number of comments were passed back to the applicant for incorporation into final application. Submittal to USACE is expected to occur by the end of April.
- 3) Continued discussions with Uprise Fiber for Sutro Bridge Attachment 408 application. Discussed overall project and permitting requirements with proponent.
- 4) Followed up with USACE on review status of City of Reno Booth Street Siphon project. Provided permit review update to project proponent.
- 5) Followed up with Leo and provided background information on discussions with Charles Albright regarding the Ambrose Diversion Structure. This will be used to support drafting a letter to Mr. Albright regarding the Board's current position on the project and obligations of the District.
- 6) Held discussions with City of Reno Environmental Division on background and requirements for 408 permit. Need to follow up with link to inundation maps.
- 7) Held discussions with City of Reno grant applicants regarding additional damage to path in 2023-2024 work areas.
- 8) Reached out to TRFMA to find out the status of the FEMA PMR (Physical Map Revision).
- 9) Review projects near river for Permit requirements; provide inundation maps for parcels, as required. This included discussions with Eric Christensen for private parcel at 6925 Eagle Creek Court, RTC regarding temporary data loggers at Wingfield kayak park, proposed dry utility improvements near Sutro, as well as other various projects/parcels adjacent to the flood channel.
- 10) Followed up with Lori regarding FEMA close out reports.

UPCOMING ACTIVITIES

- 1) Continue debris removal project in areas that have been closed due to weather.
- 2) Reach out to Boca/Stampede Bureau of Reclamation contact to schedule a CTWCD Board field trip for the spring.
- 3) Receipt of USACE Truckee River field inspection report. Follow up on any maintenance items that may be requested.

- 4) Prepare Q1 working in waterways report.
- 5) Participate in monthly check in meeting with USACE. These are scheduled for the third Tuesday of every month.
- 6) Complete close out inspection of NDOT SBX project to confirm that construction was completed per plans.
- 7) Submit RTC Arlington Bridges Replacement application to USACE for review – expect 18-24 months for approval.
- 8) Draft letter to Waste Management regarding their responsibility to keep the river bank that they own to OHWM secure and clear of encroachments and hazard trees.
- 9) Finalize work on guidance document and installation details for rip rap placement for erosion repairs within the 14,000 cfs flood channel. Discuss preliminary erosion guidelines with City of Reno and SWCA to possibly incorporate along with their vegetation management effort.
- 10) Continue to collaborate with the City Forester for the removal of hazard trees within the 14,000cfs flood channel if budget dollars permit.
- 11) Continue to collaborate with TRFMA and their modeling engineers to discuss status of their HEC-RAS modeling and future coordination.
- 12) Work with the City of Reno to pursue a permanent encroachment permit for the West Street Plaza and any associated projects.
- 13) Continue to evaluate and discuss temporary flood control measures including flow limitations, cost, storage, installation requirements and options for West Street Plaza and Booth-Riverside Drive areas.
- 14) Continue working with project proponents for encroachment permit applications for future RTC bridge replacements, 25 White Fir Drive, Uprise Fiber, One Truckee River Broadhead Park, USFWS fish passage projects, Keystone/Booth/Sierra Bridges replacement project and other projects within the 14,000cfs flow channel.
- 15) Share modeling evaluation of the deposits within the Kayak Park Project in Wingfield Park with the City of Reno and establish a river capacity maintenance plan with the City based on this evaluation.
- 16) Schedule informational meetings with potential entities with river crossings to inform them of CTWCD maintenance activities/capabilities and 408 Encroachment Permit requirements for projects along and across the river. Communicate changes to the 408 Permit process with likely applicants including the City, and utilities; update on Categorical Permission review and differences. Communicate updated fees and Fee Policy for 408 Permit Review.
- 17) Continued coordination with City of Reno for 1) Flood Response evaluation and incorporation of Interim Risk Reduction Measures into their Flood Response Plan for West Street Plaza, Oxbow Park Platform and Riverside Drive, and 2) Flap-gate Installation Phase 2 needs assessment and installation project.

SUMMARY REPORT

The Fall 2022 Debris Removal Project is still underway – weather has slowed the progress and also required changes to the scope to address storm damage. Work has been temporarily paused to allow work areas to dry out – dragging downed trees through saturated soil can cause a lot of damage. Work will include removal of large debris in Crystal Peak Park, as well as downed debris behind the condos west of Idlewild Park.

Five Peaks completed a site visit for the NDOT SBX project as construction is nearly complete. The path armoring under the Kietzke bridge does not comply with the project plans that were submitted for permit, so final inspection is planned for April.

Five Peaks reached out to RTC regarding status of the Truckee River Path project that was permitted as project CTWCD 20-01 as construction was intended to be complete in December 2022. The Truckee River Path project was unable to be advanced as part of the NDOT SBX Project because necessary ROW/easements were not transferred by RSIC as originally committed such that a continuous pathway was not able to be provided. The RSIC is now internally working to determine if/how to advance necessary ROW/easements to facilitate advancement of the project – which would include final design and construction. The formal process of how RSIC advances the project is unclear, RTC is willing to provide project management, however, they are not able to fund final design or construction. Follow up will continue to see if this project is able to move forward.

