



FIVE PEAKS CONSULTING
Monthly Engineering Report
Carson Truckee Water Conservancy District

June 9, 2024

MONTHLY ACTIVITIES- May/June 2024

- 1) Submitted 408 application for Sierra Street Geotechnical Boring to USACE.
- 2) Re-submitted final model and design package for Arlington Bridges Replacement to USACE.
- 3) Reached out to Scott Schoenfeld, Boca/Stampede Bureau of Reclamation contact to schedule a CTWCD Board field trip. He is on vacation during the June meeting, so we will need to find another date for this tour.
- 4) Received USACE permission for Permit 22-01 Booth Street Sewer Siphon project. Participated in a phone call with the project proponent to discuss possible changes to the permit. Awaiting follow up to prepare the 408 permit for execution.
- 5) Provided comments on the draft report for the Riverside Drive alternatives analysis and further discussed with JUB. Once comments have been incorporated, the report will be sent to City of Reno and TRFMA for further discussion.
- 6) Re-established monthly status calls with USACE for the third Tuesday of every month.
- 7) Corresponded with project proponents for Sierra Street bridge replacement project and continued to participate in design review meetings.
- 8) Corresponded with project proponents for Keystone Avenue bridge replacement project and participated in design review meetings. Received draft application for geotechnical borings and provided comments. They do not yet have their NEPA decision so that will delay submittal. Working to schedule a pre-application meeting with USACE.
- 9) Received notification from USACE that the Section 408 program is currently anticipating a budgetary shortfall that will impact the capacity of the Sacramento District 408 Permissions Program to respond to ongoing and new requests to alter USACE projects. Funding for the USACE Section 408 program is managed by USACE Headquarters and the scope of impact of the funding shortfall on the Sacramento District is uncertain.
- 10) Corresponded with project proponent/consultant on upcoming Verdi bridge replacements. Provided upstream HEC-RAS model and 14,000 inundation shapefiles to determine permitting requirements.
- 11) Corresponded with project proponent/consultant on upcoming Trout Unlimited J-hook weir structures in Verdi and noted that CTWCD cannot waive the application fees. Waiting to hear if the project is moving forward.
- 12) Began discussions with JUB and TRFMA regarding merging the CTWCD and TRFMA HEC-RAS models into one model to streamline future permitting and modeling efforts.

- 13) 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 15th to discuss additional flap gates required. Continuing to follow up with USACE inspection team.
- 14) Review projects near river for Permit requirements; provide inundation maps for parcels, as required. This included discussions with NDOT regarding upcoming Trout Unlimited J-hook weir structures in Verdi, as well as other various projects/parcels adjacent to the flood channel.

UPCOMING ACTIVITIES

- 1) Schedule bi-annual river inspection when river flows go down.
- 2) Meet with One Truckee River to review 90% plans for Brodhead Park Restoration and provide guidance on whether a 408 permit will be required.
- 3) Follow up with City of Reno on the meeting that was held on June 29th to confirm that West Street Plaza is included in their Flood Response Action Plan (FRAP) and pursue a final encroachment permit.
- 4) Continue to participate in monthly check in meeting with USACE. These are scheduled for the third Tuesday of every month.
- 5) 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.
- 6) 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.
- 7) Continue to collaborate with the City Forester for the removal of hazard trees within the 14,000cfs flood channel if budget dollars permit.
- 8) Continue working with project proponents for encroachment permit applications for One Truckee River Brodhead Park, USFWS fish passage projects, NDOT I-80 Verdi Bridge Replacement Project, Keystone/Booth/Sierra Bridges replacement project and other projects within the 14,000cfs flow channel.
- 9) 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.
- 10) 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 23rd, along with CTWCD's Statement of No Objection. We received initial comments from USACE on February 21st. 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 8th. We have not yet received notice of a complete application – we will follow up with USACE this week.

Reno Sparks Indian Colony reached out in January to discuss the permit and associated permit window for the Truckee River Shared Use Path that was permitted as project CTWCD 20-01. This was originally permitted by RTC to be completed in parallel with the NDOT SBX project. It was not completed 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. RSIC is hoping to move this project forward with a phased approach. We will follow up with RSIC this week.

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 19th, 2024. There were extensive modeling comments and these were discussed with RTC and Jacobs on April 1st. We received a revised submittal on April 11th. The team met again on April 25th 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 6th 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

We are making great traction with the City of Reno and TRFMA on addressing the Riverside Drive inundation. TRFMA commissioned a conceptual design that showed a reasonable wall height (< 2.5 feet) to contain 14,000 cfs. Next steps are complete construction plans and bid package, as well as

overall project funding. After many discussions with City of Reno and TRFMA, 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.

The CTWCD board voted at the March meeting to approve funding an alternatives analysis by JUB. We received the draft report on May 10th that included conceptual designs for all three alternatives, as well as cost estimates. The CTWCD Board discussed the draft at the May meeting and had a few questions and comments. These were shared with JUB who provided responses. Once the CTWCD board has discussed, the draft should be sent to City of Reno and TRFMA for comments and next steps.

Design review committee meetings are ongoing for RTC’s Sierra Street (2028) and Keystone Avenue (2030) bridge replacements. We received an application from RTC/Jacobs to support 408 permitting for the geotechnical borings for the Sierra Street Bridge. We had a pre-application meeting with USACE on April 15th and received a revised application on April 23rd. The CTWCD Board voted to approve the application the May meeting and the package was submitted to USACE on May 29, 2024. We received a draft application from RTC/Parametrix to support 408 permitting for the geotechnical borings for the Keystone Bridge. They have not yet received NEPA determination from NDOT/FHWA, so will wait to submit the final application.

USACE has issued their permission for the City of Reno’s Booth Street Sewer Siphon project. The project proponent requested a meeting on April 16th to discuss the possibility of sleeving the existing pipe instead of boring a new pipe. We discussed implications with the permit. They are completing further due diligence and will follow up with a final decision. We have not yet issued the 408 permit.

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. A draft report was received via email on June 27th. 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. At this point, it may make sense to "merge" the CTWCD and TRFMA models from Mayberry Park to Glendale.

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.