



FIVE PEAKS CONSULTING
Monthly Engineering Report
Carson Truckee Water Conservancy District

May 17, 2025

MONTHLY ACTIVITIES- April/May 2025

- 1) Issued the 408 permit for the Arlington Bridges Replacement. The final invoice totaled approximately \$35,000 – this payment has been received. We are working closely with the Watermaster's office to communicate expected flows and possible impacts on construction. There is a field meeting scheduled for May 21st with RTC and Granite.
- 2) TRFMA voted at the February 14th Board meeting to move forward with Inter-Local Agreement between TRFMA and City of Reno to fund the full Riverside Drive project. Lucas and I are working on final redlines of the agreements to ensure both project phases are funded. The City of Reno is currently planning a Fall 2025 start for the berm portion downstream of Booth Street as this falls under maintenance activity. We are expecting 60% design plans for the berm on May 21st. We have received a scope of work from JUB (\$29,300) to begin environmental and cultural surveys this spring to support 408 permitting for the floodwall phase.
- 3) CVCD sent a disbursement request on April 22nd for their 2024-2025 grant (Genoa Phase 4 restoration project). We are just waiting on the final report.
- 4) Corresponded with TMWA to discuss the downed tree and wall failure at the Idlewild Pump Station. Additional follow up and permit review is required. Offered to provide a 408 training to the TMWA staff.
- 5) Provided CTWCD inundation maps to Tim Bardsley at National Weather Service Reno office.
- 6) Met with USACE on April 15th to discuss permit status for all current projects. Followed up with project proponents.
- 7) Received USACE permission for the NV Energy power line rebuilds in Verdi. A draft permit was sent to NVE on May 6th.
- 8) Corresponded with USACE regarding the status of the White Fir project. USACE has confirmed that all reviews are complete and the permission is out for final signature. USACE is estimating that a final decision will be issued in May. We have provided a draft permit to the proponent so we can finalize quickly upon receipt of the final permission.
- 9) Corresponded with project proponents for Sierra Street bridge replacement project and continued to participate in design review meetings. The design team is planning on 408 submittal in October 2025. The 60% submittal is nearly complete for CTWCD and JUB review.
- 10) 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 submitted the application package to

USACE on February 7th. We received Notice of Incomplete Submittal on March 3rd and provided requested information on April 7th. Awaiting USACE response.

- 11) Received application from Trout Unlimited for a fish weir project to support habitat for LCTs. Pre-application meeting with USACE was held on February 27th. After initial review of the submittal package, it was discovered that the proposed improvements increase the WSEL by 0.3 feet which is not allowable so project proponent is preparing a new design to minimize the WSEL rise.
- 12) Received additional consultation request from NVDSL and TRFMA for projects located outside of CTWCD jurisdiction.
- 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.

UPCOMING ACTIVITIES

- 1) Continue to respond to questions and provide support for Trout Unlimited fish passage project.
- 2) Schedule bi-annual river inspection – likely to occur in late July/early August when river flows reduce.
- 3) Schedule meeting with Congressman Amodei's office to request 2025 meeting to discuss current CTWCD priorities. Todd will help reach out.
- 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) Finalize the TRFMA/City of Reno Inter-Local Agreements to support the Riverside Drive project.
- 6) Work with JUB to complete the 60% design for the Riverside Drive 14,000 cfs alternative and prepare for upcoming cultural and biological studies.
- 7) Follow up with Jones Street Condos on unauthorized construction within 14,000 cfs flood channel.
- 8) Follow up with City of Reno on the meeting that was held in 2024 to confirm that West Street Plaza is included in their Flood Response Action Plan (FRAP) and pursue a final encroachment permit.
- 9) Continue to participate in monthly check in meeting with USACE. These are scheduled for the third Tuesday of every month.
- 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, 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 23rd 2024, 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 received additional environmental and cultural comments on June 14th and provided a response on June 24th. We had a long discussion with USACE on September 17th 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. We met USACE, Reno Sparks Indian Colony and the project proponent on February 10th to review tribal concerns. We clarified scope and area of potential effect – this was very helpful and RSIC is now comfortable with the project. We expect the Section 106 consultation to be completed in March and the final permission to be issued in May.

The permit for the Arlington Avenue Bridges Replacement Project was issued to RTC in April, as well as a variance to access the flood channel early. Construction began on May 5th and is expected to continue through Spring 2026. The watermaster called in May and said that high river flows (1100-1200cfs) are anticipated for most of the month of June which could complicate dewatering efforts. This was communicated to RTC and we have an on-site meeting on May 21st with RTC and Granite to review in more detail.

The Riverside Drive project continues to move forward to address the existing inundation during 14,000 cfs flows. This will be a two phase project with berm maintenance proposed downstream of Booth Street and a new floodwall upstream of Booth Street. The berm design is currently at 60% and the City of Reno intends to complete construction in Fall 2025. There has been a conceptual design prepared for

the floodwall. The floodwall project will require a 408 permit, as well as NEPA permitting. We are currently working to finalize Inter-Local Agreements to fund the Riverside Drive project and formalize the following roles/responsibilities:

1. CTWCD – Fund and manage final design and 408 permitting to achieve 14,000 cfs containment.
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 27th 2024. 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 9th. CTWCD Board approved the project at the September Board meeting, but will not be submitted until the DIPP is complete. We completed review of the updated application and sent to USACE on February 7th 2025. USACE provided a Notice of Incomplete Submittal and we have responded with the additional information. Awaiting response from USACE.

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 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 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. 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 so this will not be pursued at this time. However, we will continue to collaborate closely with TRFMA to ensure model updates are consistent.

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.