RTC and Jacobs continue to progress environmental and engineering design for the Arlington Avenue Bridges Replacement Project. RTC would like to start construction in 2024. CTWCD provided comments and recommendations regarding the design of the Arlington Bridge Replacement, which was sent via letter to RTC in March 2021, including the need for access to the river from the bridge deck, as well as from the river banks, and the requirement that the water surface elevation is not increased by more than 0.1 ft as a result of the project. At this time, all of these requests are being incorporated into the design. RTC has submitted an application to USACE for the geotechnical borings to support final design – approval is anticipated in July 2023. FHWA is the lead federal agency so they are completing the overall NEPA decision for the project which is expected to be a Categorical Exclusion. A pre-application meeting for the overall Bridges Replacement project was held with USACE, as well as many other participating agencies, on January 26th. The hydraulic modeling shows that the bridge deck is not inundated at 14,000cfs which is important for USACE. This may still require acknowledgment in a letter from City of Reno, NDOT and/or FHWA regarding risk to the bridges at higher flow events. Other benefits of the project include removal of the sediment deposits in the kayak park, as well as a maintenance agreement with the City of Reno to keep the park free of future deposition. Additionally, the project includes an equipment access ramp from Island Avenue to support future maintenance access to the kayak park. The application for the bridges replacement was received February 24th to support inclusion on the March Board agenda. Review and comments have been provided to RTC/Jacobs by Five Peaks and the technical modeling reviewers. The CTWCD Board voted to approve the project at the March 2023 meeting. We are still working through final technical comments and hope to have a

complete package ready to send to USACE by the end of April. Five Peaks continues to have a bi-weekly check-in call with the project proponent to meet on overall project status.

RTC also submitted a 408 application for the geotechnical exploration that they need to complete to support final bridge design. This was submitted to USACE as application CTWCD 23-01. USACE provided an Incomplete Letter on February 17th. This included request for clarification on jurisdiction of the bridge, as well as an update on the status of NEPA permitting. RTC/Jacobs prepared a response and this was directed back to USACE on February 22nd. At this time, the USACE technical reviews will progress. Five Peaks has scheduled a monthly call with USACE to get review updates to pass along to the project proponent.

Farr West Engineering is completing the design for the Booth Street Sewer Siphon project on behalf of the City of Reno. This project will require a bore under the river. A 408 Encroachment Permit will be required as the requirements applies to any projects going over, under or thru the 14,000 CFS flood channel. Tri Sage provided the current 408 application, as well as the HEC-RAS model for that section of the river, and let them know they could expect an 18 month permitting window. A siphon project was previously completed by Farr West and CoR near Kuenzli and the City Maintenance Yard. Some hurdles of that project were addressing the scour, as well as the depth of bore. A pre-application meeting with USACE was held on March 28th. This included the project proponents, as well as the Flood branch of the USACE to ensure all NEPA requirements are being met and hopefully streamline the environmental review of the permit. There is no federal funding for this project and no disturbance below OHWM so USACE Flood will be the lead federal agency for the project. In general, the Farr West team was very well prepared for the call and was able to respond to all of the questions from USACE. They also included their biological and cultural sub-consultants which was very helpful for the discussion. USACE urged Farr West/City of Reno to use the HDD Categorical Permission checklist and include with their application. Farr West submitted a complete application on May 20th. It was a very thorough application and the technical review was simple to complete. The Board voted to approve this permit and submit to USACE for review at the June Board meeting. A Statement of No Objection was drafted and the permit was uploaded to the FTP file share on June 30, 2022. The 408 permissions group provided an initial review of the application and comments/requests for additional information. Farr West provided response to USACE's comments and this information has been sent to USACE to support continued permit review. Unfortunately, there is a huge backload of cultural reviews in the 408 section. In early January, USACE added a cultural resource professional dedicated to the 408 program to catch up on the backload. The project manager is going to work to have them prioritize this review. We are hopeful that the permit could be issued in Summer 2023 to support the overall project schedule.

Uprise Fiber/Comm NV submitted an application for 408 permit for a proposed fiber crossing at Sutro Bridge via a new conduit attachment on the bridge. The project proponent found out about this permit at a late date after Nevada State Lands provided notification of the project to other involved agencies. This project is intended to provide fiber service to the Reno community by June 2023. Five Peaks to

complete some research regarding the language in the Martis Creek Agreement as well as federal regulation.

