



**FIVE PEAKS CONSULTING**  
**Monthly Engineering Report**  
**Carson Truckee Water Conservancy District**

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January 13, 2025

**MONTHLY ACTIVITIES- November & December 2024**

- 1) Completed the first round of fall debris removal. Noah's Park completed removal of standing trees between Sutro and John Champion Park. NVENV completed removal of downed debris near Waste Management, Kietzke side channel and Mayberry Park. Nevada Department of Forestry is supporting debris removal activities from the Gold Ranch Fire.
- 2) Currently wrapping up the bi-annual river inspection and will add additional debris removal scope items as needed.
- 3) USACE has received the 401 Water Quality Certification associated with the Arlington Bridges Replacement and issued Notice of Complete Submittal. We expect to receive their permission by January 27<sup>th</sup>. Working to compile final invoicing for funds spent beyond the initial permit fee.
- 4) JUB has developed a scope of work for the Riverside Drive project to progress the design to 30% and develop a more refined cost estimate. We presented at the TRFMA Board Meeting in December to review scope and funding. We will request TRFMA approval in February to move forward with Inter-Local Agreement between TRFMA and City of Reno for funding of the full project. This could support a Summer 2025 start for the portion downstream of Booth Street. We plan to begin environmental and cultural surveys in the spring to support 408 permitting for the portion downstream of Booth Street.
- 5) Met with USACE on December 17<sup>th</sup> to review permit status updates. Followed up with project proponents. They noted that they are also anticipating a shortfall in funding for this fiscal year and staff will need to split time between other projects. We will need to clearly communicate priorities.
- 6) Corresponded with USACE regarding the status of the White Fir project. USACE noted that the prior hydraulics issues have been resolved. The cultural consultation is still underway. They are estimating to issue a final decision in March or April.
- 7) Corresponded with project proponents for Sierra Street bridge replacement project and continued to participate in design review meetings. Planning on 408 submittal in October 2025.
- 8) Corresponded with project proponents for Keystone Avenue bridge replacement project and participated in design review meetings. USACE will require a Drilling & Invasive Program Plan (DIPP) in this area which could impact review times. We received draft DIPP on January 6<sup>th</sup> and are currently reviewing prior to submittal to USACE.

- 9) Received application from NV Energy for two power line replacements in Verdi. CTWCD Board approved at the October meeting. Held a brief pre-application meeting during monthly call with USACE. Will not require formal pre-app or funding agreement. Re-submitted to USACE on January 13<sup>th</sup>.
- 10) Received application from Trout Unlimited for a fish weir project to support habitat for LCTs. Currently reviewing the application and will plan to present to the Board for approval at the February meeting.
- 11) Received CVCD and DVCD quarterly grant progress reports for 2024/2025 grant projects. We also received the final close out report for the CVCD projects that received 2023/2024 grant funding. This was a very thorough report that showed great improvements to bank stabilization in 3 locations on the Carson River.
- 12) Received consultation request for Washoe County's Canepa Ranch Trailhead project. Planning an on-site meeting for next week.
- 13) Received consultation request from Nevada Department of State Lands for a new AT&T fiber placed across the Truckee River to support TMWA's Fleish Power Plant. This will require a 408 permit.
- 14) Received USACE Truckee River field inspection report on June 27, 2023. We received follow up from NV Energy that 1 of the 3 identified powerline crossings pre-dated the Martis Creek agreement. Other 2 crossings will require as-built 408 applications. We had a meeting with the City of Reno on March 15<sup>th</sup> to discuss additional flap gates required. Continuing to follow up with USACE inspection team.

## **UPCOMING ACTIVITIES**

- 1) Coordinate model review and pre-application meeting for Trout Unlimited fish passage project.
- 2) Complete bi-annual river inspection report and 2024/2025 debris removal report.
- 3) Reach out to Congressman Amodei's office to request 2025 meeting to discuss current CTWCD priorities.
- 4) Meet with One Truckee River to review 90% plans for Brodhead Park Restoration and provide guidance on whether a 408 permit will be required. Also provide guidance on their Urban Tree Workforce Program to ensure work does not require permitting.
- 5) Work with JUB to complete the 30% design for the Riverside Drive 14,000 cfs alternative and prepare TRFMA Board agenda item for February meeting.
- 6) Work with City of Reno to determine potential projects for Conserve Nevada Grant.
- 7) Follow up with City of Reno on the meeting that was held on June 29<sup>th</sup> to confirm that West Street Plaza is included in their Flood Response Action Plan (FRAP) and pursue a final encroachment permit.
- 8) Continue to participate in monthly check in meeting with USACE. These are scheduled for the third Tuesday of every month.
- 9) 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.

- 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 working with project proponents for encroachment permit applications for One Truckee River Brodhead Park, USFWS fish passage projects, AT&T fiber installations, Washoe County Canepa Ranch Trailhead, NDOT I-80 Verdi Bridge Replacement Project, Keystone/Sierra Bridges replacement project, NV Energy powerline rebuilds, TMWA maintenance projects and other projects within the 14,000cfs flow channel.
- 12) 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.
- 13) 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 408 application for 25 White Fir was finalized and sent to USACE on January 23<sup>rd</sup>, along with CTWCD's Statement of No Objection. We received initial comments from USACE on February 21<sup>st</sup>. Comments included requested additions to the Section 106 cultural report, real estate verification and request for categorical permission checklist. These comments were provided to the project proponent to address. The project proponent provided a complete response and the updated files were sent to USACE on May 8<sup>th</sup>. We received additional environmental and cultural comments on June 14<sup>th</sup> and provided a response on June 24<sup>th</sup>. We had a long discussion with USACE on September 17<sup>th</sup> and explained why we didn't think a 2D model should be required for this review. USACE indicated that they are seeing WSE increases beyond the threshold which is in conflict to what our modeling shows. USACE requested a blockage analysis, as well as a detailed table illustrating WSELs in existing and proposed models. USACE noted that this satisfied the hydraulic concerns and they are now working to close out the cultural consultation.