Washoe County reached out to CTWCD in early June 2021 because they were contacted by the recreational paddling community about an abandoned diversion structure near Ambrose Park in west Reno. The County is concerned that the structure poses a risk for rafters and other river recreationists. They asked whether the structure could be removed and if it would require a 408 Encroachment Permit. Tri Sage contacted the Federal Water Master's office to find out the history of the structure, as well as ownership. The Water Master said that the old diversion structure was part of the old South Side Canal and that all of the water rights in the South Side Canal were transferred to the Lake Ditch (state permit 11489, certificate 4827) in 1948. Since there aren't any valid water rights served by the structure and the ditch has long been abandoned, no one "owns" the structure. Additionally, Tri Sage researched the Martis Creek Agreement and it seems that the diversion structure was likely "grandfathered" in. A field meet was held on August 18th to further discuss the project and the permit impacts. Washoe County is looking for funding opportunities to complete the project. Tri Sage followed up via phone call to USACE and confirmed that a 408 permit would not be required for removal of the structure. This information was passed on to the County. Tri Sage received an update from the County in early January 2022 stating that the County does not have capacity to move forward on this project this year. The project would have to be managed by their Capital Improvements Project team because it would be over \$100k and there is not enough staff to include this project in this year's improvements. There is support from upper management, but it is not as high of a priority as other projects. Washoe County Parks did add the Ambrose dam removal project to the 5-year CIP list and hope to circle back next year. The Board directed at the February 2022 meeting to have legal reach out to State Lands regarding ownership of the structure. This letter was finalized and mailed to NVDSL on March 31st. Tri Sage followed up via email on May 12th and received a response that the NVDSL administrator was preparing a reply. After the June Board meeting, Tri Sage followed up with a voicemail to Ellery Stahler, NVDSL Deputy Administrator. A phone call with Ms. Stahler and Charles Donohue, NVDSL Administrator, was held on June 28th. NVDSL indicated that they did not have any additional information beyond what CTWCD had provided on the history and ownership of the structure. They suggested that the agencies work together to address the concerns from the paddling community as there are other river users that would like to see the structure remain. Discussion was held in regards to improving the safety of the structure, specifically removal of the exposed rebar. A phone call with Dave Solaro indicated that the rebar would likely be completed in October when river flows are low. Tri Sage followed up with Dave Solaro and Alexis Hill on August 30th and again on October 10th to confirm the work has been scheduled. Dave responded that his crews visited the structure and did not see any exposed rebar. A site visit on December 7th showed heavy angle exposed. The Board direction at the November meeting was for Tri Sage to schedule a meeting with Ron Penrose and Dave Solaro – this call occurred on February 6th. Washoe County had planned to do this work in late November but winter storms hit and river flows haven't come back down – this may need to wait until late summer. They plan to remove all exposed metal from the structure. Washoe County stressed that a full public input process would need to take

place for a removal scope could be developed. And the scope (whether full, partial or no removal) would be very important to securing funding. Kayla followed up with Charles Albright via phone call the next day to provide him with a status update on the overall project. As Washoe County is handling the immediate safety concern and USACE 408 will not require a permit associated with this structure, no further action is required of CTWCD. Kayla will prepare a letter to Mr. Albright to address the District's position and send to Leo for review.

Tri Sage accompanied USACE on a field inspection of the Truckee River during the week of June 13th. Federal projects are supposed to be completed every 5 years, but the last inspection of the Truckee River was in 2013. The inspection kicked off on Monday, June 13th at Idlewild Park continuing east to the East 2nd Street bridge. The inspection continued on Tuesday, June 14th at Glendale Bridge to John Champion Park to inspect east end of the CTWCD jurisdiction. USACE will provide an inspection report indicating any areas that require maintenance. This has not yet been received. Some items expected to be noted are a larger push of the City of Reno Flap Gate program, as well as some minor channel wall maintenance in areas of degradation. A follow up email was sent to USACE on October 10th. USACE responded that they are currently working on a backlog from 2021 and hope to have a report issued in 2-3 months.

The river flow model work is completed and the inundation maps for the entire jurisdictional reach are now available. The new inundation maps have been a very helpful tool in all of the engineering work required to support the District. Tri Sage has recently shared the model with several project proponents including 6925 Eagle Creek Court private residence, Stantec (Sutro Fiber Project), Terraphase Engineering (25 White Fir Development), RTC (Keystone & Booth Bridge Replacements), Jacobs (Arlington Bridges Replacement), Farr West (Booth Street Siphon), Atkins (Glendale Portage Path) and SWCA (Truckee River Re-Vegetation Projects). We will continue to work with TRFMA on coordination of our HEC-RAS models.

Tri Sage has nearly finalized the guidance document and supporting installation details to be distributed to the City of Reno and other agencies to aid in future erosion control projects which may help to deter new encroachments.

The model updates in the area of the kayak park indicate that any sediments in the flow channel at this location further reduce the channel capacity and are likely to over-top the banks/walls along Island Avenue. This finding will soon be shared with the City of Reno as a maintenance criteria for the kayak park.

The section that pertained to the USACE April 2013 Inspection report has been eliminated from this report; we expect that this section will be added in again after receipt of the USACE June 2022 inspection report.