RTC and Jacobs has completed the design for the Arlington Avenue Bridges Replacement Project. RTC is hoping to receive USACE permission for the project in 2024 to allow construction to start in early 2025. FHWA is the lead federal agency so they are completing the overall NEPA decision and have issued a Categorical Exclusion. The hydraulic modeling shows that the bridge deck is not inundated at 14,000cfs which is important for USACE. 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 the 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 was originally

submitted to USACE in March 2023. There were many rounds of comments from USACE, mostly involving the need for a 100% submittal that included the kayak park design. This was originally scheduled to be complete in October 2023, but was not received until March 19<sup>th</sup>, 2024. There were extensive modeling comments and these were discussed with RTC and Jacobs on April 1<sup>st</sup>. We received a revised submittal on April 11<sup>th</sup>. The team met again on April 25<sup>th</sup> to review modeling concerns and plan set inconsistencies in more detail with a follow up meeting between the hydraulic modelers. We received a final submittal on May 6<sup>th</sup> and JUB subsequently approved the set to be submitted to USACE for review. The CTWCD Board agreed to resubmit the application to USACE to continue their review of the project. This was packaged and sent to USACE on June 10, 2024. At the request of RTC, USACE received emails from Congressman Amodei's and Senator Cortez Masto's offices regarding USACE's delays and impacts on the overall project. We have emailed RTC asking for a meeting to discuss why congressional support was requested. The 401 WQC was received in October and USACE issued their Notice of Complete Submittal. Permission is expected within 90 days from the Notice of Complete Submittal and no later than January 27<sup>th</sup>. We are working to prepare the final invoice to cover permitting fees.

The CTWCD board voted at the March 2024 meeting to approve funding a Riverside Drive alternatives analysis by JUB. We received the draft report on May 10<sup>th</sup> that included conceptual designs for all three alternatives, as well as cost estimates. The report was shared with City of Reno and TRFMA on July 2<sup>nd</sup>. On July 16<sup>th</sup>, we had a preliminary discussion with USACE. They consider Alternative B to be a substantial alteration to the federal flood project that could entail major permitting effort. After further discussion with CTWCD Board, City of Reno and TRFMA, we all agree that Alternative A (14,000cfs) is more suitable for everyone's needs as the majority of this alternative would fall under maintenance activity. We did a site walk with JUB and City of Reno on September 19<sup>th</sup> to better refine the scope. JUB has prepared a 30% scope of work and cost estimate for the downstream maintenance section for the Board's consideration. We presented the project scope and cost estimate to the TRFMA Board at their December meeting. We will request full project funding via an Inter-Local Agreement between TRFMA and City of Reno at TRFMA's February meeting. The following roles/responsibilities have been proposed:

1. CTWCD – Fund and manage final design of 14,000 cfs containment. This could be via floodwall, revisions to channel bank grading or a mixture of these solutions.
2. City of Reno – Fund and manage design of pedestrian path and landscape restoration, manage public outreach, issue bidding and construction documents, manage project construction.
3. TRFMA – Design review and construction funding.

We received a draft application from RTC/Parametrix to support 408 permitting for the geotechnical borings for the Keystone Bridge. A pre-application meeting with USACE was held on August 27<sup>th</sup>. USACE has determined that a Drilling & Invasive Program Plan (DIPP) will be required in this location due to the dike included in the original federal project. RTC received NEPA determination from NDOT/FHWA on September 9<sup>th</sup>. CTWCD Board approved the project at the September Board meeting,

but will not be submitted until the DIPP is complete. We received an updated application on January 6<sup>th</sup> and are currently reviewing.

USACE has issued their permission for the City of Reno's Booth Street Sewer Siphon project. The project proponent requested a meeting on April 16<sup>th</sup> to discuss the possibility of sleeving the existing pipe instead of boring a new pipe. We discussed implications with the permit. They have decided to sleeve the pipe, but we will still issue the 408 permit so it is documented in the federal flood project.

Tri Sage accompanied USACE on a field inspection of the Truckee River during the week of June 13<sup>th</sup>. 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 13<sup>th</sup> at Idlewild Park continuing east to the East 2<sup>nd</sup> Street bridge. The inspection continued on Tuesday, June 14<sup>th</sup> at Glendale Bridge to John Champion Park to inspect east end of the CTWCD jurisdiction. A draft report was received via email on June 27<sup>th</sup>. Five Peaks has provided comments to USACE. We are also working on developing an action/follow up plan for the "unacceptable" ratings and maintenance items.

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. Five Peaks has recently shared the model with several project proponents including Parametrix (Verdi and Keystone bridge replacements) and NVENV (Trout Unlimited J-hook weir structures). We will continue to work with TRFMA on coordination of our HEC-RAS models. JUB recently received a version of the TRFMA model that was used to develop the FEMA Physical Map Revision (PMR). Preliminary review indicates that CTWCD's model is more conservative and TRFMA's model is more accurate because it is a full 2D model. We had an in depth discussion with JUB to review the pros and cons of merging the CTWCD and TRFMA models from Mayberry Park to Glendale. This would be a substantial effort as the models have two different purposes.

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 to address maintenance items in the USACE June 2022 inspection report.